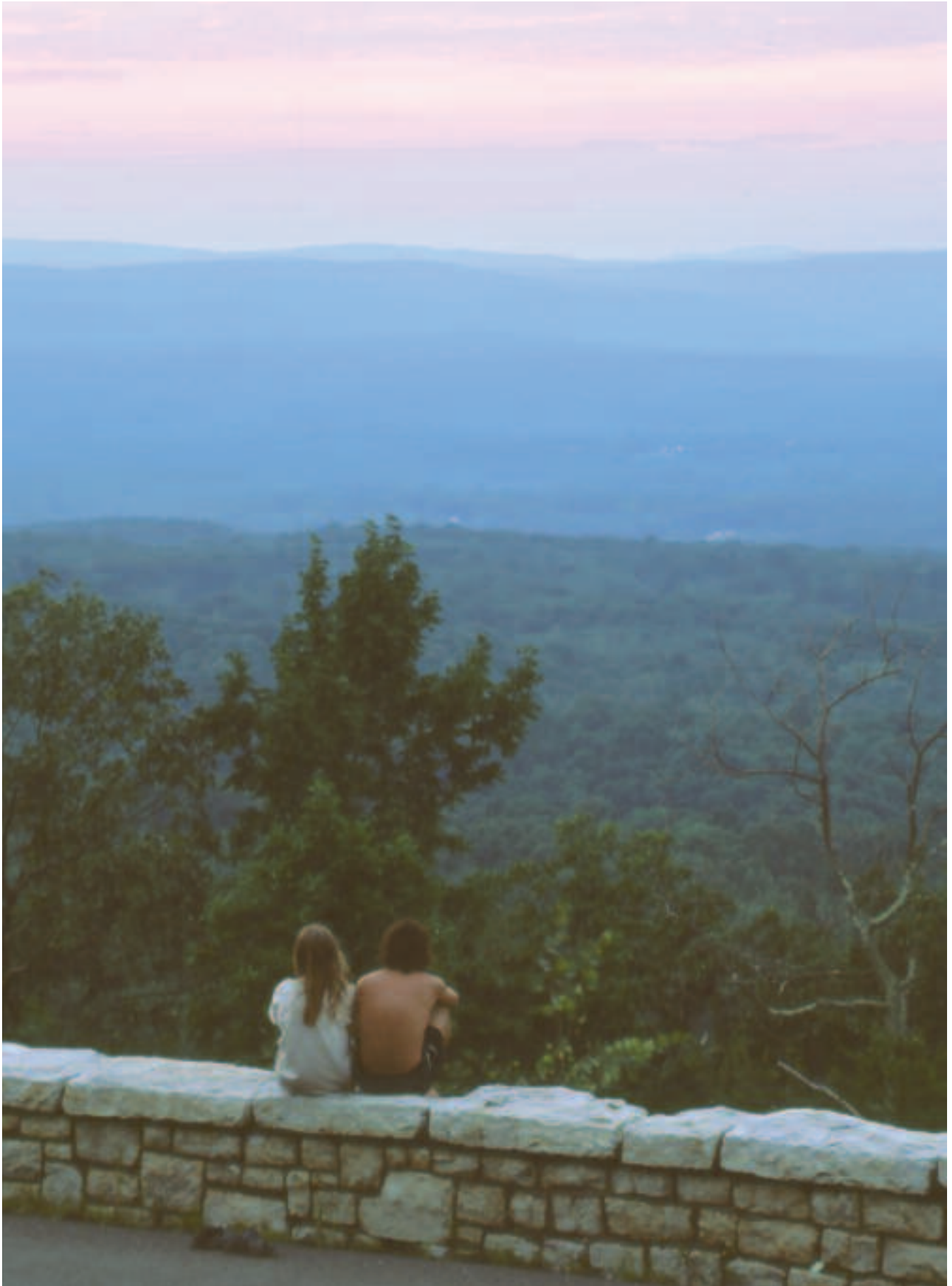




The Albert Smiley Memorial Tower on Sky Top as seen from the Rondout Valley.

PLANS FOR TOURISM,
TRANSPORTATION,
PRESERVATION OF RESOURCES
AND MANAGEMENT OF
THE SHAWANGUNK MOUNTAINS
SCENIC BYWAY.



Scenic pull-off on US 44/NY 55.

Our Vision:

The Shawangunk Mountains Scenic Byway will be managed by a regional partnership of the eleven towns and villages that encircle the Northern Shawangunk Mountains. This is a coming together of the communities that, for thousands of years, have had a common bond with the Shawangunks.

Through the Shawangunk Mountains Regional Partnership, we seek to add a regional dimension to the vision and plans created by our towns and villages. Together, we strive to encourage growth while preserving those resources that are essential to the intrinsic character of our region.

The future we see is one in which:

The Shawangunk Mountains Region will be recognized as a distinct region of New York State.

Tourism will be spread throughout the region rather than be concentrated on the Ridge.

Visitors to our region will be aware of our many scenic, natural, recreational and historic resources and will know how to access them as well as the places to dine, stay and shop.

Our recreational resources will be expanded and will include additional lands on the Ridge, fuller utilization of our waterways, more bicycling, and

public access to greenways linking open space areas in the valleys and adjacent to the Ridge.

We will be more aware of the rich history of our region and we will have an organized program for the interpretation and presentation of the vast historic resources we have throughout the region.

Our transportation system will be improved, particularly in regard to the New Paltz section, and traffic will flow smoother and more safely through certain intersections. We will have adequate shoulders for the safety of bicycle travel throughout the region. And we will have a more aesthetically-pleasing corridor, with improved design and access management, graced by landscaping in keeping with our rural countryside.

We will continue to preserve the unique biodiversity and natural landscape of the Shawangunk Ridge. We will preserve farmland and other agricultural resources. We will be engaged in the on-going implementation of the Open Space and other plans our towns have just now begun to develop.

Although more housing will be built in our countryside, the impact of this on our scenic views will be minimized. We will continue, in particular, to enjoy the scenic views of the Shawangunks and be reassured of where we are.

Our Story:

The Shawangunk Mountains Scenic Byway tells the story of the towns and villages in the Wallkill and Rondout valleys and their connections with the northern Shawangunk Mountains as well as with each other.

It's the story of the important natural resources in our region and seeks to expand our appreciation of these resources. Much of our story is historical, relating the experiences of man in these valleys and mountains for thousands of years.

Greater awareness of our natural resources and history adds to the enjoyment of the many recreational activities we engage in here. This enhanced awareness also adds meaning and depth to the scenic views we enjoy as we travel along the 82 miles of the Shawangunk Mountains Scenic Byway.





Tourism Plan

A. Assessment of Present Conditions

The Shawangunk Ridge is by far the major tourist attraction of the Region, with visitors enjoying Minnewaska State Park Preserve, the Mohonk Preserve, Sam's Point Preserve and the Mohonk Mountain House. Surveys indicate that people who visit the Ridge are very satisfied with their experiences and enjoy, in particular, the scenery, recreation, proximity to nature and relative solitude that can be found here.

From this it follows that the commercial centers en route or closest to the Ridge, such as New Paltz, enjoy the largest share of the tourism trade while more remote communities realize less.

Ridge tourism has increased greatly in recent years. According to Manager Alex Collins, visitation at Minnewaska State Park Preserve has increased by 12-13% over the last five years.

However, capacity on the Ridge is limited. On many in-season weekends, space for parking at the preserves may not be available. Visitors may be turned away, often as early as 10 a.m., and lines of cars form along the roadway, causing safety concerns.

According to the Byway Ridge Subcommittee, representing the land managers on the Ridge, the answer is not to increase parking capacity at the present access points. To do so would be very expensive. Also, higher visitation, if concentrated, might harm the fragile natural communities on the Ridge. And the quality of the visitor experience may be compromised if a lot of people are out on the trails.

The Byway offers a viable way to address the capacity issues on the Ridge by offering a unique means of highlighting other resources in the Region and providing a truly enjoyable experience in reaching them.

The Region offers opportunities for quality recreation at our off-ridge preserves and our rail and canal trails. Our historic venues include the Huguenot Street National Historic Landmark District and the eight other historic districts in the Region, the D&H Canal Museum in High Falls and our many historic sites. Also, the "pick your own" farm markets, the antique and gift shops, and the special events organized in our towns and villages provide an array of activities for visitors to enjoy.

Designation of the Byway will enable programs to be implemented that will focus on the connectivity of the resources in the Region and will work, in a direct way, to moderate the impact of tourism on the natural resources of the Ridge while providing for economic growth in the towns/villages in the Rondout and Wallkill valleys.

Our emphasis, therefore, will be on distributing tourism throughout the Region, rather than on attracting more tourists to the area, although we recognize that some increase in tourism will result from our participation in the NYS Scenic Byways Program.



B. Goals of the Tourism Plan:

Our goals follow from the above assessment of present conditions related to tourism and our vision of the future for the Byway and the Shawangunk Mountains Region.

1. Build a strong identity for the Shawangunk Mountains Scenic Byway and the Shawangunk Mountains Region.
2. Improve the ability of each of the participating communities to benefit from the tourism that is attracted to our region.
 - a. Build awareness of the many significant scenic, natural, recreational and historic resources along the Byway and throughout the Region.
 - b. Guide visitors to these various resources, and to other places of interest in the Region.
 - c. Enhance the meaningfulness and relevance of these resources.
 - d. Manage these activities in a way that gains the participation and support of all the local communities and other stakeholders in the Region.

C. Communications, Marketing and Promotion:

1. **Sign Program:** The sign program for the Shawangunk Mountains Scenic Byway will be based on the New York State Scenic Byways Sign Program, as described in the Manual. This program “establishes a brand identity” for the State’s scenic byways and will:



Design for Byway sign under consideration.

- a. Allow for a diversity of expression while providing the public with a clear and consistent message throughout the State.

b. Achieve the NYS DOT goals of providing byway branding, enhancing sign visibility and readability, and preserving traveler safety.

c. Result in a system of signs that is characterized as distinct and recognizable and provides useful information to travelers including various services, destinations and events. Color, logo treatment, material, and scale of signs all play a part in this recognition.

d. Assure that all sign information is clearly conveyed to traveling motorists, and easily comprehended from a moving vehicle. Color, font, typeface and scale are important factors in legibility.”

The Sign Program consists of a collection of seven distinct sign types that respond to the informational needs of travelers. This family of signs is intended to affect the travelers’ transition from a vehicle to a walking environment, and subsequently to a visitor experience.

Official signs permitted within the NYSDOT highway right-of-way:

Byway Identification Signs, provided by NYSDOT, are single-sided aluminum panels with our logo, spaced along the route, with an arrow panel when a turn must be executed.

Byway Community Identification Signs, also provided by NYSDOT, serve to introduce and welcome byway travelers to each byway community.

Tourist Oriented Directional Signs, provided by businesses, provide information to the traveling public about places located on the non-primary Byway routes.

Destination Marker Signs, provided by businesses and/or NYSDOT, employ symbolic design to direct travelers to a generic location, such as a hiking trail or boat launching ramp, where function is more important than name recognition.

Non-official signs permitted outside the NYS-DOT right-of-way:

Byway Community Gateway Identification Signs, provided by the community, offer opportunities for expression of a community identity along the Byway.

Pedestrian Directional Signs, provided by the community, guide visitors to points of interest after they have disembarked from their cars or buses. Also for walking tours.

Interpretive Signs, provided by the resource or community, interpret the significance of a particular site, resource or event.

The Regional Tourism Committee, guided by the NYS Scenic Byways Sign Manual, will develop a detailed and comprehensive sign program for the Shawangunk Mountains Scenic Byway, considering the usefulness of the above signs but also being careful not to contribute to the sign clutter that already exists in some areas.

As described in the Management Plan, this committee of the Shawangunk Mountains Regional Partnership will be made up of representatives of each of the towns/villages in the Region and other stakeholders. The involvement of this committee in this level of planning will help to assure that (a) the most appropriate locations are selected, (b) the Tourism Plan gains local support and (c) the committee is empowered with decision-making authority relating to these communities, which in turn will help to assure continuing participation on this regional body.

2. Visitor Centers: It is vital for us to intercept visitors at key locations along the Byway and help travelers make decisions about where to go and how to get there. This gives us the opportunity to suggest places in the Region where visitors otherwise might not go. One key location for a Visitor Center would be at the New Paltz Thruway exit. Another is at the intersection of Rts 44/55 and Rt 209 in Kerhonkson.

3. Web site: The Partnership will establish a user-friendly and helpful website, with graphics related to the basic Byway design, with links to other sites within the region, and to sites with special-interest information, such as on rock-climbing, stone houses, etc.

4. New Technology: New electronic communications may direct travelers to other destinations when the ridge parking is full. This may also be used as a traffic management tool for directing travelers to other than the usual roads in or out of the region.

Another possibility is an electronically-cued tour guide for interpreting sights along the road, such as providing information on the geological origins of the ridge to travelers as they view the outcrops, ledges, and talus along the route.

5. Inter-Active Kiosks: These can be used at several locations around the Byway to provide information on the Region to travelers. Spots to consider include Bullville, Pine Bush, Wallkill, Rosendale, High Falls, Kerhonkson, Ellenville, and the pulloff overlooking the Wallkill Valley on Rts 44/55 just below the steel bridge. Consideration needs to be given to the safety of these areas in regard to possible vandalism. The experience of other Byways with kiosks should be obtained and utilized. Consideration might be given to the use of the Mohonk gazebo style similar to the kiosk at the Mohonk Mountain House gate entrance.



Joyce Minard, President New Paltz Regional Chamber of Commerce shows a visitor literature on the Region.

6. Printed Material: We would like to develop the following pieces for distribution as soon as possible after designation. Our Regional Tourism Committee will develop an on-going communications program to keep the Byway alive and fresh each year. It is important that all printed material have a consistent and related family look and speak with the same voice.

This will create a strong and quickly-recognized Byway identity.

Map: Large, colorful, folded, easily-read map of the Byway and Region, with photos and descriptions of significant places of interest in the Region. Consider same also as brochure.

Book/Video: High-quality reference guide for informing the various community and group leaders about the resources and attractions along the Byway and within the Byway region, and for creating enthusiasm for the Byway/Region. Contains information and illustrations from our Inventory of Resources.

Special-interest brochures:

Directed to hikers, road bikers, mountain bikers, rock climbers and seekers of farm markets, historic sites, antiques and gift shops, and places to eat/stay. Brochures describe resources and locations within the Byway Region.

Festivals/events in the Region should be given special promotion by the Byway. Creating awareness of these community attractions . . . such as county and other

fairs, historic house days, Shawangunk Day, the Blueberry Festival in Ellenville, the Taste of New Paltz, the Pickle Festival in Rosendale . . . will help move visitors to places throughout the Region.

Handicapped Access: booklet indicating handicapped access to resources around the Byway.

7. Logo Displays:

Frequent use of the logo will help to build awareness of the Byway. This can be done by businesses promoting themselves as "Along the(logo)" in ads, on menus, napkins, at gas pumps, farm stands and door stickers, counter cards.

8. Clarify Identification:

Inform others who publish material about our area that this is the Shawangunk Mountains Region. We are not, as the Thruway sign now indicates, in the Catskills.

9. Publicity:

The Partnership should develop the resources for issuing press releases to local media on a regular basis, informing the public of our activities, as well as holding press conferences when topics warrant. It is important to maintain a continuity of activity so that the Byway is regarded as a living, active program.

10. Marketing Research:

Based on the review of existing information, the Tourism Committee will make a determination of information needs, give consideration to various techniques for gaining this information, and determine what priority this research should have.

D. Resource Interpretation

The Partnership Tourism Committee will develop a program to enhance the meaningfulness and relevance of the resources in the Region, telling the story of the towns and villages in the Wallkill and Rondout valleys and the connections with each other, and with the northern Shawangunk Mountains.

Some aspects of this interpretive program,



Taste of New Paltz is one of many special events in the region.

particularly directional materials, are included in the Communications, Marketing and Promotion section above. The Tourism Committee, representing all of the communities in the Region and key resources, will include in the Resource Interpretation Plan the recommended location for the visitor centers, kiosks, interpretive markers, and interpretive brochure distribution points.

Initially, this will consist of simply distributing existing material about resources in the Rondout Valley to distribution points in the Wallkill Valley, and the other way around. A further step will be to combine venues in similar resource categories, such as old stone houses in both valleys, mountain biking in the region, etc, using a graphic format in keeping with the Byway "look",

Success of the program will depend greatly on the enthusiasm and support generated at the local level. The response of the public and businesses in these communities at the Byway meetings indicates that this local involvement will be forthcoming, once the Byway is designated and we proceed to implement these plans.

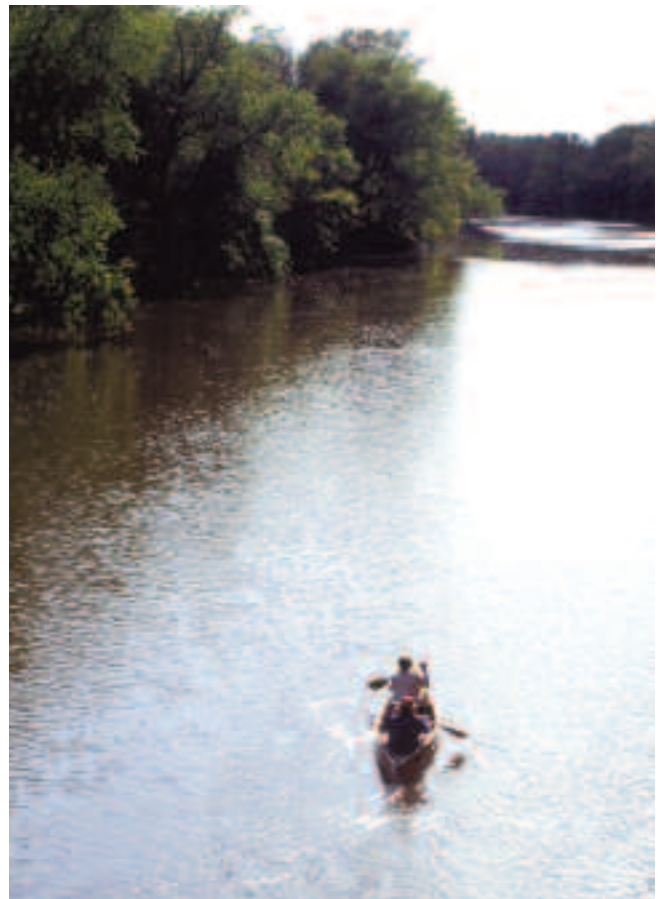
E. Programs with Partners

The Shawangunk Mountains Regional Partnership will forge partnerships with the various special-interest and community groups throughout the Region. This will be done through a coordinated effort, led and supported by the participating municipalities in the Region.

Get-Acquainted Presentations: Soon after designation, the Byway should develop a basic Byway presentation for use at meetings of the various groups and communities throughout the region. This should be accompanied by an attractive folder containing basic Byway information, related to the "Birth of a Region" piece we used for our earlier public input sessions.

Special-Interest Groups: Many special-interest groups in the region are important to the tourism dispersal success of the Byway, such as the chambers of commerce, B&B associations, business development groups, historic associations, organizers of the wine and pottery trails, recreation-related groups such as the New York-New Jersey Trail Conference, the Mid-Hudson and Orange County bicycle clubs, the Gunks Mountain Biking Association, the county Farm Bureau groups and other farm organizations, such as the Rondout Valley Growers Association.

In addition to the focus on the Get-Acquainted Presentation, meetings of the Byway with these groups individually should include exploration of opportunities for partnering on projects related specifically to tourism dispersal. We need to (a) explain why this goal for tourism is important, (b) develop specific strategies and projects appropriate to the needs and resources of each group, and (c) encourage the formation



Recreational use of our waterways can be expanded.

of specific group-related plans for implementing these projects.

For example, mountain biking is now heavily concentrated at Minnewaska. The Byway can work with the Gunks Mountain Biking Association (GUMBA) and the management of Minnewaska State Park Preserve and Vernooy Kill State Forest to move bikers over to Vernooy, particularly when Minnewaska is full, and to establish a tradition of responsible biking at Vernooy.

Community Groups: As above, meet town/village groups to further activities helpful for dispersal of tourism, particularly for projects which help the communities benefit from the Byway. Organize and guide local Byway activity groups.

For example, Rosendale's Main Street intersects with the Byway but is not part of the actual route. Signage at this intersection will help route visitors down Main Street. An effective strategy for this specific situation should be developed by the Byway and the Town Supervisor's office along with local Rosendale Main Street business people.

County Tourism Offices: The Byway will establish a working partnership with the tourism offices of Orange and Ulster counties in order to include Byway and Byway Region information in the materials published by these offices.

F. Tourism Services

Many places to eat and stay are included in the inventory on pages G64-67 and there is no shortage of services for tourists in the Region. The Byway route has been planned to pass through the hamlets and other business centers in the Region. And there has been a significant increase in accommodations over the last four to five years.

According to Joyce Minard, President of the New Paltz Regional Chamber of Commerce, the Region is seeing a healthy growth in services. For example, five new bed and breakfast establishments have been added in 2005, and she notes that many people are planning to open new B&Bs. Many of the new B&Bs are designed specifically for this purpose, and not just a refit of large old homes. She says some new inns are also planned and they utilize historic design features, complementing the rural character of our area.

The Chamber's web site, www.newpaltzchamber.com, lists member services and indicates availability of lodging. This is an important service for visitors and establishments.

Joyce's comments are echoed by others in the Region, such as members of the Ulster Bed & Breakfast Alliance, the Hudson Valley Lodging Association, and people close to the tourism business in Orange County.

Restaurants are also being added throughout the Region. Ellenville recently saw the opening of two fine restaurants: Aroma Thyme Bistro and Lock 31. Rosendale added The Rosendale Cement Company, a restaurant themed to the historic cement industry in this town. And, along the Rt 213 corridor in High Falls, an assortment of restaurants is helping to further the reputation of this hamlet for fine food. New Paltz has gained Japanese and Indian restaurants. And Pine Bush has extended the variety found there with outstanding Asian and vegetarian restaurants.

Designation of the Shawangunk Mountains Scenic Byway will serve to encourage further investments in tourism services in the Region. And, by voicing the vision and goals of the Byway and the Region, the participating Byway communities are clearly indicating a desire to serve the needs of visitors to the Region.

G. Expand Recreational and Historic Resources:

There is an opportunity for the Partnership to explore the possibility of gaining additional ecologically- and economically-responsible public access to the Ridge through the cooperative partnership of the Byway with Ridge land managers. For example, opening a Smiley Road access to Minnewaska State Park Preserve and Sam's Point. Also, higher visitation at Mohonk's Spring Farm access.

The Partnership should also work with other groups in the Region to study the possibility of expanding and linking outdoor and recreational resources not on the Ridge, such as

along the Wallkill and Rondout, the rail and canal trails, cave exploring, etc.

Consideration should also be given to the open space planning now being done by the towns, and the likelihood of Greenways that may yield new recreational opportunities.

The Partnership should also explore the possibility of organizing a Shawangunk Mountains Region Historic Association, made up of representatives of the historic resources of the region. The group would aid in the exploration, development (restoration), preservation, promotion and interpretation of the historic resources of the Region.



*The New Paltz Regatta race is held on the Wallkill River each year. The community prepares for the event eagerly.
Photos by Linda Engler*



Rt 299 in New Paltz one summer evening.

Transportation Plan

A. Assessment of Present Conditions

The 82-mile route of the Byway has been carefully chosen to utilize major roads and is made up of 60 miles of State highways, 21.2 miles of Ulster County roads, 0.8 mile of Orange County road and less than a quarter mile of Route 299 in the Village of New Paltz.

Overall, the roadways along the Byway are in good condition. Pavement on the State highways is ranked among the best in the State. Consistently adequate shoulders would be a major improvement, as would redesign of some intersections which are now carrying more traffic than they were originally designed to accommodate.

Other than during peak commuter hours, and on special fall and summer weekends, traffic levels are below the threshold capacity along most sections of the Byway route.

Traffic congestion is being experienced, however, in the Town and Village of New Paltz, particularly along Route 299. To address this, the Town, in collaboration with the NYSDOT, have sponsored a Transportation and Land Use Study. Byway roads in New Paltz are included in the study and will be effected by actions taken as a result of the study. The Byway is represented in this planning by our Project Manager.

Safety, as indicated by crash data for 1998-2000, is on par with the State average, except for the higher rates along Routes 44/55 between Route 209 and Route 299, and along Route 299 in the Village of New Paltz.

During early spring to late fall, vehicle backups at the access points to destinations on the Shawangunk Ridge present safety concerns and inconvenience. Land managers observe that visitation has increased greatly in recent years and believe it will continue to do so.

Ulster County Area Transportation and Arrow operate transit service in the area geared to commuter needs. Trailways provides service between New Paltz and NYC.

Bicycling along the Byway route is hindered by the lack of adequate shoulders along some sections, and the roadways in the villages/hamlets are narrow and busy.

A system of sidewalks exists in Ellenville, New Paltz (recently renovated), Pine Bush, Rosendale, and improvements are planned by the NYSDOT for Wallkill, Napanoch, Walker Valley and High Falls.

B. The Effect of Byway Designation on Transportation

In developing our goals and defining the route, we have been mindful of the possible consequences of designation on traffic volumes and patterns in the region. We realize that designation in itself will result in some increase in traffic as the Byway becomes part of the NYS Scenic Byway system and is included in tourism promotion at the state and county levels. However, we note that tourist traffic does not generally conflict with peak commuter hours.



Burying utility lines and providing appropriate shoulders are among the improvements recommended for many sections of the Byway route.

These considerations are reflected in:

- the choice of major roadways with the capacity to handle additional tourism-related traffic.
- the design of the route to provide numerous access points which connect to major highways (see Access Map page G-2).
- the decision to adopt a strategy of dispersing tourism throughout the region rather than focusing on tourism growth.

The Shawangunk Mountains Scenic Byway, therefore, has a sound transportation system foundation that is well-suited to our goals. A change in volume due to Byway designation is not likely to impact the flow of traffic along these corridors. This system can be improved, however, with benefits in terms of safety, convenience and enjoyment for all travelers through the strategies discussed below. These strategies were developed with the help of transportation consultants, Buckhurst, Fish and Jacquemart, Inc.

In designing these improvements, it is important to recognize that the Byway is part of a broader regional transportation system, which functions to move traffic to and from destinations, jobs, central places and also carries a growing number of trucks.



Recommended box beam guiderail.



Undesirable guiderail.

C. The Unknown Effect of a Casino on the Byway

A casino with a 950,000 sq. ft. gaming area and 600 hotel rooms on 150 acres has been proposed on US Route 209, just south of the Byway route in the Town of Wawarsing, with parking for 300 cars and 100 buses or other vehicles. The effect this project would have on traffic along the Byway is not known. However, with estimates ranging from 200% to a 400% increase in peak hour traffic near the site, we must express our concern about the possible effect this casino might have on the experience of travelers along the Byway. Certainly, its effect on the character of the Town of Wawarsing and the Village of Ellenville would be great. But even areas a distance from the site are likely to be impacted, such as the historic district of Stone Ridge, along Rt 52 by Sam's Point, and the route from the New Paltz Thruway exit out Rt. 299 and Rts. 44/55 over the Ridge to Wawarsing.

We request the State, in its review of the casino application, to consider the potential impacts on the Byway and the entire Shawangunk Mountains Region.

D. Goals

- 1. Build a strong identity for the Shawangunk Mountains Scenic Byway and Region.***
- 2. Enhance the availability, convenience and safety of multimodal travel throughout the Byway and upgrade the appearance along the Byway right-of-way.***

1. Strategies and Projects

Utilize a consistency of design and features to create a recognizable commonality along the Byway route.

a. Guiderails

At present, many types of guiderails are used throughout the Byway: W-Beam, galvanized and self-maintaining Box-Beam, and Stone Masonry. It is recommended that the distinctive rustic, self-maintaining Box-Beam guiderails be used as replacements along the entire Byway route, with the exception of where the stone masonry guiderails are presently used.

b. Gateways

Many of the communities along the Byway have welcome signs. A distinctive and substantial design for Gateway Welcome Structures would provide continuity along the Byway route. The use of elements associated with the Shawangunk Mountains region, such as Shawangunk conglomerate, Chestnut Oak trees, or other native trees/shrubs would add to the distinctiveness and meaningfulness of the structures.

c. Signs

Well-designed, properly-sited and legible signage is an important element of the Byway identity program. The sign program for the Byway is discussed in the Tourism Plan.

2. Provide adequate paved shoulders, consistently, along all the state highways and county roads included in the Byway route.

At present, sections of the state highways and all of the county roads along the Byway route have no or inadequate paved shoulders. Correcting these conditions would represent a major improvement in the transportation system in the Region.

According to the Ulster County transportation Plan 2003 Moving Forward, "Adequate road shoulders are not only important for safer bicycling and pedestrian travel, they provide for vehicle recovery areas thus reducing off road crashes. They also provide needed space for disabled vehicles or those involved in service or maintenance so that travel lanes remain clear; they facilitate snow clearance; and they increase pavement life. It is estimated that for our area pavement on a road with adequate shoulders will last 25% longer.

"Some locations on these routes also have a dangerous dropoff at the edge of the pavement or a reduction in width or loss of shoulders at the crest of hills." These conditions are particularly hazardous for bicycling.

While improved safety is a priority, we are also mindful of the need to preserve the scenic quality of our roadways and to avoid giving a quiet country road the appearance of a super-highway by adding over-sized shoulders.

Our recommendation, therefore is for 4' shoulders on the State highways and for 2'-3' shoulders on most county roads. Further, the unpaved adjacent area should be graded to avoid a steep dropoff.

3. Improve safety and reduce traffic backups by the redesign of certain intersections.

Several of the intersections along the Byway (see road segments) were not designed to handle the traffic volumes we will continue to have, and should be considered for redesign.

Although each intersection should be considered in terms of its particular circumstances, we would like to recommend that consideration be given to the use of roundabouts along the Byway route. The roundabout is not a "cure-all" for all intersection problems, and the design does have drawbacks. But it does have special advantages of particular value for a scenic byway.

According to our transportation consultants Buckhurst, Fish and Jacquemart, Inc., "Originally developed in the United Kingdom



Bike -unacceptable shoulder.

in the late 1960's ... there are about 50,000 modern roundabouts in the world today, and perhaps 500 in the U.S. They are gaining popularity all over the world, mostly due to



Roundabout in Sag Harbor, NY. Photo by BFI

the better safety, shorter delays and greater aesthetics in comparison to traffic lights.

A recent NYS DOT study of 33 roundabouts built in the U.S. over the last 10 years showed that total crashes decreased by 47%, and injury crashes dropped 72%, with typical intersections in higher-speed, rural environments showing the greatest benefits.

"Unlike the high volume two-lane roundabout in Kingston, which also has bypass lanes for right turns, we would envision primarily one-lane Roundabouts for the Shawangunks, which are even safer than two-lane and easier to handle."

Special reasons for considering Roundabouts on the Byway are: (a) the central island provides an ideal location for local identification and landscaping, (b) they add a distinctive, unifying feature to the route and (c) roundabouts enhance the "sense of arrival" travelers would experience at some locations.

4. Improve landscaping along the Byway right-of-way.

Better landscaping is one of the major ways the beauty and rural character along the Byway can be enhanced. In our communities,

over time, we have lost scores of trees to development, the building and widening of roads, utility lines, diseases like Dutch elm and Chestnut blight and age. The toll has been great, and it has far outpaced efforts to replant trees.

The answer is for each community to organize a landscape advocacy group to (a) become knowledgeable about the science and art of landscaping public places and right-of ways, utilizing the resources of Cornell Cooperative Extension, the DEC's Urban Forestry Program, the National Arbor Day Foundation, and Landscape Consultants. Then, (b) to assist local planning boards in encouraging attractive, sustainable landscaping when land use decisions or special permit reviews come before the board. And, (c) to gain the cooperation of the NYSDOT to provide landscape plans and plant material for those locations where land owners agree to provide the necessary care on a continuing basis, aided when possible by the above group of landscape advocates.



Newly planted trees in Pine Bush.

In addition, our towns/villages should consider the adoption of landscape standards. For residential subdivisions, these should include the requirement for street trees every 35-40 feet. Significant trees on the parcel should be identified, and conserving these trees should be considered in the design of the site, with appropriate measures taken to preserve these trees during the construction process. For commercial developments, parking at the side or rear of a facility will aid landscaping design. Tree islands with the space of at least two parking stalls each, with one of these islands for every 20 stalls, will perform better than smaller units.

Sunken planting beds and rain gardens should be considered in parking lots and medians where the opportunity exists to provide both landscaping and water quality treatment.

It is also recommended to remove unhealthy and dead trees along the r-o-w when doing so will open up views of the mountains and countryside.

5. Improve roadway design with raised instead of painted medians.

Utilizing raised instead of painted medians provides additional opportunities for landscaping with trees, shrubs or perennials when these do not interfere with sight lines. According to consultants BFJ, "These medians can serve multiple purposes, including separating oncoming traffic lanes at larger intersections and providing rear-end protection for vehicles in a left-turn lane. Raised medians also have the benefit of helping to reduce traffic speeds, acting as refuge islands for crossing pedestrians, and if the medians are wide enough they provide space for a turning lane at major intersections. Raised medians also serve as access management devices by eliminating left-turns, and thereby improving traffic flow and pedestrian safety."



Exit from the NYS Thruway at New Paltz. Landscaping improvements (photo below) would make this a much more appealing entrance for the town, and still maintain the functionality for the Thruway Authority.



Existing painted median.



Proposed median landscaping.

6. Upgrade the safety and attractiveness of our Main Streets.

a. Bury utility wires where possible.

Overhead utility wires are prominent on many of the Main Streets, where it might be economically feasible to bury the wires. If so, according to BFJ, "certain sidewalk paving styles can be chosen to allow for work on the utilities without completely replacing the sidewalk. Such sidewalks usually contain small brick pavers. These also provide an aesthetically pleasing edge for the pedestrian area along a Main Street. Where this is not an economical option, the wires should be sited to be minimally intrusive, and care taken to prune trees properly."

b. Plant street trees and other landscaping.

"Using planters or low-growing trees on the side of the street where there are utility wires, and planting street trees on the opposite side creates landscaping on both sides without requiring the pruning of trees for utility maintenance," says BFJ. There are also many places along the Main Streets of our villages/hamlets where more street trees, shrubs or flowering plants could be grown, enhancing the attractiveness of our neighborhoods for all of us to enjoy.

c. Minimize sign and light pollution.

To retain the special character of our villages/hamlets, it is important to consider the adverse effect of sign and light pollution. Certainly, businesses can be promoted and the necessary level of night visibility achieved without creating an atmosphere so disturbing to the senses that it repels the visitors whose trade we want to gain. We suggest that this be done through ordinances, guidelines or the consensus of local business groups in a manner best suited to each municipality.

d. Improve pedestrian safety.

High-visibility pedestrian crossings are recommended to alert drivers to the presence of pedestrians and to their right-of-way. These are more attractive when done with granite block pavers than with painted striping. BFJ says "Street neck-downs (see photo) are often added to enlarge and improve the pedestrian domain.

The establishment of pedestrian zones, in areas where walking is a means of transportation, should be considered for appropriate Byway villages/hamlets. Sidewalk studies are suggested in the route segments.



Existing signage and overhead utility wires in Wallkill.

Photos by BFJ



What the same street would look like with sunken utility lines, pedestrian scale lighting.

7. Utilize access management to reduce traffic conflicts.

Our town/village planning boards play an important role in access management, and provide a key tool to shape the safety and efficiency of our Byway roads now and into the future. According to the Federal Highway Administration, access management is “the process that provides access to land development while simultaneously preserving the flow of traffic on the surrounding road system in terms of safety, capacity and speed. It attempts to balance the need to provide great mobility for through traffic with the requirements for reasonable access to adjacent land uses.”

The Ulster County Transportation Plan (2003) states that implementing access management techniques improves safety, preserves highway capacity, helps the economy and the environment, and saves tax dollars. Techniques cited in the Plan’s Access Management Guidelines include:

- Limiting driveway connections
- Restricting the number of driveways per lot
- Providing adequate driveway spacing from and between intersections, and between driveways.
- Establishing driveway specifications for turn radius, sight distance and throat length.
- Utilizing channelization islands and uniform signal spacing
- Creating turn lanes and continuous two-way left-turn lanes
- Utilizing medians to limit turning movements
- Providing frontage and parallel roads
- Encouraging internal access connections for developments as an alternative to frontage roads.
- Applying access management techniques to subdivision design.

Our municipal boards can require that access management techniques be initiated for developed areas when there is a change in ownership or land use, requiring special permits or a review of site plans.



Pedestrian scale lighting, neckdown and well-maintained sidewalks with brick pavers. Brick pavers allow easy access for repairs on sunken utility lines.

Photo by BFJ

8. Encourage the use of bicycles throughout the Byway Region.

In addition to the recommendations above for shoulders, guiderails, signs, intersections, and access management, all of which will benefit bicyclists, the following bicycle-specific suggestions should be considered:

- a. Partner with local bicycle organizations, such as Mid-Hudson Bike Club, Orange County Bicycle Club, Gunks Mountain Bicycling Association, bike shops and others to define a network of slower, local roads for bicycling through our Region, such as Berme, Tow Path, Bruynswick Roads and others. This network should be signed as local bike routes and a program for publicizing these routes and connections developed.
- b. Study the possibility of “Park ‘n Bike” facilities which could be used by bicyclists to park, bike a section of the Byway and and return.

- c. Welcome resident and visiting bicyclists with installation of bike racks at key locations in villages/hamlets. This will enable bicyclists to ride from home to the commercial centers, park the bike, shop and do other chores, and then return home by bike.
- d. Create "Biking in the Shawangunk Mountains Region" brochure giving Byway and back road routes, as well as tips and safety help.
- e. Install "Share the Road" signs to help vehicle/biker consideration and courtesy. This message of "Share The Road" should be included in all Byway information related to the Byway route and regional attractions.

9. Study the possible use of a shuttle bus system between the Ridge and nearby villages/hamlets.

A shuttle bus program offers the opportunity to reduce vehicle usage, enabling more visitors to access the ridge without increasing parking needs. It also may allow hikers/bikers to be ferried from one location on the ridge to another, possibly reducing trail head congestion since it may avoid the need for hiking/biking a circular, or out-and-back route.

At Acadia National Park in Maine, the Explorer Shuttle Bus has been highly successful in providing service to visitors and minimizing the impact of vehicles on the island. Each year, the 17-bus fleet carries over 285,000 passengers. The Acadia program, based on an in-depth study of the needs and preferences of potential users, should be used as a possible model for a Shawangunks shuttle bus.

10. Improve handicapped access, particularly to nature areas.

An inventory of handicapped access locations in the Byway region has been prepared by New Paltz resident Norman Turner with the cooperation of the Resource Center for Accessible Living in Kingston. These locations should be publicized by the Byway as part of

its public participation and tourism activities.

Ways to provide additional access should be explored, in particular the possibility of wheelchair access from routes US 44/NY 55 to Awosting Falls.

11. Extend trails to link communities.

Although many of our communities are separated by considerable distance, we should seek to form linkages for pedestrians where possible. It will also be helpful to inform travelers along our present trail systems of the location of amenities which may be near, thereby linking these trails to the nearby hamlets/villages.

12. Advocate maintenance of rights-of-way.

The Partnership should develop a working relationship with the NYS DOT resident engineers and the county highway superintendents and advocate for a high level of maintenance along the Route.

The Partnership should also initiate a program of encouragement and support for the many Adopt-A-Highway groups in the Region.



Neckdowns and bollards are traffic calming devices used along this Main Street. Photo by BFI

Description and Recommendations for Segments

Jurisdictions: Route 299 west of the Wallkill is a county road that functions as part of the Federal highway system...Route 299 from the Wallkill to Route 32 is a Village of New Paltz road. From Route 32 east it is State Route 299. Other jurisdictions are US44/State 55, State Route 208, State Route 213, US Route 209, State Route 52, State Route 302, Orange County Road 14, Ulster County Road 9, UC Road 18, UC Road 7, UC Road 1.

1. NY Route 299 from the Thruway to the Wallkill River

Note: The Byway route and conditions in New Paltz will be subject to the results of the NYS DOT comprehensive study of this area.

Description: (1.5 miles) This is a busy two-lane road that passes through the commercial center of the Town of New Paltz and, at Joalyn Rd, enters the Village of New Paltz. W-beam guardrails. Major renovation of sidewalks and curbs along Main Street in the village was completed by the NYSDOT in 2003.

Recommendations: At the I-87 Thruway interchange, major landscaping work is needed to overcome the effect of a major truck-parking facility on one side and a cement barrier storage area on the other. A berm and plantings of spruce do help screen a commuter parking lot. Landscaping the two islands at the entrance would create a favorable visual impression of the Region for visitors at this key gateway.

Opposite the interchange is the ideal location, given the present routing of traffic, for a Shawangunk Mountains Scenic Byway regional information center. This is also a good location for a Gateway Welcome Structure, and study should be given to the location for an information kiosk.

Several trees along the Thruway overpass have died and should be replaced. The appearance of the road would be enhanced by additional shade trees and the burying of utility wires. This should be con-

sidered, along with renovation of the curbs and sidewalks in the Town, as part of the NYS-DOT-sponsored New Paltz Area Transportation Study.

Enforcement of the recent ordinances regulating signs will in time lessen the intrusiveness of the signs of all types now along Main Street. Signs on trucks illegally parked are also a problem, and downgrade the image of all businesses in the area.

There is a shortage of parking space in the Village. Off-site and shared parking should be considered. Signs can direct visitors to parking locations off Main Street.

The Main Street/Water Street, and Rt 208/Rt 32N intersections cause delays and will be considered as part of the New Paltz Area Study.

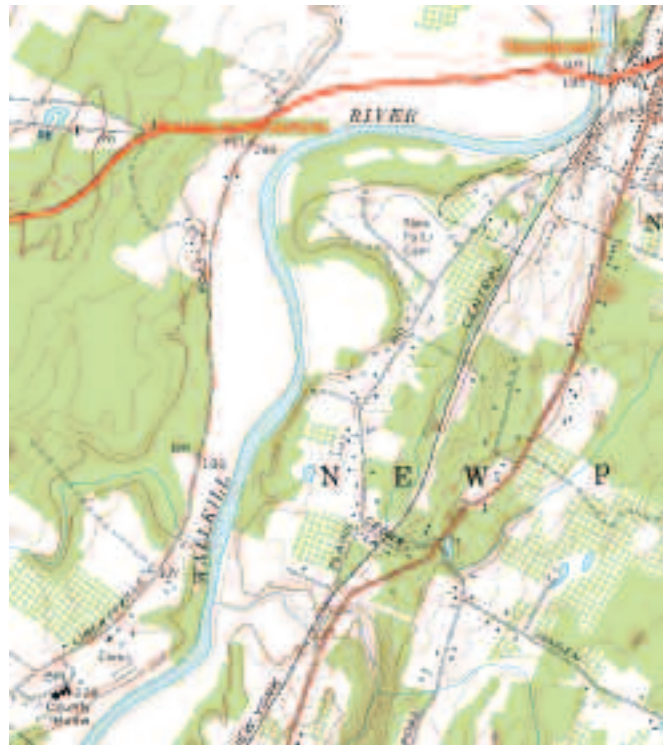


2. UC Route 299 from the Wallkill River bridge to US44/NY55

Description: This nearly 6-mile two-lane county road provides some of the most scenic views along the Byway. It passes over the Wallkill River via a narrow steel trestle bridge, and goes from the Town of New Paltz to the Town of Gardiner just east of Yankee Folly Road. The road is in good condition except for the lack of shoulders. W-beam guardrails.

Recommendations: Although this is a State Designated Bike Route, the minimum four-foot shoulders required by this designation may degrade the value of this signature viewshed. A more context-sensitive recommendation is a 2'-3' shoulder.

The New Paltz Transportation Study may consider whether a pulloff would be helpful just west of the bridge, giving travelers an opportunity to refer to their directions and to stop and enjoy the views. An information kiosk may also be useful here. Future technology might enable tourists at this point to be directed north toward Rosendale on the Byway or Mohonk Preserve's Spring Farm when the access points further west are full. The pulloff might be incorporated into the



design of a Roundabout at Springtown Road. Utility lines for the first mile along Rt 299 and also along Springtown Road are particularly intrusive, marring these beautiful views. Burying these utility lines should be given a priority here. Since this section of the road is in the floodplain, suitable flashing signs should be available for use when it does flood.



Signs alerting travelers to Wallkill View Farm Market and Jenkins-Lueken's market would help their businesses and aid safety.

The intersections of Rt 299 and Libertyville Road and Gatehouse Road should be studied for redesign. Elimination of the Y intersection to a T would be safer. Also at Rt 299 and Sparkling Ridge.

Two make-shift pulloffs near Butternut Road should be eliminated for safety and aesthetic reasons.

3. US Route 44/NY Route 55 west to Kerhonkson

Description: (10.4 miles) This two-lane road winds through a notch in the mountain, provides access to the Mohonk Preserve and a scenic pulloff overlooking the Wallkill valley. Passing forests and cliffs, the road serves the Peters Kill access and main entrance to Minnewaska State Park Preserve. Two pulloffs west offer spectacular views of the Catskills and then the road descends past residential and service use areas, over the Rondout Creek to the intersection of NY Route 209 in Kerhonkson. The section has rustic guiderails and steel box-beam, W-beam and stone

masonry guiderails. Shoulders are of adequate width in most but not all places.

Recommendations: The intersection of Rts 299 and Rts 44/55 is one of the priority areas for improvement along the Byway. It has potential for providing tourism services with design features that complement the dramatic open views here of the cliffs. An intersection study, with the participation of the land owners in this area, should consider the need for a turning lane and signage alerting traffic in advance of the turn. An overall landscape plan is also needed. This is an ideal location for an information kiosk, or possibly a major shuttle bus stop.

The inside of the hair-pin turn is being over-run by long vehicles, and consideration should be given to redesign of this turn, factoring in the uncertain value of the pulloff opposite it

Shoulder width is adequate, except where the shoulder narrows to less than a foot.

The three scenic pulloffs would benefit greatly by signs alerting travelers to their location in advance. Interpretive signage would enhance the extent and meaningfulness of their use.



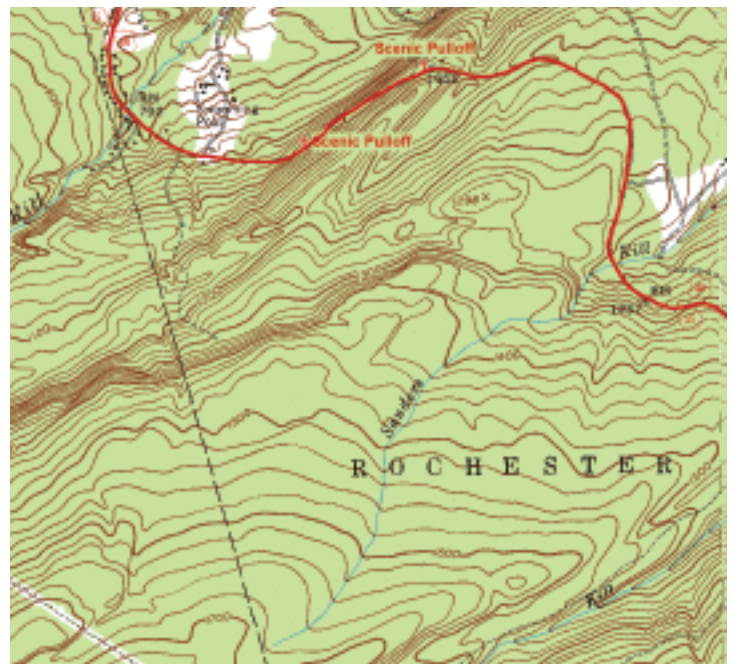


Parking by Mohonk Preserve users should be discouraged at the Wallkill Valley pulloff. This area should be reserved for travelers to enjoy the scenic views and for the location of an information kiosk, helping travelers learn about the Wallkill Valley.

The overflow of cars at Mohonk's West Trapps entry, the Peters Kill and main entry to Minnewaska State Park Preserve presents hazardous conditions. The Minnewaska State Park Preserve's Master Plan calls for a new, improved entrance. A major study of ways to manage this overflow at all three access points should be undertaken.

For handicapped access, two spaces, one for wheelchair vans, off the eastbound lane of Rts 44/55 at the bridge over the Peters Kill, and a designated trail leading to Awosting Falls, should be considered. This would provide quality wheelchair access to one of the most beautiful areas in the Shawangunks.

The "T" intersection of Rts 209 and Rts 44/55 is one of the priority areas for improvement along the Byway. Vehicles entering Rt 209 from the Ridge are faced with a safety concern,



particularly when making a turn southbound. It is also an intersection where visitors will be executing key decisions about which way to go since it is where the Byway spur meets the north-south Rondout corridor. A study that would consider needs for (a) safety, (b) directions, (c) tourism information, and (d) improved landscaping should be considered for this important intersection.

4. NY Route 302 from NY Route 17K in Bullville to Pine Bush

Description: (5.3 miles) This is a beautifully scenic two-lane road. The 4.1 mile stretch from Burlingham Road to Van Keuren Road was designated a State Scenic Road in 1988 by the DEC. Heavy traffic during peak hours due to commuting south. Some 60 school buses also use this road. Shoulders are narrow, although better south of the OC 48 intersection than north of it. Steel box beam guiderails.

Recommendations: At Rt 17K, signage and an information kiosk would help announce the



The intersection with County 48 is hazardous due to the speed of vehicles coming over Thompson Ridge, and this is the cause of rear-end collisions with cars turning onto Rt 48 by the Hopewell Presbyterian Church. A study of solutions should consider a caution signal, warning signage, and rigid speed enforcement.

Travelers heading north need advance notice of the Crawford rest area in order to safely access it. The area has the potential to be more attractive. Excess mulch around the base of the trees here may invite insects and disease.

Byway and orient visitors to the region. This should be part of a redesign of this intersection, and integrated into the wider turning lanes which are needed here.

Scenic pulloffs on both sides at Thompson Ridge would give travelers an opportunity to enjoy the views of horse farms and the Shawangunks. These might be combined with an information kiosk to help interpret these views and the rich history of the area.



5. In Pine Bush, NY Route 302 and NY Route 52.

Description: (1.2 miles) The busy hamlet of Pine Bush starts just north of Black Hawk Road on Rt 302 and extends to where the same road meets NY Route 52. This is a busy two-lane Main Street road. The sidewalk/curb system is irregular and in disrepair in many places.

Recommendations: As traffic continues to increase along Rt 302, (Pine Bush is designated a Priority Growth Area by Orange County Planning), and as more homes with driveways are built adjacent to the road, access management is needed to preserve scenic beauty, aesthetics and enhance safety.

An upgraded sidewalk system with curbing is needed from Borden Avenue on Rt 302 to Boniface Drive on Rt 52. This, along with access management and improved landscaping, will help the Town's "Renaissance" plan for the redesign and rehabilitation of Main Street to be successful. The burying of utility lines through the hamlet would also aid beautification.

A redesign of the Rt 302/Rt 52 intersection is indicated by the peak hour traffic backups and the need for an aesthetically pleasing juncture of these two Byway roads. The redesign should consider the possibility of a Gateway Welcome Structure and information kiosk. This would help tourists decide which direction to take, and is a logical location for this facility.



6. NY Route 52 from Pine Bush to County Route 14 at Allard Corners

Description: (3.7 miles) This is a two-lane State highway through rural areas with scenic views of farmland and the mountains in the distance. The fast-moving road has narrow, irregular shoulders, with a steep dropoff, and W- and steel Box-beam guiderails.

Recommendations: 4' shoulders are needed along this road. In many sections, there is no room to pull off the road even slightly. The

Byway rustic box-beam guiderails will add more safety. The pulloff at County Route 17, Fleury Road, where Rt 52 goes from Crawford into Montgomery, is in need of major repair, or elimination. The Byway turns left at Orange County Route 14, and a left turning lane should be provided here, along with advance signage to alert travelers from either direction of this turn for the Byway route.



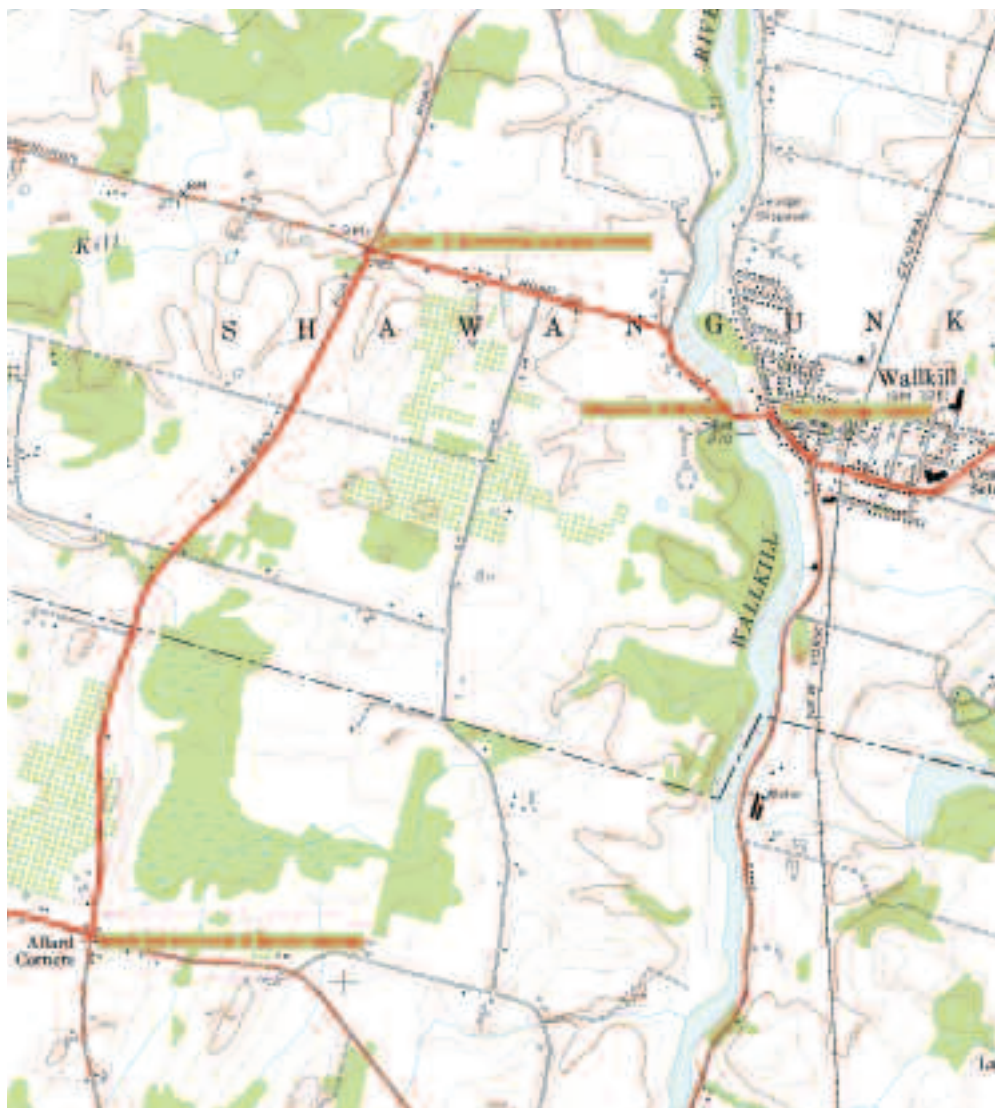
7. North on OC Route 14 and UC Route 9, east on UC Route 18

Description: (3.3 miles) With 0.8 mile of Orange County Road and 2.5 miles of Ulster County Road, these are scenic two-lane county roads which are in good condition except for the lack of shoulders. W-beam guardrails are used.

Recommendations: Safety can be improved at the 4-way stop sign intersection of Rt 9 and Rt 18. Some cars do not make the full stop, and sight distance can be obstructed by the vehicles in the private driveway on the north-east corner and the brush on the other corners. Drivers should be encouraged in advance to slow down, and to come to a full stop. This may be a potential location for a single-lane roundabout.

On the west side of the Wallkill Bridge, a privately-owned pull off should be curbed to discourage illegal parking here.

The condition and capacity of the bridge over the Wallkill should be studied by NYSDOT and Ulster County and necessary recommendations made and implemented to assure its suitability for the Byway, including improvement of the aesthetics of the pipeline.



8. UC Route 18 and NY Route 208 through Wallkill to NY Route 300.

Description: (1.2 miles) This is at first a two-lane Ulster County road going from the Wallkill Bridge through the hamlet of Wallkill, passing through the Main Street section. Then NY Route 208, coming from the south, intersects and the Byway follows Route 208 north, past the town offices and park, up the hill through a residential section with wonderful old homes, past the middle school to the NY Route 300 intersection.



Recommendations: The Comprehensive Plan recently approved by the Town of Shawangunk includes sound recommendations for design and landscape ordinances, a facade improvement program, and a business improvement district for Wallkill. As part of this, landscaping (including street trees) should be considered in front of the post office. Prominent signage is also needed at this point to direct Byway travelers to turn here.

Consideration should be given to signage that would inform travelers along Rt 208 of the services available in the Wallkill business area. Also, signage to encourage southbound Byway travelers to continue through the business area on the Byway instead of turning down Rt 208.

Consideration should also be given to landscaping in front of the police station, and to creating more park facilities, such as benches, walks, landscaping at Borden Park with available parking indicated. This should be done also at the nearby entrance to the Shawangunk Trail.

The attention of an arborist is needed to prune, thin and improve the livability of the big and beautiful old maple trees along Bona Ventura Street (Rt. 208), and also the trees at Borden Park.

For travelers who wish to turn east on NY Route 300, a full-width turning lane would help the flow of vehicles at this traffic light intersection. Major redesign of this intersection is indicated by the intention to develop a Gateway Overlay Zone here cited in the Town of Shawangunk Comprehensive Plan of 2003.

9. NY Route 208 from NY Route 300 to US44/NY55

Description: (5.3 miles) Other than the small commercial area at the Rt 300 intersection, NY Route 208 is a 2-lane highway with good 4' shoulders and steel box-beam guiderails until the hamlet of Ireland Corners at the intersection of US 44/NY 55.

Recommendations: At the crossroads of two major routes, the hamlet of Ireland Corners has the potential for further economic development by offering more services to tourist and other travelers along these roads.

Some landscaping here would improve the attractiveness of the intersection, and should be integrated with the signage needed to inform travelers of the attractions west toward the hamlet of Gardiner. When completed, the Town of Gardiner Comprehensive Plan may indicate the desirability of a Byway "spur" west along US44/NY55. If so, we will apply to amend our designation to include this.

Consideration should be given to a reduction in the speed limit for south-going traffic on Rt 208 so that the 45 mph limit is extended to 0.8 mile beyond this intersection. This should be done along with an examination of parking demand and access management associated with high volume farm markets.

Farm market signage is needed for the three farm markets along this road.



10. NY Route 208 from Rts 44/55 to NY Route 299 in New Paltz

Description: (5.7 miles) North of Ireland Corners, Route 208 continues as a scenic two-lane highway but with very narrow shoulders along the southern section. W-beam guiderails are used, except just south of Watch Hill Road, where steel box beam guiderails are used.

Recommendations: With the high amount of truck traffic on this State highway, 4' shoulders are needed. Also, the rustic Byway box beam guiderails.

The intersection with Jansen Road is excessively wide, and would be more attractive if the roadway was narrowed at this point to conventional specifications.

Thinning out elm trees on the west side just south of the town line will open up views of the mountains. Conversely, additional landscaping with trees between parking areas and the road is suggested. This will improve the appearance of the Byway along this section.

Location of a scenic pulloff with an information kiosk where the views of the mountains are particularly special should be considered. This might be done in cooperation with a farm market.

At the busy intersection of Rt 208 and Rt 299 in New Paltz, the Byway route requires a difficult left turn, and there is not room here for a turning lane. A detour for bicyclists, using Mohonk Avenue and Water Street, is suggested. The route of the Byway between this intersection and Springtown Road is covered above.



11. UC Route 7, Springtown Road, to NY Route 213 in Rosendale

Description: (7.4 miles) This is a winding, scenic two-lane country road, with views of farmland and Bonticou Crag. The road is in good condition but has practically no shoulders and W-beam guiderails. It is joined by Mountain Rest Road, adding some traffic coming over the mountain. The road does flood between Rt 299 up to Dug Road, although this is not normally during the summer months.

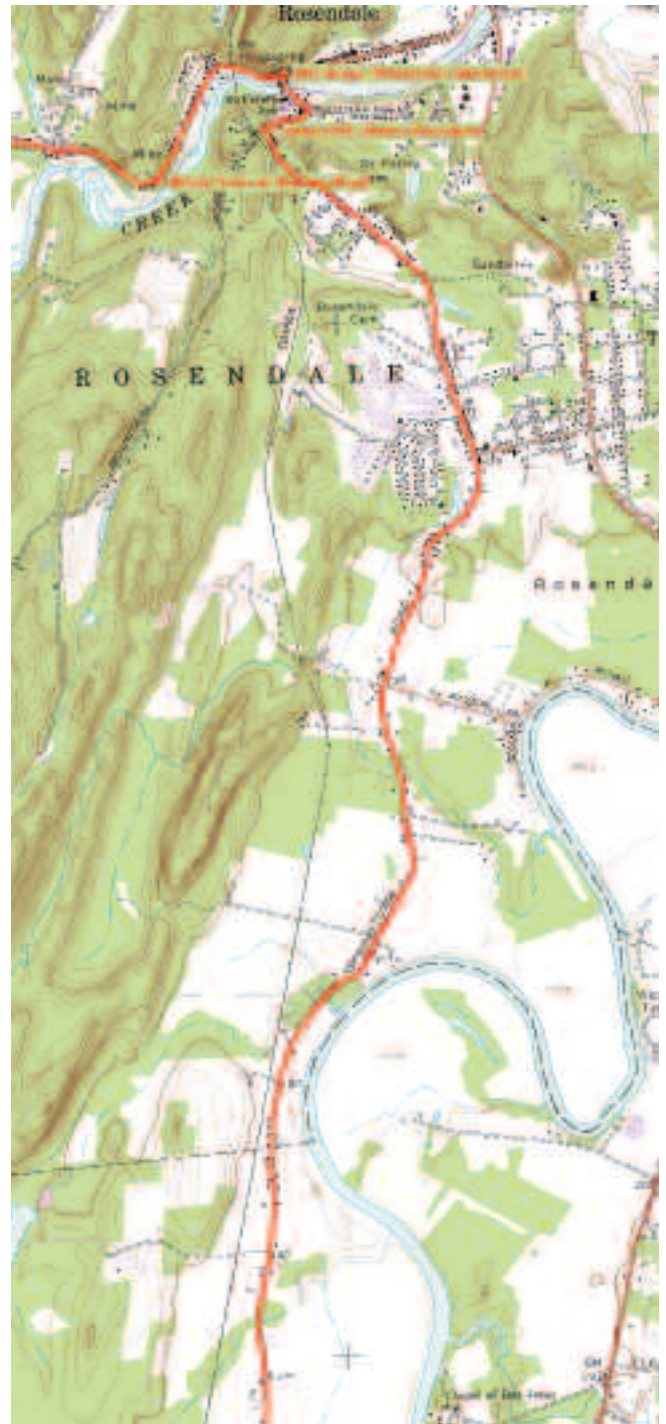
Recommendations: This is not a heavily traveled road, and it is not used by many trucks. A shoulder of 2-3' is suggested to provide safer use by bicyclists. But it is important to preserve the country road character of this stretch of the Byway, and not to cut down the big old trees near the road edge.

Signage is suggested at the new New Paltz town boat-launching site, providing access to the Wallkill River. Consideration should be given to thinning of trees along this section to open views of the river.



The intersection of Springtown with Mountain Rest Road is an odd "Y" intersection with partial stop signs. It may benefit from an improvement such as a roundabout to assist the heavy left turn traffic movement.

As the road (Keator Rd) descends, it is important that a wider (4') shoulder in good condition, with reasonable slope, be provided for bicyclists going in either direction since this is not an easy hill to negotiate.



12. NY Route 213 from Route 7 in Rosendale to Route 1 in High Falls

Description: (3.3 miles) This is a curving two-lane road, following the old canal in some places, with very irregular widths and shoulders (due in part to the cliffs alongside the road) making turns particularly hazardous, and a combination of W- and steel box-beam guardrails.

Recommendations: Establish 10' minimum width for travel lanes and widen to 12' where the turn by the Snyder Estate is particularly hazardous. 4' shoulders and rustic box-beam guiderails are recommended, with care taken to avoid narrow shoulders at turns. This will improve safety of access to the Snyder Natural Cement Historic District. Shoulders should be continued with consistency through High Falls to Lucas Turnpike.

At the intersection of Rt 7 and Rt 213, on the north side, is a good location for a "Welcome To Rosendale" gateway and information kiosk, encouraging travelers to attend to the attractions on Main Street and other parts of Rosendale.

A Gateway Welcome Structure is also suggested for High Falls.



13. UC Route 1, Lucas Turnpike, from High Falls to US Route 209

Description: (6 miles) This 2-lane country road is in good condition but has no shoulders and is fitted with W-beam guardrails.

Recommendations: Consideration should be given to ways to open up views of the Rondout Creek just south of High Falls, if so doing is agreed to by land owners.

Prominent Byway signage indicating the turnoff for the Rest Plaus Historic District and Kripplebush Historic District would enable travelers to be aware of these side trips off Route 1.



the red line follows the byway route

14. US Route 209 from County Route 1 to US44/NY55

Description: (5.5 miles) This busy two-lane road is designated a “future bike route” by NYSDOT. It has wide shoulders (except through Kerhonkson) and both W-beam and box-beam guiderails. There are a large number of driveways along the route with indiscriminate left turns in and out of these driveways.

Recommendations: The use of access management techniques over time will help to improve the aesthetics and safety along this multi-use section. Sidewalks and curbing are planned for the hamlet of Kerhonkson. Landscaping will help to retain the rural character of this area as growth continues.

Thinning of trees on the east side of Rt 209 just south of Samsonville Road, and rerouting utility lines, if possible, will open up impressive views of the mountains.

The intersection with Main Street in Accord should be considered for major redesign due to fast-moving northbound traffic coming downhill while traffic from Accord is trying to edge onto Rt 209, and some traffic from the north is trying to turn left into Accord.

Redesign should consider the possibility of an Accord Gateway Welcome Structure here. The tourism potential of Accord, with its unique character and active historical and recreational resources, is great and should be explored.

The Rondout Creek flows alongside Rt 209 in Accord and is joined by the Rochester Creek just north of Accord. Work on the Rochester Creek Bridge is planned by the NYSDOT. These waterways here offer the potential for scenic and recreational values. A study should be made of ways to realize this potential while protecting this Hudson River tributary.



15. US Route 209 from US 44/NY 55 to the Village of Ellenville

Description: (5.25 miles) Two-lane Route 209 continues with mixed uses and then becomes more commercial, with many driveways, as one goes south to the Village at Beckley Drive. Designated by NYSDOT as a “future bike route”, shoulders are wide in the northern section, but narrow and become irregular south of the Rt 55 intersect. W-beam guiderails are used.

Recommendations: Here also, access management is particularly important to the improvement of the safety and aesthetics along the route. A less industrial and more scenic character will be enhanced by landscaping, particularly where there is room between parking areas and the road.

South of the Rt 55 intersect, a standard 4' shoulder with box-beam guiderails should be maintained.

Design for the access at Rt 209 and Lundy Road to the entrance to the Vernooij Kill State Forest should consider the traffic which will be generated here. Depending on NYSDEC's plans, this may be the location for a Gateway Welcome Structure.



16. In Ellenville, US Route 209 and NY Route 52

Description: (1.8 miles) The Byway follows Rt 209, Main Street, turns left on Canal Street and follows Rt 52 south. This is a busy commercial section, going through the heart of the village. The route has adequate turning lanes, but irregular curbs and sidewalks, with no separate area for bicyclists.

Recommendations: In 2000 the Village completed an Economic Development Strategy plan, JetWave, with recommendations for (a) improving the appearance and perceptions of the downtown area through enhanced public safety, (b) design standards for redevelopment and (c) gateway standards for Signage, Streetscape and Parking. As interested partners, the Byway and NYSDOT should be represented on the Village committee that is working to implement these recommendations.

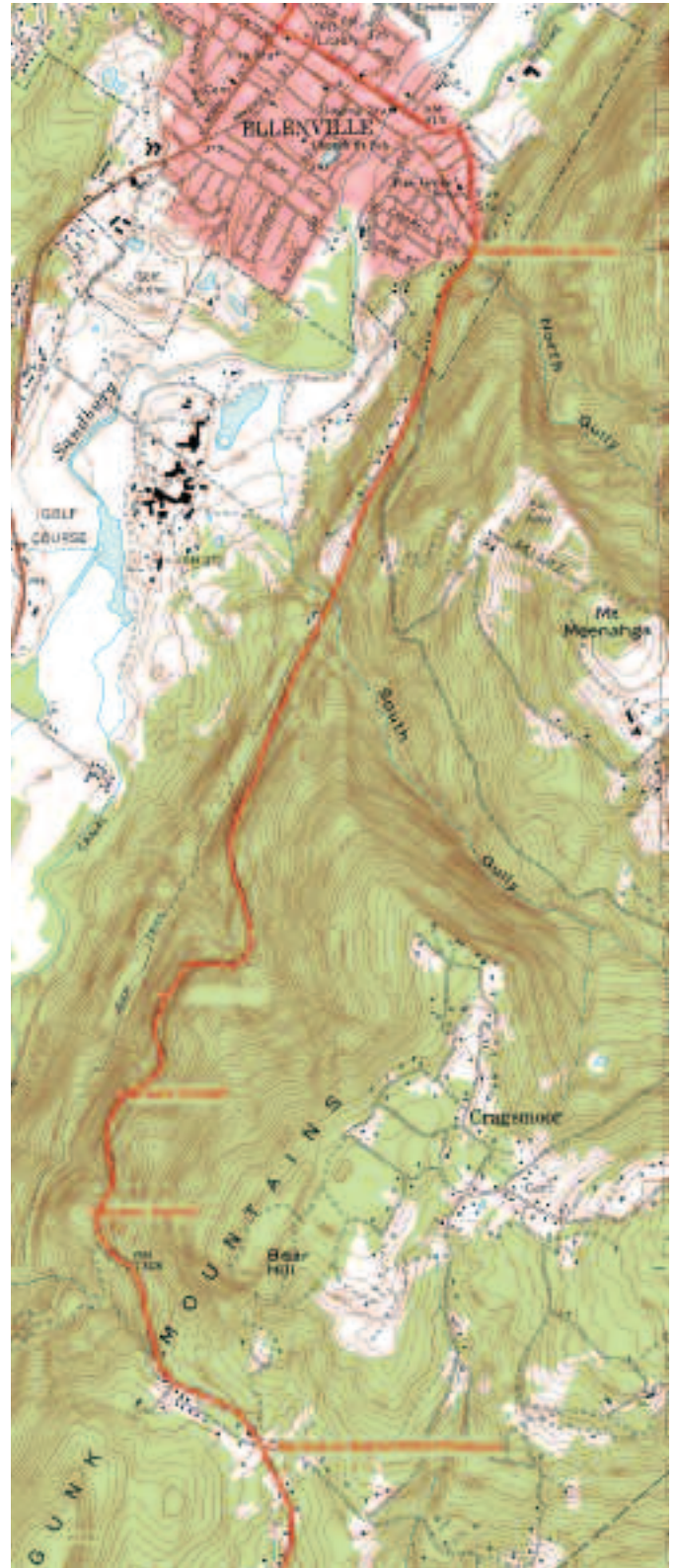
Route 52 and Route 209 gateways should be constructed, consistent with the Byway design for Welcome Structures, to reinforce the sense of arrival for motorists and also as a traffic calming measure.

A design for upgraded curbing (granite) and sidewalks in the village, particularly along the Byway route, should be considered and be in harmony with the design standards of JetWave.



An alternative route for bicyclists should be offered through the Village, perhaps routing east-bound bicyclists to access Route 52 via

Chapel Street, which avoids the narrow stretch of Canal Street. An adequate shoulder is needed at this intersection to allow bicyclists to enter Route 52 safely.



17. NY Route 52 from Ellenville to Pine Bush

Description: (11.2 miles) This two-lane road goes from the Ellenville line, through the hamlet of Walker Valley in the Town of Shawangunk to Pine Bush in Orange County. Two scenic overlooks enable travelers to stop and enjoy the incredible views across the Rondout Valley to the Catskill Mountains. The road provides access to Sam's Point Preserve and the Cragmoor National Historic District. Shoulders are irregular. Guiderails are stone masonry and steel box beam.

Recommendations: This could be an excellent road for bicyclists but, because of the steep terrain, the shoulders need to be improved to assure at least a full 4' of uninterrupted space the entire distance.

Signage is needed to alert travelers to the scenic overlooks, which should be improved with information on the views ahead and the rocks behind as well as by reminders of proper trash disposal. The Village of Ellenville has an active volunteer group which provides cleanup of the overlooks, and they enjoy the cooperation of the NYSDOT in their work.

Several unofficial pulloffs exist on this road and should be closed, through fencing or landscaping, or established as pulloffs or/and place to turn around. At present, they are

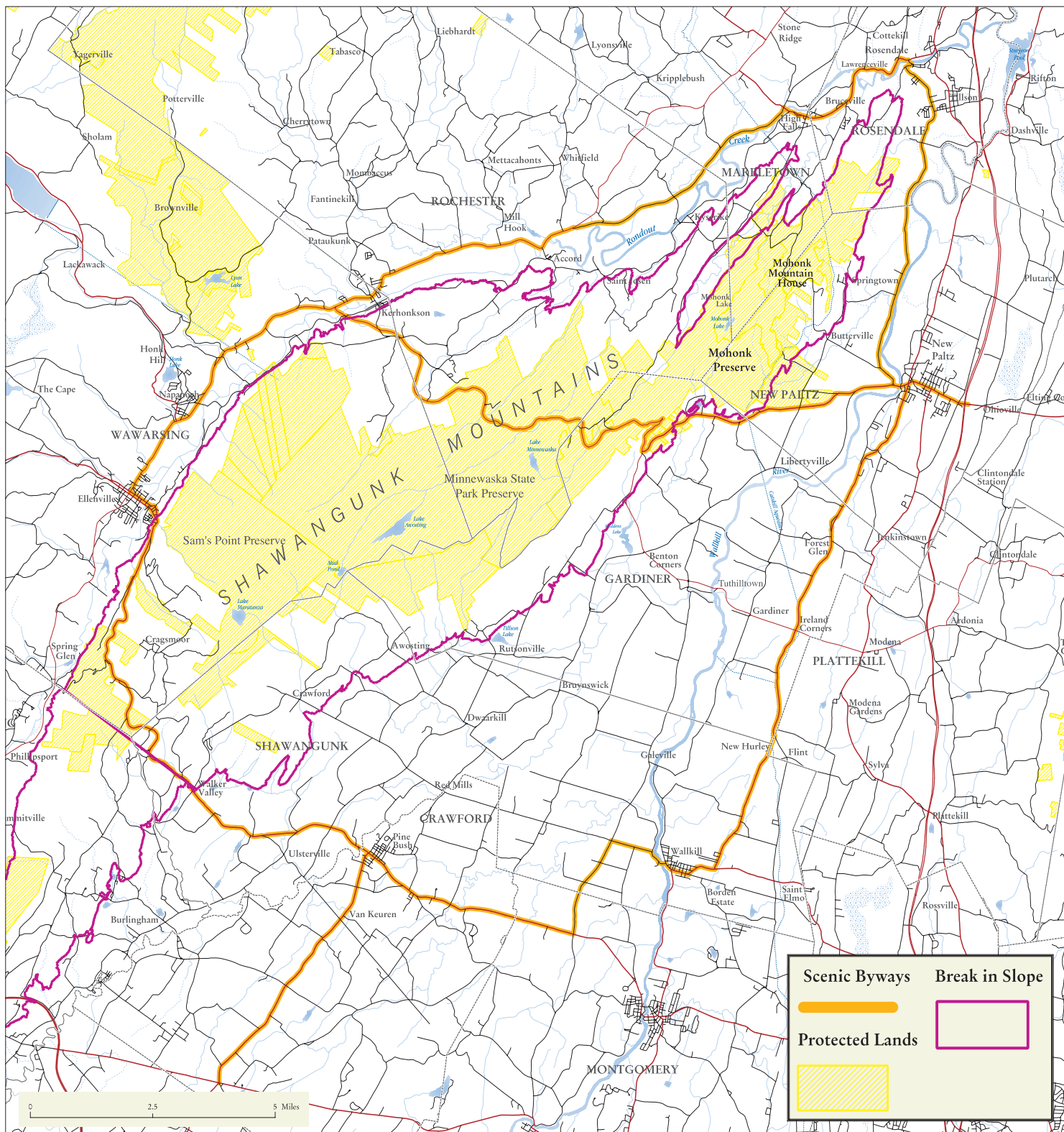
unsightly, cause hazardous exit and entry, and deteriorate the edge of the road. Signage is needed to alert drivers in advance to the Cragmoor Road access to Sam's Point Preserve.

At Walker Valley, improved sidewalks and curbing are planned. A strategy to slow traffic down on Rt 52 through the hamlet is needed, along with a design for pedestrian crosswalks. Neckdowns may be effective here. Location of a Gateway Welcome Structure with an information kiosk should be selected, perhaps at the Marle Rd intersect, across from the fire house.

At the Y-shaped intersection of Rt 52 and County road 7 (Burlingham Rd), it is difficult for vehicles to make turns, and a redesign of this intersection is suggested, along with a study of how to make this area and the one opposite the town park more attractive.

The sidewalk at the Shawangunk Kill Bridge forces bicyclists into traffic and is a hazard. This should be redesigned, perhaps as part of the Rt 302/Rt 52 intersection redesign recommended earlier.





Map by The Nature Conservancy.

Preservation of Resources Plan

Goal: To encourage the preservation of the scenic, natural, recreational and historic resources of the Region.

A. The Ridge, Conservation Area and Open Space.

1. Assessment of Present Conditions:

The Shawangunk Mountains are the centerpiece of the Byway, providing the major share of the resources that give our Region its special character and significance. Preservation of the mountains is, therefore, basic to the success of the Byway.

The area that is actually mountainous (the ridge) may be delineated by a measure known as break-in-slope. This is where there is a significant and continuing change in elevation. Within the Byway Region (north of Route 52 to Rosendale), there are about 56,000 acres on the Shawangunk Ridge.

It is also important to consider the body of land adjacent to the Ridge. For our plan, we will refer to this as land in the Conservation Area, and it may extend for up to a mile from the Ridge line. This land has natural inter-relationships with the mountainous area and is, therefore, vital to the biodiversity of the region. Also, in some places, Conservation land functions as a transitional zone, protecting the more fragile biological communities on the ridge from the impacts of developed areas. A study is needed to accurately map the Conservation Area.

Inappropriate development is now and always has been the major threat to the Shawangunk Mountains. In the 1970s and 1980s, there were several proposals for major commercial projects on the ridge. In their place, we have the Minnewaska State Park Preserve, with more than 13,000 acres that are protected and open to the public, thanks to the cooperative efforts of preservation groups, New York State and the local communities around the mountains. Another example is the Awosting Reserve. As pro-

posed by a group of investors during 2002, this would be a 323-unit subdivision with accessory buildings and a private 18-hole golf course.

The development would involve 2,660 acres of land just to the south of Minnewaska State Park Preserve and to the northeast of Sam's Point Preserve in the towns of Gardiner, Shawangunk and Wawarsing.

About 33,000 acres in the Shawangunks are protected. This includes Minnewaska, the 6500 acres of the Mohonk Preserve, the 4600 acres of the Sam's Point Preserve and lands of the Open Space Institute.

An additional 15,000 acres should be protected, according to the Shawangunk Ridge Biodiversity Partnership. That's about one acre more for each two acres now protected.

The SRBP is a 10-member science-oriented consortium of public and private organizations working to conserve the natural resources of the Shawangunks. The Partnership includes the Cragmoor Association, the Friends of the Shawangunks, the Mohonk Preserve, the Nature Conservancy, the NYS Department of Environmental Conservation, the New York State Museum, the New York Natural Heritage Program, the NYS



Farm fields provide an ideal buffer for the biodiversity of the Shawangunk Ridge, such as this field along Springtown Road

Office of Parks, Recreation and Historic Preservation, The Open Space Institute and the Palisades Interstate Park Commission.

The Shawangunk Mountains are included in the current New York State Open Space Conservation Plan as a priority project; that is, “listed projects should receive priority attention and, where appropriate, funding for State acquisition when they are offered for sale.” The Plan cites the Shawangunks as “one of the highest priority areas for biodiversity conservation in the north-eastern United States.”

Preservation of the rural character of the countryside is given a high priority in the Comprehensive Plans of the participating municipalities. Measures such as zoning, setbacks, subdivision regulations, and site plan review are used to guide growth. Newer techniques, such as clustering and overlay districts, are in the early stages of adoption in the region.

The pressure for development has accelerated over the last four years, causing five of our eleven municipalities to impose a moratorium in order to update land use plans and regulations.

2. Strategies and Recommended Actions:

a. Guide development off the Ridge.

Consider Impacts on the Region: Lead agencies for SEQRA reviews should be mindful of the impacts of proposed subdivisions on the scenic, natural, recreational and cultural



How to preserve key views and land resources while respecting the rights of property owners is a major challenge facing communities throughout the Region.

resources of the Region. The importance of these impacts on the Region should be recognized in the environmental and site plan review processes.

Municipal Review: The Byway municipalities with jurisdiction for land on the Shawangunk Ridge should review their comprehensive plans and land use policies in regard to the impact of possible future development projects and act on this review as each municipality decides is appropriate.

The Town of Shawangunk, for example, as a result of its recent Comprehensive Planning process, has created a Ridge Stewardship Zone. Provisions include:

Conservation Density: Density for the Zone is reduced from 2 acres to no less than 5 acres per dwelling unit.

Incentive Zoning: Higher density will be granted for subdivisions which agree to particular measures consistent with the Town’s comprehensive plan, such as clustering.

Development Standards: The Zone includes development standards, such as recommended in the Shawangunk Ridge Conservation and Design Guidebook by David Church and John Myers.

b. Utilize planning and funding opportunities for the preservation of Open Space:

Inform the NYS Open Space Conservation Plan: The Byway Steering Committee appreciates the important contribution New York State has made to resource preservation in our Region, and would like to encourage the State to continue its “bottom-up” process for developing the State Open Space Plan. Several of our towns (Gardiner, Marbletown, New Paltz and Shawangunk) are in the process of developing local Open Space Plans and should inform the NYS Region 3 Open Space Plan Advisory Committee of their town’s priorities.

Develop Local Open Space Plans: All of our participating towns/villages should organize Open Space Committees to (a) inventory resources in each town/village, (b) formulate

strategies for preserving important land resources and (c) develop plans for implementation of these strategies.

Explore Regional Open Space Planning: Regional open space planning can build upon local plans and provide a perspective appropriate to the broad expanse of the Shawangunk Mountains Region. Such planning is of a scale that is essential to the preservation of biodiversity and expansive scenic views. To accomplish this, the Byway partnership should explore the feasibility of developing a Regional Open Space Plan, utilizing regional strategies and funding resources.

Inform county open space plans: The Byway should provide information on the resources of the Region and the Byway goals to appropriate Orange County and Ulster County government committees so that these may be taken into consideration when decisions are made relevant to county open space plans.

Work with area land trusts: The area land trusts are important facilitators for open space preservation. The Wallkill Valley Land Trust, for example, holds conservation easements on over 1,000 acres and expects to add several hundred acres more before the end of 2005. The Partnership should consider how it may be helpful to the land trusts, particularly in regard to funding outreach to landowners and for other operational needs.

Collaborate with the Ridge Partnership: The Byway partnership should explore the possibility of a cooperative relationship with the Shawangunk Ridge Biodiversity Partnership. It may be beneficial to work together on projects of regional scope, such as mapping and describing the Conservation Area. Other collaborative projects of mutual interest may be visitor, fire and deer management.

Plan Greenways: According to the NYS Local Open Space Planning Guide, a greenway "links recreational, cultural and natural focal points while conserving open space." It "may contain a mixture of public and privately owned land, and may extend over more than

one political jurisdiction." In addition to preserving land resources, greenways would add to our recreational resources, extending opportunities for hiking, xc skiing and other outdoor activities.

For example, the New Paltz Town and Village Open Space Committee is working with a group of property owners to develop a Mill Brook Greenway, accommodating large-scale land development while preserving 150 acres out of the 350 acres, and providing for a continuous hiking trail adjacent to Federal wetlands.

Explore Multiple Funding Sources: Preserving the vast acreage of land in the Shawangunk Region with highly valued resources will require multiple sources of funding.

Our towns/villages should explore public support for revenue bonds to generate funds to preserve important lands, as in local Open Space plans. The Town of Montgomery, for example, approved a \$525,000 bond that



Linking open space connected to Federal wetlands is planned as part of a large-scale land development project in New Paltz.

has preserved 163 acres of farmland. In addition, the Byway Partnership will encourage and assist cooperative efforts to gain needed funding opportunities from federal, state and county sources, as well as through partnerships with private conservation organizations, such as the Open Space Institute, The Nature Conservancy and others.

Consider Recreation Land Dedication:

Municipalities should consider the land option in lieu of a recreational fee when the land is of suitable size and is in an appropriate location.

As the State Planning Guide states:

“Subdivision regulations can require developers to set aside a certain percentage of their land for recreation or parkland purposes or, alternatively, to put an equivalent amount of money into a trust fund for the acquisition or improvement of recreational or parkland.

“By requiring planning boards to make a finding as to whether or not each plot should have parklands on it, subdivision regulations can require planning boards to examine and plan for the park and recreational needs of their communities.” This should include greenway possibilities. “Having an adopted plan which addresses recreational open space resources simplifies the analysis that the planning board is required to undertake for each residential subdivision.”



At Outlook Farm in New Paltz, 34 homes were sited in a wooded section of the land and 20 acres of open fields were put into a conservation easement.

Municipal codes in the Region allow planning board to reserve up to but no more than ten per cent of the gross area of the subdivision, or the equivalent value as a fee.

Encourage Conservation Subdivision Design:

This technique, also called cluster design, allows flexibility in the design of subdivisions so as to preserve certain resource on the property. The resource may be open space, farmland, scenic views, known wildlife migration routes, a grove of big old trees, stone walls, a stream, a historic barn or other resource that has value to the community. The idea is to design the subdivision in a way that preserves the resources while still enabling the authorized number of housing units to be built.

Although clustering has been used in the Byway Town of Montgomery since the late 1980s, it is only now gaining some acceptance in other areas of the Region.

The Town of Crawford approved its first conservation design in 2003 along Scenic Road Route 302 in order to preserve scenic views, open space and a historic barn while building 10 houses on lots of up to 40,000 sq. ft. The Town of Shawangunk, as a result of its new Comprehensive Plan, is encouraging clustered subdivisions.

The Town of New Paltz now requires that, for subdivisions over 10 acres, a conservation design must be submitted.

The following recommendations are presented as ways to encourage subdivision which achieve resource preservation goals:

Clarify the Process:

Municipalities should recognize that the procedure for planning a conservation design subdivision is different from that for a conventional subdivision. It is important to clarify what this procedure will be, and to emphasize the value of following this procedure, particularly in regard to identifying the natural features of the site before laying out the houses and roads.

Specify Open Space Requirements:

The minimum percentage of buildable land that should be reserved as open space should be specified in the municipal subdivision regulations. This lets developers know the town's requirements, assures equality of consideration, and helps achieve the town's open space goals. The Town of New Paltz specifies 50%, which is the minimum suggested by authority Randall Arendt.

Share Experiences:

As more conservation design subdivisions are approved and built in the Region, the Partnership should provide a means for communicating information about these projects to all the municipalities in the Region and their local planning boards, as well as the county planning boards. This will provide an exchange of ideas and a way to visualize possibilities. An organized tour of these sites might be desirable.

Study Sewage Disposal Options:

In consideration of the poor soils we have in some areas of our region, a study of sewage disposal options is needed. Done in cooperation with county health authorities, and with reference to specific soil conditions, the study would provide engineering and practical guidance on how sanitary sewage disposal may be achieved with cluster subdivisions, including common systems.

B. Scenic Resources

1. Assessment of Present Conditions:

Preservation of our beautiful scenic views is important to the Byway and to the people who live here, as expressed in all of the Comprehensive Plans of the municipalities around the Shawangunk Mountains. This will be no easy task considering the pressure for development we are experiencing just an hour or so north of the metro New York area. Our municipalities are exploring various ways to preserve these views, such as the cluster subdivision on Thompson's Ridge along Rt 302 in the Town of Crawford.

We are also faced with the possibility of the intrusion

into our scenic views of cellular communications towers. So far, we have managed to escape the marring of important views by conspicuous siting. But there is uncertainty about how to provide for the continuing growth in cellular communications without compromising our scenic resources.

2. Strategies and Recommended Actions:

Implementation of the recommendations in the previous section will go a long way toward preserving scenic views. Regional efforts may be of particular importance since views often reach beyond municipal lines. However, much of the success in preserving scenic views will depend on the many evaluations and decisions made by local planning boards in the review process for individual subdivisions and site plans. These volunteer planning boards have limited time and resources. The Partnership should develop tools which will be helpful to the local planning boards.

For example, the Partnership should enlist the resources necessary to compile, study, digest, simplify and present information on view-saving techniques in a clear and graphic brochure. A presentation of this material should also be given in each town/village to a meeting of the Planning Board along with the Town/Village Board.

Sponsor Informative Presentations/Discussions:

The planning boards around the Byway are faced with similar issues, and will benefit greatly from each other's experiences. The Partnership should inquire of local planning boards about their thoughts on how these experiences might be shared, and should experiment with various ways of doing this.



Open fields make it difficult for planners to site homes without disturbing scenic views.

Create a regional approach to wireless telecommunication facilities: To preserve the important assets of the Byway, its scenic views, and significant historic, cultural and biodiversity areas, a regional response to the siting of wireless telecommunication facilities is needed. The Byway's inventory and analysis of these assets provides an excellent basis on which to build this response. Working together, the communities should review their existing controls and develop like-minded legislation that includes:

- use of terrain, existing vegetation and structures as well as tower design to minimize visual impacts;
- use of photographic simulations and other modeling tools to depict and analyze alternatives and their impacts;
- proactive measures to insure that adequate coverage is achieved throughout the region for public safety and convenience.



These cows in Kerhonkson were sold off in 2004 and will be replaced with Boer goats raised for a niche meat market.

Comply with restrictions on outdoor advertising: It is important to prevent the loss of scenic views to outdoor advertising signs. Portions of the Byway are part of the Primary Highway System (PHS) in New York State. Outdoor advertising signs along roads in this System have been and continue to be subject to the requirements of the Federal laws, the Federal and State agreements on the control of outdoor advertising, and sections of the NYS Highway Law.

We recognize that, with designation of the Shawangunk Mountains Scenic Byway, no new off-premise outdoor advertising signs may be erected along the Byway on roads on the PHS. To assure compliance with this requirement, it is important that municipalities do not issue building permits for new off-premise signs along roads on the PHS. To protect viewsheds along roads not on the PHS, we encourage municipalities that may not have already done so to consider restrictions on new outdoor advertising so as to maintain the scenic beauty along the entire Byway route.

Overgrown trees and brush around existing legally-registered signs may become unsightly and we support the issuance by NYSDOT of Vegetation Control Permits to owners of these signs for the clearing or pruning of trees and brush on NYS-DOT rights of way.

C. Farmland

1. Assessment of Present Conditions:

Our farmland and agricultural enterprises are vital to the rural character of our region. Most of the distant views of the Shawangunks, and certainly the most beautiful, are across farm fields and orchards. Even fields not now actively farmed provide interesting, open scenic views.

Statistics are not available by town, but Ulster County had 2552 active farms in 1950, with 227,000 acres, or about 30% of the 730,000 acres in the county. Now there are about 350 farms left, on less than 10% of the land. The same trend is true for the Byway area of Orange County, as well as for many other areas throughout our country.

2. Recommendations:

It is important to realize that the decline of agriculture in the Shawangunk Mountains Region will continue. Faced with this reality, it is imperative that we put into place the various measures cited in this Plan, and in the Comprehensive Plans of our towns/villages, which consider the eventual development of more of our farmland and strive to preserve the resources which make our region so special

Our priority use of land, however, is agricultural, and we need to take full advantage of the programs that are available to enable those farms to survive that have the potential to survive and prosper in the future.

Observe the State Farm Laws: The participating Byway municipalities should familiarize themselves with the State's Agricultural Districts and Right-To-Farm laws, which are designed to encourage the survival of farms where nonagricultural development is taking place. The Towns of Marbletown and Rochester, for example, have passed their own Right-To-Farm laws.

Apply for State PDR Funds: Efforts to preserve farmland in the Region through the purchase of development rights, funded in part through the State's Farmland Protection Program, should be continued. Farms in our Region that apply for the PDR program may have special value, such as for scenic views, biodiversity or historic resources. Byway towns and villages should highlight these special values and help the Agricultural and Farmland Protection Boards of Orange and Ulster Counties to communicate these values when PDR requests are submitted to the NYS Department of Agriculture and Markets.

Provide local PDR funds: Many of our farms do not meet the State's criteria for PDR funding, and yet have special value to our local communities. Byway towns/villages should explore local PDR funding sources to help preserve this farmland. The Town of Montgomery, for example, approved a \$525,000 municipal bond that preserved 163 acres of farmland. Private non-profit organizations, such as The Open Space Institute, and others, should be involved in packaging PDR projects and helping to provide matching funds.

Encourage Niche Farming: A future for some of our farms may be achieved by supplying special niche markets, such as Community Supported Agriculture, or operations that take advantage of our proximity to metro New York. Some of these farms may be new, and may be small. Consideration should be given by local towns/villages to what might be done to help these operations succeed.

Allow Farming of Open Space: Where a section of farmland is subdivided, allow farming to continue on the portion of land which is dedicated open space(as in clustering) in order to help maintain the viability of the remaining farm operation.

Fund County Farm Plans: Agricultural and Farmland Protection Plans have been developed for Orange and Ulster Counties and these plans have been approved by the legislature in both counties. The county farm boards should seek the funds needed to fully implement these plans.

Form Byway Farm Partnership: The Byway should work with farmers to form a Byway Farm Partnership to explore ways the Byway can be helpful to agriculture in the region. Projects that should be considered include:



Hours-old calf and cow are part of the expanding grass-fed beef enterprise of the diversified and organic Four Winds Farm in Gardiner.

- a. Helping to gain funding for implementation of county Agricultural and Farmland Protection Plans.
- b. Creating a brochure which promotes farm markets, pick your-own and other ag tourism attractions along the Byway and in the Shawangunk Mountains Region.
- c. Explore the need to improve safety for travelers at farm markets. Consider signs to alert travelers to the location of farm markets so they can be prepared to slow down and pull in.
- d. Encourage Farm/Community Days, when the local community and visitors are invited to tour local farms and understand more about the reality of growing food.

D. Recreational Resources:

1. Assessment of Present Conditions:

The Shawangunk Ridge is the recreational center of the Region, with hiking, mountain biking, rock climbing, xc skiing and many other nature-related outdoor activities. The demand for the use of these facilities has increased greatly in recent years and, on prime weekends, greatly exceeds access capacity, which is limited by parking areas, and the need to balance usage with preservation. The rail and canal trails also provide recreational opportunities in the valleys. So do the Wallkill River and the Rondout Creek. Local volunteer organizations, such as the Wallkill Valley Rail Trail Association, Inc., the D&H Canal Heritage

Corridor, the Wallkill River Task Force and Friends of the Rondout play a key role in managing these resources.

2. Recommendations:

Expand Ridge Access: The Byway partnership should explore with Ridge land managers how to accommodate more visitors, such as a Smiley Road access to Minnewaska and the Sam's Point Preserve, and the use of lands not now within the range of most visitors. In doing this, we must not allow the demand for public access to outweigh the need to preserve the special qualities of the Shawangunks.

Add to Public Lands: To provide more land in the Shawangunks for recreation, the Partnership should consider what role it may take in the purchase of such land, should it become available, through:

- a. an inter-municipal agreement allowing joint purchase of land financed by municipal bonds and managed as part of the municipal park systems of the cooperating towns.
- b. partnering by the local municipalities with state, county and nonprofit conservation groups in the purchase of land, should it become available, in the Shawangunks and adjacent areas, and managed by an entity representing the participants.

Develop Plans for the Wallkill and Rondout: The Partnership should encourage organizational and funding support for the development of comprehensive regional plans for the Wallkill River and the Rondout Creek. These two major tributaries of the Hudson River traverse the valleys around the Shawangunks and have the potential to provide greatly expanded recreational usage for kayaking, canoeing, swimming, fishing, etc. The Wallkill, for example, is designated a "Class B" river by the DEC, but it is also classified as an "impaired" river.

Recreational use should be considered as part of an overall plan for the restoration and preservation of these resources. This should include appropriate and adequate measures for pollution control, bank stabilization and for reduced sedimentation and turbidity.



Hiking in the Mohonk Preserve.

The requirements for such planning are beyond the resources of the dedicated volunteer groups that have been the advocates for the Wallkill and the Rondout. Although some funding has been provided by the DEC, major backing, with appropriate funds and organizational capabilities, is needed for the technical studies and public participation that are essential for the recreational potential of these waterways to be realized.

Assist the Rail and Canal Trails: The Byway should cooperate with the rail and canal trail organizations in their efforts to provide continuity and extension of trail networks where appropriate. Although local community support is the vital energy for these trails, the Byway may be helpful in regard to organizing and funding of maintenance programs, Byway/trail signage and producing brochures that describe regional facilities.

E. Historic Resources

1. Assessment of Present Conditions: The region has very active historic associations, such as Friends of Historic Rochester, the Huguenot Historical Society, the D&H Canal Historical Society and the Cragmoor Historical Society. The Town and the Village of New Paltz have historic preservation commissions, and the Town of Marbletown Plan has specific strategies for historic preservation.

2. Recommendations:

Provide A Regional Historical Entity: The Partnership should be the galvanizing force for the formation of a Regional History Partnership. This would bring together representatives of the historic resources throughout the Region to discuss areas of possible mutual benefit, such as the coordination of events, sharing historic research and promoting the historic resources of the Region.

Publicize Our History: The Partnership should publish a brochure on the history of the Region for distribution to local schools and at local historic sites open to the public.

Explore Rondout Valley Historic Industries: The Byway Steering Committee sees great potential for visitor interest in the historic industries throughout the Rondout Valley. The D&H canal museum and the Snyder Estate (cement) provide

venues for the public to be aware of these historic resources. But the valley and the Ridge were also the home of many other industries. The Partnership should explore how it can be helpful to the Rondout communities interested in the organization and presentation of historic information and displays related to these industries.

Package Our Transportation History: The impact on the Region of transportation . . . the old plank roads, the horse and buggy days, D&H Canal, the railroads, . . . makes an interesting story, and especially when these are related to one another and to the lives of the people who lived here. This perspective may enable us to link transportation-related attractions in the Region, and help guide visitors from one to the other.

Provide Assistance with Funding: The Regional History Partnership should prepare an "overview" of the need for and availability of funding for historic preservation, restoration, enhancement and interpretation. This should be used as the basis for the Byway and the participating municipalities to help local historic groups gain access to low-interest funds.



Exhibit at D&H Canal Museum in High Falls.



(L-R) Town of New Paltz Supervisor Don Wilen, President of New Paltz Regional Chamber of Commerce, Joyce Minard, Mohonk Preserve Executive Assistant Ellen Bennett, Minnewaska State Park Preserve Manager Alex Collins, Town of Shawangunk Supervisor John Valk (Chair), Project Manager Al Wegener, Representative of the Town of Rochester Brinton Baker, Representative of the Town of Wawarsing Tom Gale, Village of New Paltz Mayor Jason West.

Plan For Management

A. Background

The Byway Steering Committee is made up of the chief elected officer, or official representative of each of the nine towns and two villages along the route. This committee represents the interests of the people in all of the communities around the mountains. We have met more than 30 times over the last four years and, despite changes in the elected leadership of some of the towns and villages during this period, our members have participated on a regular basis and have been able to reach decisions by consensus.

The planning process has been aided greatly by the support, expertise and technical assistance of the Advisory Group, representing NYS DOT, the planners of Orange and Ulster Counties, the Mohonk Preserve, Minnewaska State Park Preserve, The Nature Conservancy and the New Paltz Regional Chamber of Commerce.

Over 250 members of the public have participated directly through two rounds of meetings held in concert with municipal meetings, as well as presentation/discussions with community organizations.

B. Goal

To provide a regional management entity that will implement the Corridor Management Plan in a manner that respects home rule authority and also engages the active participation of the public in each of the communities along the route.

C. Organizational Structure

We will use the same basic organizational structure for the implementation of our Corridor Management Plan as we employed for developing the plan; that is, a central policy-making body, the Executive Committee, made up of the local municipalities, guided by the Advisory Board, representing various other interested and involved entities in the Region.

The organization will be called the Shawangunk Mountains Regional Partnership (SMRP).

The operation of the Partnership will be defined by an intermunicipal agreement (IMA) that will:

1. Identify the towns/villages involved.
2. Explain the rationale for the agreement
3. Define how the partnership will function to implement the Corridor Management Plan, as well as additional programs related to the regional interests/concerns of the participants.
4. Describe the authority/responsibility of the parties involved for the actions to be taken by the partnership.
5. Define the relationship of the SMRP with its fiscal sponsor.

The members of the Executive Committee of the Shawangunk Mountains Regional Partnership will be the chief elected official of the nine towns and two villages along the Byway route.

This grants authority for policy and major decisions to the participating towns and villages in the Region and assures that the regional partnership will operate in a manner consistent with home rule.

It also encourages the inclusion of regional matters in the deliberations of these local municipalities.



(L-R) Jason West, Mayor of the Village of New Paltz and Russell Robbins, NYS DOT Senior Transportation Analyst.

The Advisory Board may include representatives of NYS DOT, Orange and Ulster counties, the MPO's and other governmental agencies, various organizations in the Region and the chairpersons of the various project committees.

Much of the work of implementing the Plan will be done by the project committees.

Initially, the following three regional project committees will be formed:

1. Tourism Committee
2. Transportation Committee
3. Preservation Committee

We anticipate that other committees will be formed within the first year:

1. Historical Resources Committee
2. Ag Partnership Committee
3. Recreational Resources Committee

These committees should include people from all of the towns/villages in the Byway Region. It is especially important that the people representing their towns/villages on the regional committees be included as part of the organizational structure of the local municipalities, and their activities should be recognized by their town/village board.

A Support Group will provide (a) the overall services necessary for the Byway to function and (b) the assistance needed by the Project committees to implement the plans.



(L-R) Joyce Minard, President, New Paltz Regional Chamber of Commerce and Glenn Hoagland, Executive Director of the Mohonk Preserve.



(L-R) Brinton Baker, Representative of the Town of Rochester; David Church, Commissioner, Orange County Planning Department and Tom Gale, Representative of the Town of Wawarsing.

The Support Group will consist of the:

1. **Fiscal Sponsor**, responsible for managing the financial affairs of the Shawangunk Mountains Regional Partnership.
2. **Executive Director**, provides organizational presence and outreach, coordinates all activities, makes direct approaches for funding, writes small grant requests, helps committees move projects forward.
3. **Project Developer**, to inform the SMRP of funding opportunities, to work with the committees in applying for and securing funds for major projects.
4. **Secretary**, drafts and distributes minutes of all committee meetings, assists the administrative functions of the SMRP.

The Mohonk Preserve has agreed to continue to operate as the fiscal sponsor of the Byway project. It is anticipated that the Preserve will agree to function as the fiscal sponsor of the SMRP on a continuing basis, although that is subject to the terms of this relationship as defined by the IMA. If this does not work out as anticipated, the SMRP will explore (a) sponsorship by other non-profit organizations and (b) the rotation of this function among the participating municipalities.

The option of forming a non-profit organization was considered by our group, and is still an option for us in the future. But our present arrangement has worked well, and we see no reason to change it at this point in time.



(L-R) Susan Cockburn, Supervisor of the Town of Montgomery, Vincent Martello, Supervisor of the Town of Marbletown, Keith LaBudde, President of the Shawangunks.

5. Wallkill Lions Club
6. New Paltz Area Chamber of Commerce
7. Gunks Mountain Biking Association
8. Mohonk Preserve Board of Directors
9. Mid-Hudson Bicycle Club
10. Town of Marbletown Community Development Committee
11. Village of New Paltz Historic Preservation Commission

As the Byway moves from planning to implementation, even greater participation by the public is essential so that implementation of projects reflects local needs, conditions and opportunities. Partnerships with community and special-interest organizations are also essential. Specific projects are included in the Tourism, Transportation and Preservation Plans for stimulating public participation and the building of partnerships. To initiate these projects, the Byway will engage in a continuing program of outreach in order to energize and organize the people in the various communities who have a stake in the success of the Byway and its regional goals.

D. Public Participation

Public consensus and support for the Byway has been achieved mainly through presentations at the municipal meetings held in the towns and villages along the route. The format for these meetings were (a) presentation of a slideshow/talk by the Project Manager (b) discussion by the town/village boards and by members of the public in attendance at these meetings. These meetings were widely publicized by the local media.

One round of meetings was held early in 2001 when the basic concept of the Byway was discussed. The municipalities passed resolutions in support of the Byway planning.

A second round was held early in 2003, when the overall resources and goals of the Byway were presented and discussed by an estimated 260 people who attended these meetings in the 11 towns/villages. Many ideas were generated by these meetings that have been included in the Corridor Management Plan. Additional presentations/discussions were held with the following:

1. Ulster County Legislature
2. Orange County Legislature
3. Ulster County Agricultural and Farmland Protection Board
4. NYS DEC Region 3 Open Space Advisory Committee

E. Financial Concepts

We realize that implementing the projects outlined in these plans will require, over time, a very considerable outlay of funds, totaling many millions of dollars. These investments are essential for our region and will enable us to achieve highly worthwhile goals involving tourism and economic development, the improvement of our transportation systems, and the preservation of our scenic, natural, recreational and historic resources.



(L-R) Dennis Doyle, Director, Ulster County Planning Department; Carl Zatz, Supervisor of the Town of Gardiner; Susan Cockburn, Supervisor of the Town of Montgomery.



(L-R) Phil Jamison, Town of Crawford Planning Board Chairman. Don Wilen, Town of New Paltz Supervisor.

Considering the extent of the funding needed for our projects, a comprehensive and programmed approach to securing these funds is essential. This will be developed as part of the work plan to be established by each of the regional committees. In order to provide for projects involving tourism, transportation and preservation, we will explore a variety of sources, such as:

Federal:

- U.S. Department of Agriculture
- U.S. Department of Commerce
- U.S. Department of Housing and Urban Development
- U.S. Forestry Service
- Environmental Protection Agency
- Federal Highway Administration/
NYS Recreational Trail Program
- Federal Surface Transportation Act funds
- National Park Service, Heritage Preservation Program grants
- National Trust for Historic Preservation

State:

- NYS Clean Water/Clean Air Bond funds
- NYS Council on the Arts
- NYS Department of State/
Quality Communities Program
- NYS Department of Environmental Conservation/
Hudson River Estuary Grants Program
- NYS Department of Transportation

- NYS Environmental Protection Fund
- NYS Office of Parks, Recreation and Historic Preservation
- NYS Scenic Byways Program
- Hudson River Valley Greenway Communities, Conservancy and Byway program funds
- Empire State Development /
I Love New York program
- Line/member item funding through members of the State Senate and Assembly who represent our Region.

County:

Orange and Ulster county legislatures and tourist offices.

Towns/Villages:

The 11 municipalities in the Partnership

Membership and sponsoring activities by local businesses, merchants

Corporate grants

Funding through nonprofit organizations

For large projects, we will utilize an integrated approach, calling on several avenues of funding to be used in concert.

We will also work with professional project development firms in the Region to open up innovative funding avenues. A review of the Seaway Trail's "Financial Sustainability for Byways" study, available this Fall, may yield ideas we can adopt that have worked for other byways in the country.



(L-R) Russell Robbins, NYS DOT Senior Transportation Analyst and Dennis Doyle, Director, Ulster County Planning Department.

And, in the Shawangunk Mountains Region, we have many individuals and organizations who value the exceptional resources we have here. We will certainly discuss with them the possibility of partnering with us on projects of mutual interest.

To enhance these fund-raising activities, an audience-specific variation of the basic Byway "Get Acquainted" piece developed for outreach will be created, along with a laptop presentation, explaining the resources, goals and programs of the Byway.

F. Sequence of Work

Following the presentation to the NYS Scenic Byway Advisory Board, the Executive Committee will finalize and gain ratification of the intermunicipal agreement that will be the basis for the Shawangunk Mountains Regional Partnership.

We will also reach the agreements necessary for the Support Group to begin/continue its work, and to raise the funds to sustain this infrastructure on a continuing basis.

An event should be organized to announce and publicize the designation of the Byway by the State Legislature and Governor George Pataki. Outreach to the public in each of the towns/villages along the Byway should be timed to coordinate with the official designation, and the "Get Acquainted" presentations should be delivered as soon after as possible.



John Valk Jr., Town of Shawangunk Supervisor and Chair of the Steering Committee.

Executive Committee members should interest and enlist volunteers to represent each community on the Project committees. The activities above will provide a favorable atmosphere in which to do this.

Project committees, aided by the Executive Director and the Project Developer, should elect their co-chairs, review the Byway Plan for each committee, establish priorities and a work plan, identifying funding sources. The resulting Action Plans, upon approval of the Executive Committee, will serve as the operating agenda for implementation of the Corridor Management Plan.



Al Wegener, project coordinator announces Grant award to the Committee.



Farm fields in the Shawangunk Mountains Region