Catskill Mountains Scenic Byway

Proposed Corridor Management Plan
August 2012

CATSKILL MOUNTAINS
SCENIC BYWAY

This plan was prepared by the Central Catskills Collaborative in cooperation with the Catskill Center for Conservation and Development and funded in part by the Catskill Watershed Corporation.

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Executive Summary

The Catskill Mountains Scenic Byway is a celebration of place. Formal designation of the proposed route by the State of New York will bring greater recognition and interpretation of the resources that make this place special. The Catskill Park and the New York City Watershed, in particular, are defining elements of this wild and scenic region. Communities along the route are fortunate to be located within such a unique and environmentally pristine area; yet their economic health depends in large part on maximizing the relationship between the natural qualities of the area and the visitors who wish to experience the beauty of the region and its many offerings. This plan sets a strategy for strengthening these connections while preserving the character of the route, and in doing so it is an affirmation of the collaborative spirit that has guided this nomination process.

This corridor management plan puts forth a comprehensive nomination to designate sections of State Routes 28, 28A, 214, 42, 30 and local roads (approximately 65 miles) as a scenic byway (see route description beginning on p. 8 and maps pp. 9-11). For an "at-a-glance" view of this plan's recommendations, refer to the Summary of Recommendations section on page 101.

The Central Catskills Collaborative serves as the nominating committee and has carefully considered the designation criteria and guidance in New York State's Scenic Byways Nomination Handbook, as well as other sources, in the development of this corridor management plan (CMP).

This CMP begins by setting the nomination in the context of the Catskill Region – its rich natural and cultural history and other defining characteristics. In doing so, it helps develop the understanding, embraced by the nominating committee, that the protection, enhancement, and promotion of the corridor's scenic and intrinsic qualities are a key strategy in the region's future economic vitality. Moving from this **Regional Background**, the **Description and Nature of Byway Route** focuses on the details of the proposed byway and immediate context. The **Brief History of Route 28** reviews major points in the development of this route as the primary access into the Central Catskills. The introductory foundation is completed with **Focus on Route 28**, which provides the necessary sketch of the numerous efforts over the years to protect and promote Route 28 and its associated resources.

The CMP then treats each of the state-required components of a byway nomination, beginning with **The Central Catskills Collaborative and Public Participation**. This section is critical in illustrating how this project is very much a locally driven nomination

steeped in public involvement and embraced by the community at large, including the media. The **Vision Statement and Theme Development** discussion reveals how local energies were focused into establishing a guide for a revitalized corridor, illustrating consensus and setting goals to aspire toward. The vision also provides a framework for the more-in depth components of the plan that follow.

The inventory is balanced by **Corridor-Wide** and **Local Resource Inventories** which emphasize the major shared resources that help unite the communities as parts of the whole and detail many of the individual points of interest that express local flavor and intrigue for future byway travelers. Recommendations for the future of the byway emerge from many of these inventories. The next several sections build upon these recommendations and set forth numerous additional recommendations related to their requisite scopes. These sections are **Stewardship**, **Tourism Development**, **Marketing and Promotion**, **Resources Interpretation**, **Financial Resources**, **Support and Implementation**, and **Transportation Safety**. The roles of local leadership and public process are woven into these discussions, while a theme that emerges in advancing their recommendations is the importance of partnerships. Collectively, these sections further express the peoples' appreciation of the corridor's qualities while articulating how a scenic byway is ideally suited to promote environmental quality and stimulate related economic growth in the Central Catskills.

Concluding the main body of the CMP is a summary of **Recommendations, Strategies, and Objectives** and a section titled **Review of Draft Corridor Management Plan.** This latter section summarizes the review and comment process that took place following the issuance of the first draft in September 2011. This process served to increase dialogue between the Collaborative and local officials, answer questions, improve understanding of this nomination and scenic byways in general, and strengthen the plan through the incorporation of several revisions. Following the CMP are several **Appendices** add details to several sections and support the overall nomination.

Regional Background

The Catskill Mountains figure prominently into the history and culture of New York and the United States, but they also dwell in the imaginations of countless visitors and residents who have fallen under their spell. Initially feared as a dark, uninhabitable wilderness, the Catskills became the setting where Americans first developed an appreciation for the natural world through arts

High Point: Shandaken Mountains, Asher Durand, 1853

and literature. Author Washington Irving (1783-1859) was among the first to be captured by the beauty and the mystery of the Catskills and he expressed this wonder in his works. The story of Rip Van Winkle (1819) casts the Catskills as a fairyland in the imaginations of Americans, including early tourists from New York City and Philadelphia who would soon flock to the mountains to explore the mysteries and enchantments. Much of the allure is attributed to the fact that the Catskills' rise sharply in the west from the Hudson Valley and create dramatic scenery and ideal subjects for artists. Artist Thomas Cole (1801-1848) broke from the tradition of painting the mountains from afar and journeyed into the Catskills, capturing wild scenes that garnered high acclaim in urban art circles. In 1824, the Catskill Mountain House was built atop the eastern escarpment of the mountains, overlooking the Hudson River and soon becoming a most popular tourist destination. This spawned the development of numerous mountain houses, many of which would occupy the interior of the mountains and be reachable by railroad after mid-century.

Meanwhile, the rise of industry in the mountains – most notably logging, bluestone quarrying, and tanning – provided economic stimulus but threatened the very qualities the tourists were coming to appreciate. By late century, New York State created the Forest Preserve and adopted the "forever wild" clause in the Constitution. In 1904, the

Catskill Park was created and all lands acquired inside the "blue line" of the Park would become part of the forest preserve. During the 20th century, six reservoirs were constructed in the Catskills as part of New York City's water supply system. The popularity of the southern Catskills among New York City's Jewish communities, the decline of the railroads, and the advent of the automobile and airplane all contributed to a shift in tourism patterns. As mountain houses and rustic retreats faded from the landscape, more publically accessible state lands became part of the Catskill Forest Preserve. In the 1990s, tensions escalated between New York City and Catskill communities regarding proposed regulations in the upstate watershed at the core of the region.

Geologically speaking, the Catskills are young mountains, and are actually not mountains in the truest sense, but rather the remnants of an eroded plateau or uplifted delta. The eastern side of the delta has been largely removed by glaciers, creating the striking difference in elevation noted above. In addition to the aesthetic appeal of the

mountains from the Hudson Valley, the climate, flora, fauna, soils, and bedrock of the mountains are significantly different than the valley below. Although some hardscrabble agricultural settlements were found in the core of the mountains, hunting, trapping, fishing, quarrying, and logging were more reflective of the rugged topography and available resources. As one moves west, the contrast between mountain and valley softens, and agriculture, especially dairy farming, was more typical. The major streams that have eroded the mountains have become defining elements of life in the valleys, where most of the hamlets and roads are located. This land use pattern – small historic, hamlets, surrounded by scenic rivers, wild mountains, publicly accessible recreation lands, and some rolling farmland defines the character of the Central Catskills.

This character of the Central Catskills is also defined in part by the differing character of the landscape found in all four directions. In the east, the mountains end abruptly and are largely influence by the presence of the Hudson Valley. Towns along the eastern side of the mountains are more densely populated than the interior towns along and beyond the western end of the proposed byway. To the west, the elevation of the higher peaks diminishes and the Hudson Valley influences fade. The Route 28 corridor also lies north of the busier Route 17 (Interstate 86) corridor and the historic “Borsht Belt”, well known for its Jewish bungalows, summer camps, and large hotels in the mid-20th century. In the Mountaintop communities to the north where many of the earliest mountain houses were once located, the area is traversed by two east-west corridors (Routes 23 and 23-A) and supported by two private ski areas with adjacent private developments that enjoy proximity to the Hudson Valley.

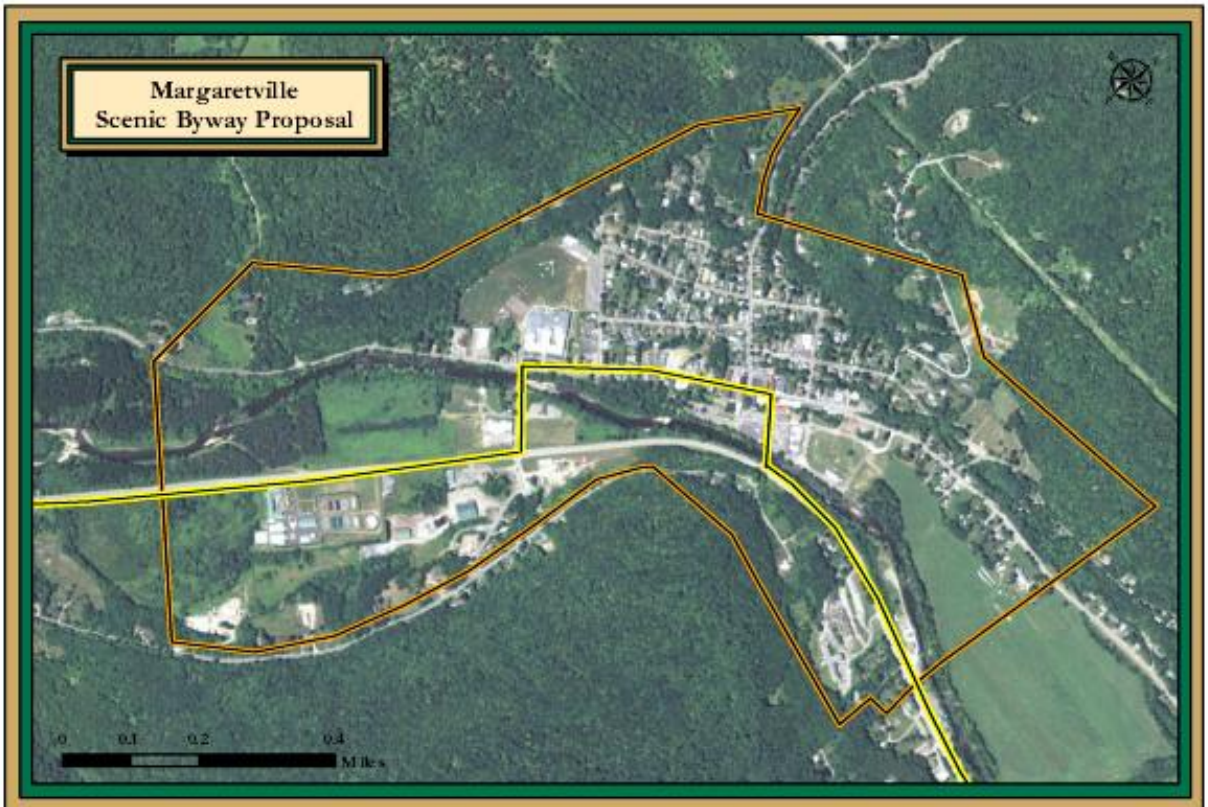
Nature and Description of the Byway Route

On its eastern end, the proposed scenic byway route begins at the eastern border of the town of Olive on Route 28, about 10 miles west of Exit 19 of the NYS Thruway at Kingston. The route continues west (Route 28 North) and concludes in the hamlet of Andes, where Route 28 makes a 90-degree turn toward Delhi and points beyond. Along the route, the byway parts with Route 28 for short distances, entering the hamlets of Phoenicia and Pine Hill and the villages of Fleischmanns and Margaretville before rejoining 28.

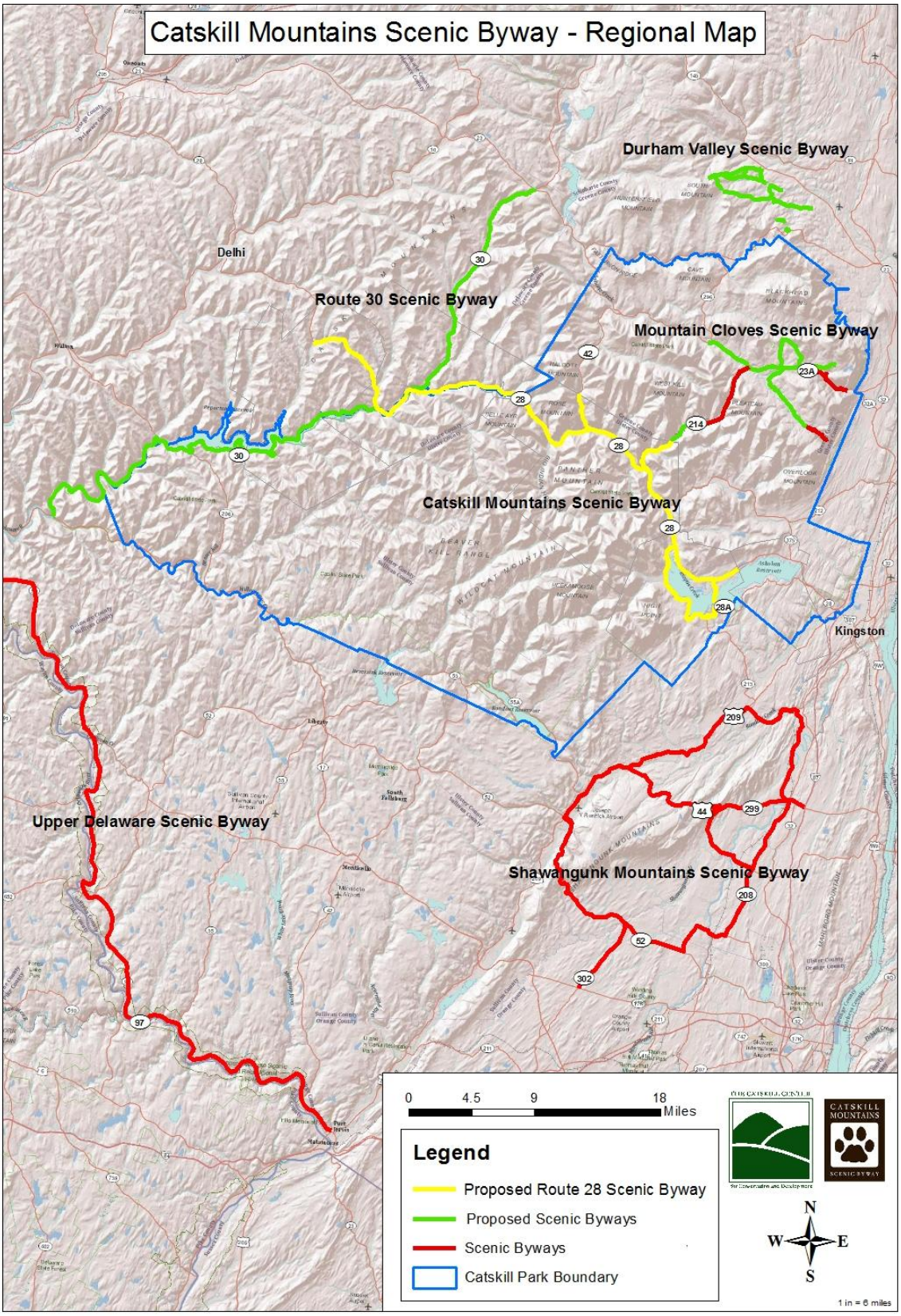
Scenic Byway Route Map

SCENIC BYWAY ROUTE MAP – Ulster County Hamlets

SCENIC BYWAY ROUTE MAP – Delaware County Villages



SCENIC BYWAY REGIONAL MAP



An alternate scenic byway route is proposed to begin at the intersection of Route 28 and Reservoir Road in the town of Olive. The alternate route follows Reservoir Road south, across the dividing weir of the Ashokan Reservoir; then continues onto Route 28A West, rejoining Route 28 at Boiceville, a distance of about 13 miles. Farther west, in the town of Shandaken, the byway follows State Routes 214 and 42, heading north from Route 28 from the hamlets of Phoenicia and Shandaken to the border with Greene County, a distance totaling approximately 7 miles. Route 214 will connect the Catskill Mountains Scenic Byway with the Mountain Cloves Scenic Byway in the town of Hunter.

Looking west near Boiceville

The 45 miles of Route 28 being proposed as a scenic byway travel through the heart of the Central Catskills, revealing a fascinating regional cross section that is rich in interpretive potential. The alternate byway route around the upper portion of the Ashokan Reservoir complements the main route, offering a slower paced, winding tour along a roadway that is narrower than Route 28. The Central Catskills are where the largest contiguous stretches of the Catskill Forest Preserve lie. Route 28 is the only major east-west thoroughfare and contains more road miles (33) than any other state highway inside the Catskill Park.

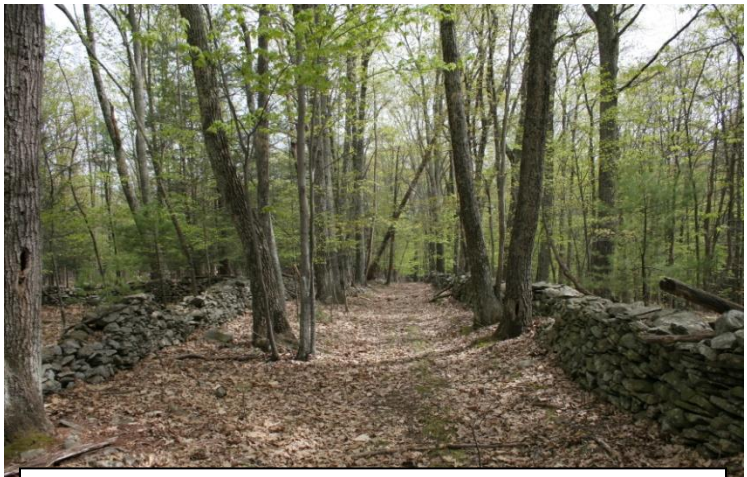
Traveling from the east – the direction most will discover the byway from -- there is a sense of entry at the beginning of the byway, which arrives just beyond the open views of Kenozia Lake. At this point, Route 28 has narrowed from four lanes to two. Moving west, more and more mountainous vistas emerge, while linear roadside development begins to dwindle. The construction of the Ashokan Reservoir resulted in the relocation of the major east-west thoroughfare through the valley, and the resulting modern-day Route 28 in Olive does not have historic downtown areas like those found along the route to the west. The interior of the mountains is reached in the town of Shandaken, where the valleys are narrow and the surrounding mountains

Phoenicia

are the highest. The byway route winds along the valley of the Esopus Creek -- a name which belies its power and size as a river – crossing this waterway three times between Mount Tremper and Big Indian. Along the stretch within Shandaken, the byway offers extensive and pristine scenic views, many of them looking at lands of the Catskill Forest Preserve. West of Big Indian, the byway leaves the Esopus Valley and climbs to the Highmount saddle near the state-operated Belleayre Mountain Ski Center. This pass also marks the boundary between Ulster and Delaware Counties and the dividing line between the Hudson and Delaware Watersheds. The route then descends into more open topography with rolling mountains. First paralleling the Bushkill near Fleischmanns, the byway enters the valley of the East Branch of the Delaware River near Arkville. Crossing the East Branch west of Margaretville, the river becomes the Pepacton Reservoir immediately to the southwest, while the byway route continues along Route 28 and ascends into the town of Andes. Again bridging a mountain pass, the byway then descends into the hamlet of Andes.

Brief History of Route 28

The valley of the Esopus forms a natural passage into the mountains, and the road that would eventually become Route 28 was shown as early as 1765 on a map produced by William Cockburn. William Cockburn was a Scottish immigrant who settled in Kingston in the early 1760s, and worked as a surveyor and land agent, mostly in Ulster County in the Hurley and Hardenberg Patents.



Former Esopus valley road (photo by Melinda McKnight)

In 1802, the route was incorporated by the New York Legislature as part of the Ulster and Delaware Turnpike, a road planned to run from Salisbury, Connecticut through Rhinecliff, and Kingston, then to Walton, and eventually to Bainbridge on the Susquehanna River. James Darling was the surveyor who laid out the route in Ulster and Delaware Counties. Darling's sketches and notes provide a window into the early settlements along the route. (Darling's field book is preserved in the NYS Library along with the William Cockburn papers). The turnpike was meant to be four rods wide (66 feet) with 33 feet between the side ditches. The first toll gate was to be at least five miles from the Hudson, to protect locals from tolls.

From 1802 Frederick DeZeng promoted and supervised construction of a mostly existing roadbed, except for the section between Dunraven and Hamden. The road was finished in 1807, but not paid for. In 1808 the Ulster and Delaware Road Company stock was reported as being worthless. By 1816 toll gates were not maintained and in 1819, the corporation ceased to function. Parts of the route were rebuilt in mid-century, and the route also became known as the 'Sopus Turnpike (a shortening of Esopus). The Kingston and Middletown Turnpike Company was incorporated in 1831 to make a turnpike between the Esopus Bridge in Kingston and Pine Hill. This operated until 1850. The route was then turned over to the Ulster and Delaware Plank Road Company. Their 36-mile road ran from Pine Hill to Kingston in 1851. Although the road was maintained into the 1860s, the planks eventually rotted and the route became a source of frustration for travelers. Portions of the route were paved with bluestone slabs. Today, some of these sections can be seen in the field, while others have been removed and preserved. By 1870, the Ulster and Delaware Railroad reached the interior of the mountains and soon became the predominant mode of transportation for people and freight until the advent of the automobile.

Ashokan Reservoir and Catskill Mountains

In the 1920's, the predecessor of Route 28 was known as the Esopus valley road. As the protected lands of the Forest Preserve grew in size and automobiles became more accessible to the general public, the region became popular for recreational pursuits, such as camping and scenic travel. With the rise in motor touring, scenic views from the roads of the Catskills were increasingly being celebrated in travel brochures and literature. Receiving special attention were the sweeping views from the roads that crossed the recently constructed Ashokan Reservoir along the dividing weir and dam:

> "Here is to be had the most intimate of all views in these mountains, and, as the glow of color flares up behind the peaks, each summit is sharply outlined, only to be followed, in another fifteen minutes, by the deep blue of darkness as it settles down into the mystical and inaccessible "hollows" of the slopes themselves. It is from such a view as this that a person gets 'the feeling" of the Catskills.'" [1]

In the 1930s, during the renumbering of state highways in New York, the Route 28 designation was affixed to the section from Colliersville to Kingston. Around 1937, the widening of the road from two lanes to four between Kingston and West Hurley took place. Also at that time, visions of extending a four-lane "super-highway" to Oneonta were put forth by some, including the mayor of Kingston. [2] No further lane expansion of the road between Kingston and Oneonta has ever been undertaken, although a proposed bypass around Shokan and Ashokan was considered in the 1980s. In the 1940s, New York State Senator Arthur Wicks supported the naming of Route 28 as the "Onteora Trail". This name has since been used interchangeably with Route 28 and appears on some road maps. Also in the 1940s, Wicks introduced legislation to develop a ski center at Belleayre Mountain, and in 1947, through statewide referendum and constitutional amendment, the Belleayre Ski Center came into being.

During the 1950, 60s, and 70s several improvements, realignments and bypasses were constructed along the route. The hamlets of Phoenicia, Pine Hill, Fleischmanns, and Margaretville were bypassed when new portions of 28 were added. This has had mixed results for these communities, whose downtown areas have been preserved from "strip development" but sometimes suffer from the competition or simply from traffic passing along the main highway. This corridor management plan proposes that the scenic byway route go along the main streets of each of these communities.

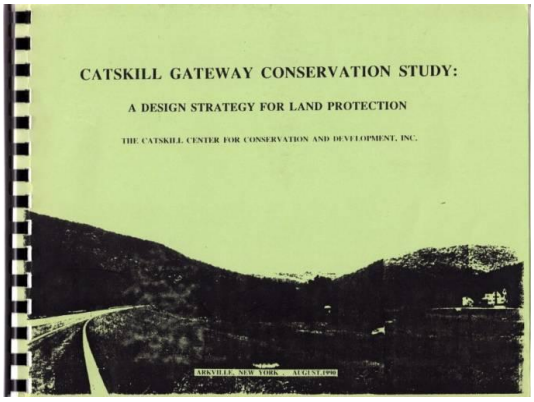
Focus on Route 28

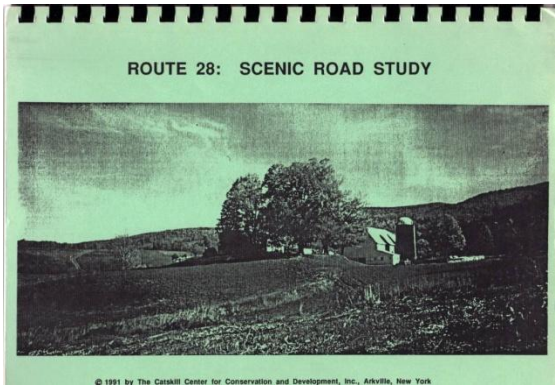
To more fully understand the present effort to nominate the Catskill Mountains Scenic Byway, it is necessarily helpful to survey the interest focused on Route 28 over the years. Among the numerous proposals, opinions, discussions, and techniques put forth in planning the corridor's well being, several common threads have emerged that help support this nomination. Essentially, the communities, government agencies, and organizations having interest in the Central Catskills have expressed a desire to protect the scenic attributes along the corridor, and they share the understanding that protection and promotion of these attributes is integral to the economic well being of the region.

The travelling experience along Route 28 has long been popular among tourists, and the scenic quality of the route has been celebrated in many ways. National Geographic included the 43 miles from Kingston to Margaretville in its *Guide to Scenic Highways and Byways* (1996). The popular *Route 28: A Mile-by-Mile Guide to New York's Adventure Route* (1998) gives a comprehensive description of the entire route (from Kingston to Warrensburg), providing detailed information about businesses and offering historical tidbits and other descriptions of sites along the corridor. [3] In 1993 Scenic America named Route 28, from Kingston to Dunraven "one of America's 10 Most

Endangered Scenic Byways” citing the threat of strip development and recommending a comprehensive regional plan for corridor management.

At the regional level, many studies and reports have examined the Route 28 corridor and its adjacent resources and put forth recommendations for protection and promotion. These efforts have focused in the areas of land use planning, tourism and marketing, scenic protection, access to public lands, and stream management. There have also been initiatives to consider the revitalization of the old Delaware and Ulster Railroad corridor, including an effort to have Steamtown USA locate near Kingston; a proposal for hotel/ train development near Phoenicia; and more recently a feasibility study on the future use of the Ulster County portion of the corridor. The value of the rail corridor and its relationship to the byway are discussed in the Corridor Wide Inventory and Transportation Safety sections.



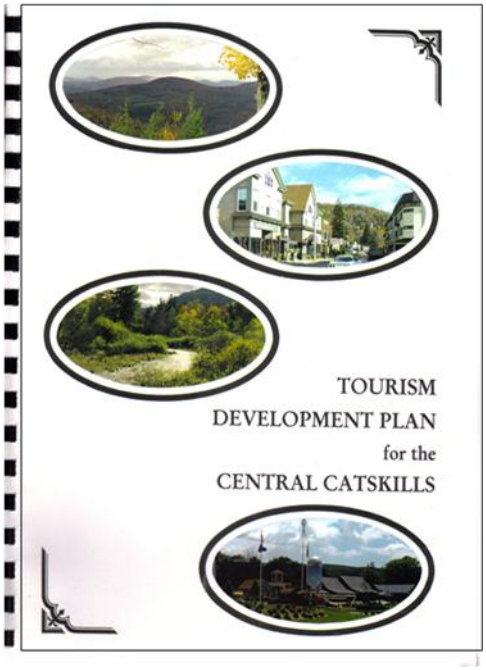


Over the years groups have formed around the various resources, studies, and issues associated with the protection and promotion of Route 28 corridor. When the creation of the Belleayre Mountain Ski Center was being considered by the State Legislature and the State Conservation Department (predecessor to NYSDEC) in 1945, a group named the Central Catskills Association, comprised of residents from Mount Tremper to Margaretville, formed “to promote the welfare of the area and to bring about by the united efforts of the people of the area certain improvements which will tend to increase the resort business of the area and make it a year around vacation area.” [4] Concern about the capacity of the road to safely handle additional traffic was also expressed at this time.

In 1976, the DEC issued *Towards a Scenic Roads Program for the Catskills*, with additional sections of the document focusing on Routes 28 and 23-A. This report provided at least a partial basis for further studies undertaken by the Catskill Center for Conservation and Development and partners. These reports included the *Preliminary Scenic Protection Study* (1988), the *Catskill Gateway Conservation Study: A Design Strategy for Land Protection* (1990), focusing on Ulster County, and the *Route 28:*

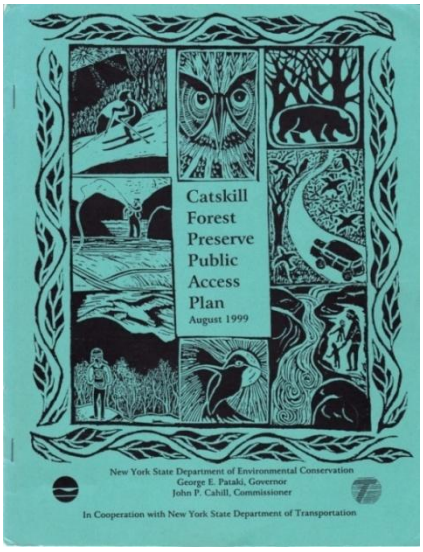
Scenic Road Study (1991), focusing on Delaware County. Public presentations held in association with the release of these reports encouraged scenic road designation but were received with mixed results. Local “home-rule” coupled with rising tensions between New York City and upstate watershed communities contributed toward the lack of forward progress on the recommendations of these studies at this time.

A few years later at a conference held at SUNY Delhi, noted Pace University land use attorney John Nolon encouraged local leaders to protect the scenery of Route 28. Citing the difficulties of establishing a single vision with so many local jurisdictions, he recognized the Shandaken-Middletown Route 28 Corridor Committee as a good step, yet added “But it’s only a portion of that chain that links all of you.” [5] In March 1994, the Route 28 Corridor Committee completed the *Resource Protection and Economic Development Strategy for the Route 28 Corridor* and presented it to the elected leaders of the towns of Shandaken and Middletown. The Strategy recommended that the two towns “form an economic development partnership for the master planning, financing, and development of a major, unified year-round ‘environmental recreation and education project’.” [6] The Strategy, in recognizing the scenic byway designation for the portion of Route 28 within the Adirondack Park, suggested a similar approach for Route 28 in the Central Catskills, noting “the access it provides to many historic and recreational resources, underscores the need for a sound long-term planning vision for this highway within the Catskills.” [7] An outcome of the Strategy was the formation of the Central Catskills Planning Alliance who produced the *Tourism Development Plan for the Central Catskills* in 1998. In addition to analyzing market trends and presenting a range of concepts for the development of a larger tourism facility, the Strategy put forth a series of recommendations for protecting existing environmental, scenic, and cultural resources, including design guidelines for land use development. This CMP borrows and builds upon many of these guidelines.



A review of the collected materials for the Route 28 corridor at the Catskill Center’s libraries indicates that local communities and their residents feel strongly about preserving the unique qualities of the corridor. Newspaper articles cataloging rezoning proposals, motor vehicle accidents, billboard issues, transportation improvements, and land use development projects all reflect the sensitivity to any proposed changes that

could affect the character of the roadway's context. Public interest in projects that plan for the future of the region has also been strong. A good example is the *Catskill Forest Preserve Public Access Plan*, issued in 1999 by NYS DEC, which sets forth recommendations related to creating scenic byways, improving recreational access,



providing information to enhance the use, enjoyment, and protection of the forest preserve, and encouraging collaboration between state agencies and local communities to accomplish mutual objectives. The DEC also updated and revised the *Catskill Park State Land Master Plan*, producing a draft in 2004 and, after substantial public input, completed the plan in 2008. This plan also contains specific language for enhancing state-local partnerships to maximize the benefits of the forest preserve while protecting it for future generations. This CMP recognizes and builds upon many of the recommendations from these plans as they integrate well with the designation of a scenic byway.

The Central Catskills Collaborative and Public Participation

In 2008, the Central Catskills Collaborative formed with the mutual understanding and commitment among its members that they would work cooperatively "through a bottom-up process that builds on local goals and objectives and engages in a regional dialogue focused on protecting and promoting the scenic, cultural, historic, and economic well being of the Route 28 Corridor and the Central Catskills." (See establishing resolution of the Collaborative, Appx. 3). The Collaborative is comprised of representatives from six municipalities along the Route 28 corridor from Olive to Andes. These representatives are designated by the governing boards of the respective municipalities. The Collaborative has adopted several recommendations including "Further explore the creation of a Scenic Byway". Since adoption of the recommendations (see below), the group has made progress on each of them and continues to advance related initiatives. Both the progress thus far and continued advancement of the recommendations are integral to this CMP. Although the Collaborative has been active on a number of fronts within its mission, the scenic byway nomination has been the group's main focus.

The Collaborative's open regional dialogue format generated and answered many questions about scenic byways. At the third meeting of the Collaborative, a representative of the NYS Scenic Byways Program delivered a presentation as a guest speaker, and the many benefits of scenic byways became more evident to the Collaborative and the public. The nomination process itself has catalyzed and galvanized inter-municipal cooperation. For example, after the Collaborative learned

that funding for the nomination process was no longer available from the NYS Department of Environmental Conservation, they regrouped and developed a successful funding application to the Catskill Watershed Corporation. As part of the application, each of the seven municipalities adopted a resolution in support of pursuing the CMP and committed to provide a significant amount of in-kind services to complete the project.

The formation of the Central Catskills Collaborative initiated a corridor-wide process of public participation that has informed and enhanced the scenic byway nomination. From the outset, the Collaborative has conducted each of its meetings in public and encouraged open participation by all who attended. The Collaborative has held 30 meetings since its inception in 2008 and has featured a range of speakers and topics that have attracted different members of the community, including business owners, elected officials, fulltime residents, and seasonal homeowners. A purposeful effort was made to rotate the location of meetings throughout the corridor communities. Meetings have included team-building exercises, outdoor wood-fired pizza, food from local restaurants, and the hosts have ranged from municipalities to non-profits to businesses.

All of the meetings of the Collaborative have been announced to the press utilizing the Catskill Center's regional press distribution list, and several of the meeting notices featured a full press release (see Appx. 6). All meeting announcements were distributed via email to the Collaborative, advisory membership, and the mailing list that grew as people signed up at the meetings. Press coverage of the project has been supportive and activities along the byway have appeared in numerous publications (see Appx 6). Since the initiation of the corridor management planning process in August 2009, 15 meetings have focused on the nomination and elements of the CMP. Prior to this date, advancement of the nomination was discussed on several occasions. Meeting attendees participated in exercises lead by project coordinators on the subjects of visioning, asset-building, development of a management entity strategy, and marketing and promotion. Meeting participants were also very active in discussions on byway naming, logo design, tourism development, transportation safety, and other aspects of corridor revitalization and planning.

In contributing to the development of this CMP, members of the Collaborative initiated the formation of local byway groups in each of the six communities. These groups have generated considerable local interest in the byway, and byway group members participated by coordinating and delivering the presentations at the locally hosted resource inventory meetings. Public participation is a hallmark of this nomination, and corridor communities as a whole see the potential of the byway to connect, unify, and strengthen their individual and collective assets.

The activities of the Collaborative, especially the scenic byway project, have given the Catskills a much needed core of regional cooperation and revitalization. This has increased the potential of implementing several recommendations from planning documents that are aimed at realizing goals and objectives that are of mutual benefit to the communities in the region. The scenic byway project has fueled positive outlooks for the future, grounded in such crucial areas as collective marketing, improved recreational access, and enhanced interpretation for tourism. As discussed above, numerous plans and studies have been focused on the region, the Route 28 Corridor, and developed by local communities. The cooperation of the Collaborative and the scenic byway nomination are increasingly being recognized as vehicles to realize these longstanding visions.

Adopted Recommendations of the Central Catskills Collaborative

- Form Advisory Committee
- Feature Guest Speakers at Each Meeting
- Have Greater Participation in Rail Corridor Revitalization
- Further Explore the Creation of a Scenic Byway
- Develop Joint Funding Opportunities
- Engage Educational Institutions
- Communicate Regularly with DEC and DOT

(For a summary of Collaborative meetings see App. 5).

Following the completion and review of the draft CMP, some elected town and village board members and members of the public had questions or sought more information on topics about the nomination and about the state's scenic byway program in general. The Collaborative led the continuation of the public dialogue by holding informational meetings where state officials and others assisted in improving understanding of a host of topics including signage, local and state regulations, and municipal home-rule. The Collaborative also responded to specific questions raised by local officials after the review of the CMP, and these responses were posted on municipal websites. Elected officials and Collaborative members agreed upon several revisions to the CMP, which are incorporated herein.

Vision Statement and Theme Development

The meeting following the project's kick-off was devoted to developing a byway vision and theme. Participants were asked to answer two questions to aid in drafting a vision.

1) What do you love about Route 28?
2) What would you like to change about Route 28?

Participants were then asked to:

- Describe what you would like the corridor to be like in three to five years;
- Identify and describe how the special qualities or specific resources in your community can contribute to the identity and promotion of the whole corridor; and,
- Identify one resource (or more) that you feel is under-promoted or under-utilized, and is a key component in the future vision of the corridor. Briefly explain why.

The results of these and subsequent exercises yielded the following vision.

> *The Catskill Mountains Scenic Byway wends through the heart of the Catskills, offering the traveler a unique experience of mountain scenery, clear waterways, and rolling farmland, complemented by historic hamlets – and it is this combination of resources that gives the region much of its character and is vital to the region's economy. The Byway will celebrate the Catskill Park, the New York City Watershed, and the wild scenery that influenced the appreciation of nature in America culture and continues to inspire artists, writers, spiritual followers, and tourists. The Byway's story connects the threads of history in the Catskill Region, bringing together the natural resources of the reservoirs and mountains, the past and present artistic colonies and communities, the historic railroads and the early settlers, and the recreational opportunities for residents and visitors afforded by the widespread publicly protected lands.*
>
> *The Scenic Byway communities will benefit through increased cooperation and will realize multiple opportunities for interpreting and promoting a wide range of assets for the environmental and economic well being of the region. Travelers will have greater awareness of the numerous historic landmarks and cultural attractions along the corridor. Visitors will gain an appreciation for the role of working landscapes and local businesses. A much improved system of signage will enhance connections with trail systems, waterways, other recreational resources, and vibrant downtowns. Byway communities envision improved public and non-motorized transportation, including bike lanes and corridor trails. Continued restoration of the historic Ulster and Delaware rail corridor will enhance connectivity. These transportation improvements, along with means of sustaining species biodiversity and ecosystem integrity adjacent to and across the corridor, will help retain the rural feel of the traveling experience. More pronounced gateways will greet travelers and play key roles in the interpretation and celebration of the Byway and the region.*

Attendees then formed four groups and undertook exercises for developing a byway theme. Each of the groups was passionate about its findings when reporting to the full

group. Results varied, with three separate themes emerging: Scenic, Recreation, and Historical (two groups). Strong cases were made for Natural and Cultural as second choices. Despite the variation, the whole group recognized that all of the themes were interwoven and all of the themes had strong roots in history. It is noted that two primary, region-defining characteristics – the Catskill Park and the New York City Watershed – had strong ties with both natural and cultural history and they largely define the character of the byway.

Subsequently, following the eight resource inventory meetings (seven local and one regional), the byway's theme was revisited. During the inventory process, history proved to be a common theme both locally and corridor wide. The Collaborative also consulted theme statements from several CMPs across the state. This research and the findings of the meetings reinforced history as a connective theme that enhances the strong presence of the four other themes. The Collaborative, seeing history as a common thread rather than a prominent marketing tool, agreed that the following statement supports the vision and helps capture the essence of the byway.

> *The rich history of the Catskill Region connects the threads of the Catskill Mountains Scenic Byway's story. It is a history that binds together the natural resources of the reservoirs and the mountains, the past and present artistic colonies and communities, the historic railroads and the early settlers, and the recreational opportunities for residents and visitors afforded by the widespread publicly protected lands.*

The results of the vision- and theme-building exercises contributed to the corridor-wide resource inventory, as did an asset-based planning exercise at the following meeting. Participants identified corridor assets, needs and formulated strategies to help meet those needs, and these strategies have informed recommendations of this plan.

Corridor-Wide Resource Inventory

In addition to telling the story of this road corridor, which holds great interpretive potential in all of the scenic byway theme areas, this scenic byway nomination reinforces the value of a number of corridor-defining elements that merit individual discussion. By expanding on the *Focus on Route 28* section this discussion gives a stronger sense of how the scenic byway will not only physically connect a range of regional resources, but will unite and advance a number of community initiatives, goals

of several planning documents, and positive forces that aim to shape a heightened sense of regional identity.

The Catskill Park

The majority of the scenic byway lies within or immediately adjacent to the Catskill Park. The Catskill Park was formed in 1904 by an act of the New York State Legislature and today encompasses about 705,000 acres or 1,102 square miles in portions of four counties (Ulster, Greene, Delaware, and Sullivan). The Park is primarily a mix of public Forest Preserve lands (41 percent) and private lands (52 percent). An additional 7 percent is owned by New York City for the purposes of providing and protecting its drinking water supply, where limited recreation is permitted.

The creation of the Catskill Park has its roots in a history of state actions and laws dating back to the 1870s that initially focused on the Adirondack Mountains. In 1894, the "forever wild" clause was added to the state constitution, providing that:

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

In 1885, the Forest Preserve was created by statute, and 12 years after the creation of the Adirondack Park in 1892, the Catskill Park came into being. The primary purpose of Catskill Park, defined by the "blue line" on maps, is to focus state land acquisitions. Since 1885, the Catskill Forest Preserve has grown from 34,000 acres to over 290,000 acres.

Entering the Catskill Park along the proposed scenic byway

The abundance of recreational facilities and assets in the Catskill Forest Preserve includes seven campgrounds, a downhill ski facility, two day use areas, 21 fishing access sites, 60 miles of public fishing rights, 303 miles of hiking trails, 80 miles of snowmobile trails, 34 miles of horse trails, numerous mountain-biking opportunities, 33 lean-tos; and five restored fire towers. The state lands and recreational facilities within the park are managed by NYSDEC.

Many of these resources are readily accessible from the byway route, although improving connections to these resources is a widely recognized goal, stated in this and other plans and embraced by the Collaborative and its partners.

The mosaic of public and private lands inside the Park represents a unique and balanced situation where communities coexist with large tracts of wilderness. The byway is an ideal way of showcasing this special relationship between people and the natural environment because it traverses and connects the diverse elements that collectively express the essence of the Park.

The New York City Watershed

The vast majority of the scenic byway lies within the New York City Watershed – the largest, unfiltered municipal drinking water supply system in the United States. Six huge reservoirs in the Catskill-Delaware Watershed supply more than a billion gallons each day to more than 9 million people, almost half the state's population. Approximately 25 miles of Route 28 along the proposed byway lie in the watershed of the Ashokan Reservoir, while the remaining 21 miles are within the Pepacton Reservoir Watershed Basin.

During the 1910s, construction of the Ashokan Reservoir displaced several settlements in the Esopus Valley in the towns of Hurley and Olive. This resulted in the relocation of the roadway that predated Route 28 and the relocation of more than 12 miles of the Ulster and Delaware Railroad. While the construction of the reservoir uprooted the original settlements and significantly altered the geography of the area, it does offer spectacular views of the Catskills from roadways and pedestrian promenades, as well as fishing and boating access by permit.

The city's ongoing need for fresh drinking water has not been met without tremendous sacrifices on the part of upstate communities. Tensions between the city and watershed communities have been present for over a century. In the 1990s these tensions increased when the city wanted to enact stringent regulations that would have directly affected upstate communities by

limiting their ability to develop land. After a series of negotiations led by then Governor Pataki, the landmark NYC Watershed Memorandum of Agreement (the Watershed Agreement) was reached in1997. Signed by the upstate towns, New York City, and environmental groups, the agreement strikes a balance between watershed protection and environmentally sensitive development.

This scenic byway is the type of community development that fits within the vision of the Watershed Agreement. It will enhance tourism by packaging and promoting the region's scenic, recreational, cultural, natural, and historical resources. The narratives associated with the creation of the water supply system are fascinating and unique, and they hold great potential in supporting the economic vitality of the region's communities. Likewise, the Watershed Agreement is an ongoing experiment that merits greater interpretation for the region's visitors.

The Proposed Catskill Interpretive Center

The Catskill Park and Region, unlike the Adirondack Park, has no museum, interpretive or welcome center. In the late 1980s, New York State, the Catskill Center, and others worked to secure a site for a Catskill Interpretive Center in Mount Tremper adjacent to Route 28. Interpretive exhibits were designed and the site was improved with a bridge and entry road, but in 1995 the project was put on hold by the state. In 2003, the year before the Park's centennial, the Friends of the Catskill Interpretive Center formed to encourage the state to construct the needed facility. (www.catskillinterpretivecenter.org)

In 2008, the Central Catskills Collaborative began promoting the construction of an interpretive kiosk at the site. The Collaborative formed partnerships with the SUNY Delhi Architecture Club and Construction Technology Program, the Friends of the Catskill Interpretive Center, the NYS Department of Environmental Conservation, and others to undertake the project. In 2010, a 16-panel interpretive kiosk was erected at the site immediately adjacent to Route 28 to provide regional information to visitors and residents. The project received a national award from the Association of Conservation Information under the "Big Ideas, Small Budgets" category. The 16 panels are featured in Appendix 10. In addition to providing a long-term unmet need, the Collaborative and partners see this kiosk as a step to direct more resources toward the

Catskill Interpretive Kiosk

goal of creating an interpretive center. Likewise, the efforts to nominate the scenic byway have spread awareness of the need for a gateway facility for the region, and the Collaborative communities understand that designation of the scenic byway increases opportunities for future support.

The Proposed Water Discovery Center

The Watershed Agreement provided funding “for a program of public education in West of Hudson on the nature and importance of the City’s water supply system, and the critical role of Watershed residents as stewards of water quality.” A portion of the funding was available “to pay the costs of establishing and maintaining exhibits on the City’s water supply and the New York City Watershed at a Catskill regional museum.” [8]

Different locations, designs, and sizes of such a museum were discussed in the years following the Watershed Agreement. In 2007 a site in Arkville was chosen for a Water Discovery Center, which is also the name of the non-profit organization that has formed to bring the facility into being. The mission of the Water Discovery Center is “increasing public awareness of the threats to global fresh water resources, developing solutions and educating the world's water users. Using the Catskill/Delaware Watershed as a living classroom, we will inspire people through programs, exhibits and events to care for, conserve and protect the world's water resources for the benefit of generations to come.” The facility is envisioned to include interactive exhibits, a state-of-the-art education center, and the living classroom will feature 34 acres of wetlands habitat bordering the East Branch of the Delaware River. (www.waterdiscoverycenter.org)

The Collaborative is very interested in the story of the New York City Watershed-- its history, engineering, and ongoing partnerships -- and the scenic byway is integral in revealing this story through a traveling experience in the natural setting, interpretive media along the route, and by helping to market a museum and educational facility. The Water Discovery Center, or related watershed interpretive facility, can serve as a western anchor for visitors along the byway and be a counterpart to a Catskill Interpretive Center. Both the Catskill Park and the New York City Watershed are unique features of the region and deserve greater promotion for the benefit of visitors and the local economy. Designation of the Catskill Mountains Scenic Byway will be a key step in advancing the interpretive narratives and marketing potential of the Park and the Watershed and the associated interpretive facilities as they evolve.

The Belleayre Mountain Ski Center

In 1947 the people of the State of New York voted in favor of developing a ski center at Belleayre Mountain, 34 miles west of Kingston adjacent to Route 28. The statewide

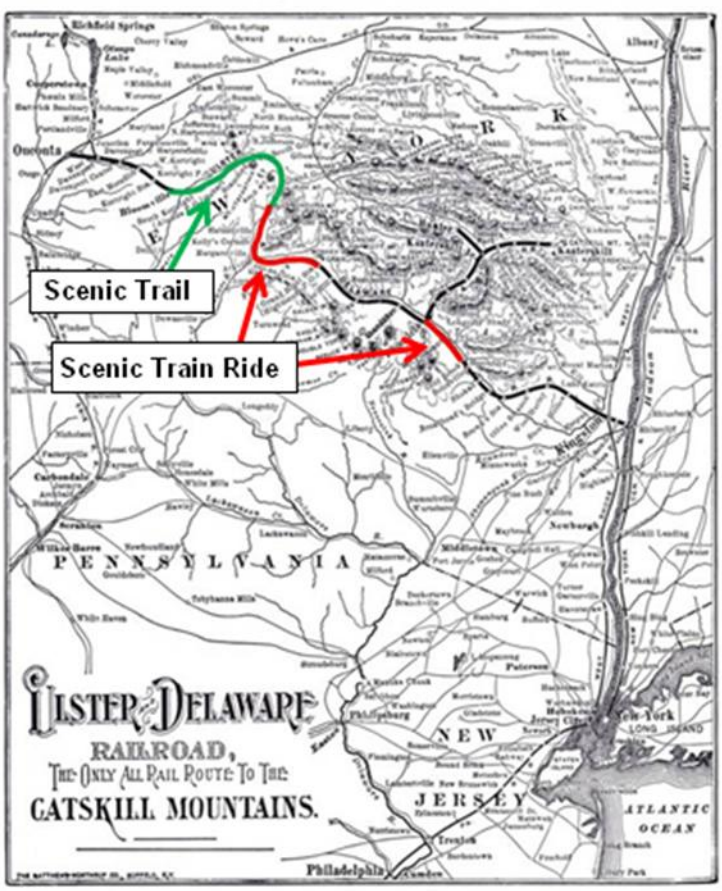
referendum was necessary in order to allow a portion of the “forever wild” lands of the Catskill Forest Preserve to be developed as an intensive recreational use facility. Since its creation, the ski center has been an economic engine of the Central Catskills and the Route 28 corridor. Over the years, funding reductions or closure of the ski center has been threatened by the State of New York, who operates the facility. Local groups, such as the Coalition to Save Belleayre, have fought successfully for Belleayre to remain open and continue to be funded. Recently, the ski center was again the target of cuts, and there were several layoffs and salary reductions. This prompted regional advocacy groups and stakeholders to examine alternatives for new management structures that could provide long-term stability for the facility. In 2012, the Olympic Regional Development Authority assumed management of the ski center, marking a major shift after decades of DEC management.

Since 1999, a large-scale resort development has been planned adjacent to the ski center, generating significant controversy. In 2007 an agreement was reached between the state, the developer, and a coalition of environmental groups for a scaled back project and the addition of 1200 acres -- originally slated for partial development -- to the Catskill Forest Preserve. The revised resort project would include a redevelopment of an abandoned private ski center (Highmount), adjacent to both the Belleayre Ski Center and the proposed resort. New York State also proposes to expand the Belleayre Mountain Ski Center, adding new trails and lift service. The entire resort proposal and state ski center expansion are being cumulatively examined under the current environmental impact statement review process. The 2007 agreement includes commitments for public transportation improvements along the Route 28 corridor.

The nominating committee for the Catskill Mountains Scenic Byway takes no position on the proposed resort project or the proposed expansion of the Belleayre Mountain Ski Center. Whether or not these proposed projects come into being, the designation of a scenic byway along Route 28 will help stimulate the economy of the Central Catskills, and this corridor management plan will help prepare the corridor communities with a program for promoting intrinsic qualities, protection of scenic resources, and balancing these needs with those of qualified economic activity.

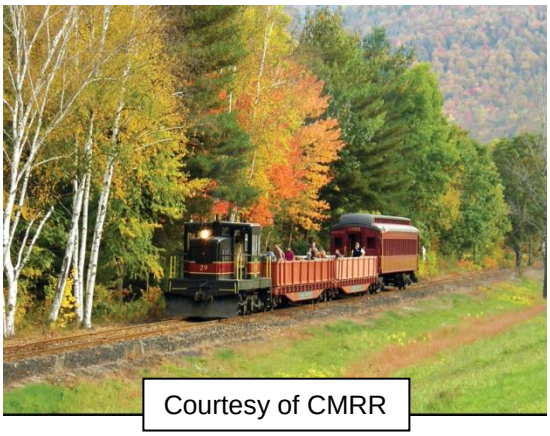
The Ulster and Delaware Railroad Corridor

The Ulster and Delaware Railroad, organized as the Rondout and Oswego in 1866, originated at Kingston Point on the Hudson River, followed the valley of the Esopus Creek into the Catskills, and continued westward to Arkville along what is today the Route 28 corridor. Continuing along the East and West Branches of the Delaware River, the U&D reached Oneonta in 1900. Traversing the spectacular scenery of the Catskills, the railroad was popular among tourists, but it also transported dairy and agricultural products, as well as lumber, coal, and bluestone. A narrow-gauge branch of the U&D went up and over the valley of the Stony Clove (today's Route 214) and reached -- via the Kaaterskill Railroad -- the tourism destinations near Hunter, including the Catskill Mountain House. And the separate Delaware and Northern Railroad continued west along the proposed byway route to Dunraven, then down the valley of the Delaware to East Branch.

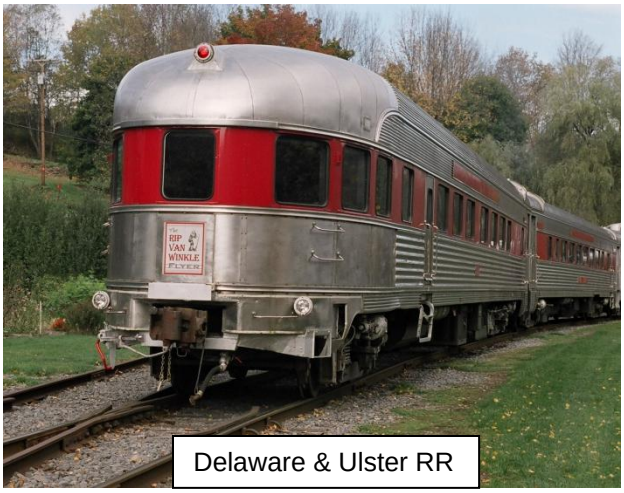


The U&D corridor is a significant byway related resource because it parallels the main portion of the byway route for 33 of its 46 miles. In Ulster County, the entire corridor is owned by the County of Ulster and leased to the Catskill Mountain Railroad. The Catskill Mountain Railroad (CMRR) is a business that runs a seasonal, 12-mile round-trip tourist train ride from Phoenicia to Cold Brook (near Boiceville). CMRR would like to achieve continuous service between Phoenicia and Kingston. Much progress has been made, though it has been incremental over the long term. Infrastructure costs are high but many believe the completion of the Kingston-Phoenicia connection will have a great economic return for the communities of the region. The route goes along the edge of the reservoir offering tremendous views before joining the more enclosed but no less

scenic valley of the Esopus at Boiceville. At Phoenicia, CMRR is anchored by the Empire State Railway Museum, a cultural and historic landmark featuring several exhibits, lectures, a gift shop and numerous historical railroad cars and engines in various stages of restoration.

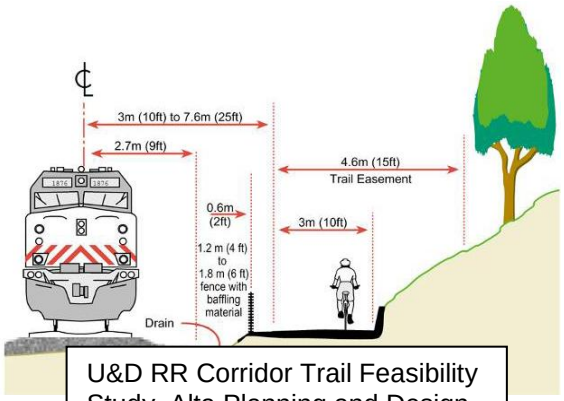

Courtesy of CMRR

Just west of CMRR's current terminus is a section where the railroad right-of-way has suffered severe damage from numerous flooding episodes. Beyond this point, however, the rail bed is in good shape and the rails remain mostly intact to the Ulster County boundary, a distance of approximately 12 miles. This section of corridor remains unused in any formal way and is overgrown in many sections. With CMRR focusing on reestablishing service to Kingston, interest in using this portion of rail bed as a trail has grown. A pilot project to use a portion of the right-of-way (Big Indian to Belleayre) with permission from the CMRR and Ulster County, remains in the planning stages.

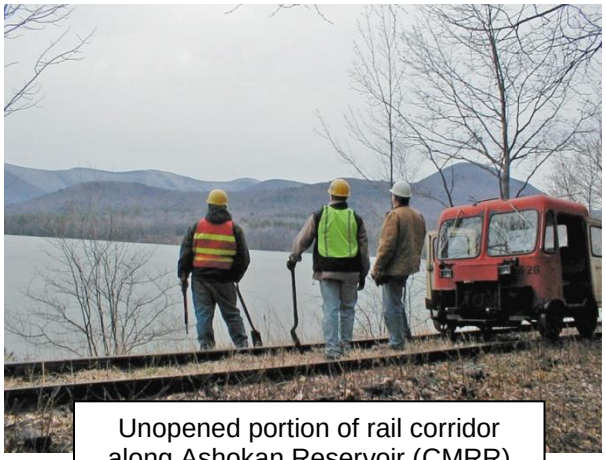

Delaware & Ulster RR

Beginning at Belleayre and going west, a 45-mile portion of the former U&D right-of-way is owned and managed by the Catskill Revitalization Corporation (CRC). CRC is a non-profit organization whose board is comprised of the supervisors or their representatives from the seven towns through which the right-of-way passes. CRC operates the Delaware and Ulster Railroad, a popular tourist train ride that currently runs between Arkville and Roxbury (11 miles) from May through October. Beginning at Roxbury, the railroad tracks have been removed and the non-motorized Catskill Scenic Trail continues to Bloomville, a distance of 25 miles. The DURR has also operated between Belleayre Mountain and Arkville, however due to a variety of factors this 8-mile section has not been in service in recent years. Prior to the closure of the Belleayre-Arkville section, discussions of extending DURR's service to Pine Hill took place.

Along with a designated scenic byway, any improvements in the connectivity and continuity of the former U&D corridor will support the economic revitalization of the Central Catskills and offer alternative modes of transportation. This plan does not emphasize one mode of travel (rail or non-motorized trail) over another. Rather, this CMP supports efforts that lead to greater usage and connection along the overall corridor, including multi-modal opportunities and programs that may involve pedestrians, cyclists, train passengers, river paddlers, or other combinations of users.



U&D RR Corridor Trail Feasibility Study, Alta Planning and Design

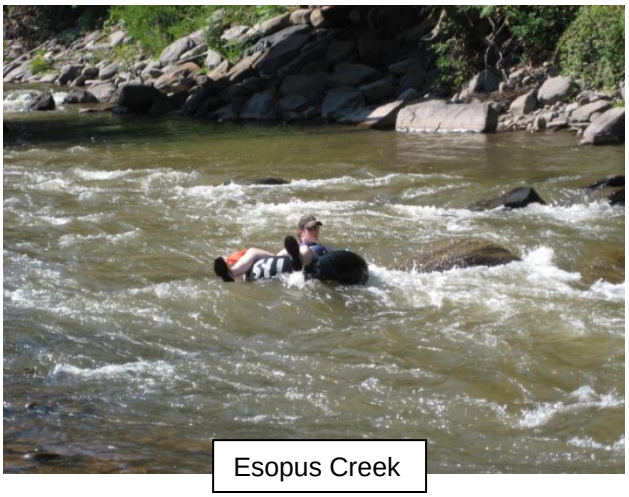


Unopened portion of rail corridor along Ashokan Reservoir (CMRR)

The Waterways

As noted above, the scenic byway circles a portion of the Ashokan Reservoir, follows the course of the Esopus Creek from Boiceville to Big Indian for 15 miles and then parallels Birch Creek toward the Highmount pass. Westward the route travels into the watershed of the East Branch of the Delaware River. Both the East Branch of the Delaware (flowing into the Pepacton Reservoir) and the Esopus Creek (flowing into the Ashokan Reservoir) are critical to the clean drinking water supply of New York City, and both are state-designated inland waterways.

To help ensure the ongoing success of the Watershed Agreement its progress is periodically reviewed, and a Filtration Avoidance Determination (FAD) is issued to the City of New York to allow the city to continue to provide unfiltered drinking water. The last issuance of the FAD (2007) included several requirements for enhanced stream management throughout the watershed. Stream management programs have been established in each of the reservoir watersheds and community-supported stream management plans have been completed. In addition to conducting research, offering technical assistance and providing funding to municipalities for stream management projects, the stream programs provide funding for improving access to the waterways.



Esopus Creek

Improving access to the waterways for active and passive recreation is a goal of this corridor management plan. Although many of the local people are aware of and use existing access points, it is clear that there is inadequate signage and promotional information for visitors. And, there is great potential to develop additional access sites. The stream management programs in the East Branch and Ashokan basins are supporting projects that would increase recreational access. The **East Branch Enhanced Recreational Access Project** has identified numerous points of existing recreational access to waterways that could be enhanced, as well as new points that could be developed. The second phase of the project will direct resources to the physical improvement of these sites. Many of these sites are in the corridor of the proposed byway and some are close to the roadway. As this access process unfolded, the NYC DEP, working with local partners, announced that the Pepacton Reservoir would be opened for recreational boating, beginning in May 2012. The response to this new Pepacton boating program has been very strong, and the recreational and related opportunities can be promoted through the scenic byway.

The Ashokan Watershed Stream Management Program has dedicated funding to support enhancing access to waterways in the Ashokan (Esopus) basin. In preparation for the **Stream Access and Recreation Improvement Grant Program,** the public, regional organizations and governments were encouraged to complete surveys and identify points of access. Thirty-five sites were indentified and information was collected by staff through field visits. A committee was formed to help identify priority projects for funding. The scenic byway designation will complement these efforts by creating a corridor-wide structure for coordinating a system of enhanced access and promoting a traveling experience that integrates water resources.

East Branch Delaware River

Because the Esopus and the East Branch of the Delaware are designated inland waterways, the municipalities along these waterways are eligible for funding from the NYS Environmental Protection Fund's Local Waterfront Revitalization Programs. In 2008, two grants were awarded to the corridor communities. These projects have been merged into the **Esopus-Delaware Corridor Revitalization Strategy**, a developing economic revitalization plan that can serve as the basis for further local waterfront revitalization including site-specific design-and-build projects that better integrate waterways within downtown areas. As with the recreational access initiatives, the scenic byway will help coordinate the various initiatives that emerge from this corridor-wide strategy. During the course of the scenic byway project, participants have expressed that there is no shortage of interesting cultural sites, businesses, recreation activities, and other resources, but these individual resources need the proper interpretation and promotion that a scenic byway can offer.

SUNY ESF Regional Planning Studio

The State University of New York, School of Environmental Science and Forestry (SUNY ESF) Landscape Architecture Department focused a regional planning studio on the Central Catskills in 2009. In this project, titled *Community Resilience in the Central Catskills*, students utilized GIS information, conducted field visits, interviewed stakeholders, consulted numerous existing plans, and collected other sources of information to meet the following goals:

- To help the towns and villages of the corridor see relationships between their individual planning efforts and their role in the corridor as a whole,
- To develop landscape inventory information that can be used in future planning exercises,
- To visualize development and conservation suitabilities so that the communities can proactively plan for a resilient future, and
- To explore specific design interventions that enhance quality of life in the villages and hamlets, improve the imageability of the corridor, and create new opportunities for recreation.

The students' work was expressed primarily in large poster-board format and included inventories, analyses, and designs. The inventories were organized around the ecological, social and economic, cultural and historic, and recreational landscapes. The project's final presentation took place at a meeting of the Collaborative. Collaborative members and the public saw the Central Catskills in new ways and were inspired by the visions and hard work of the students. Meeting attendees requested that the posters be made available during the course of the scenic byway project so that information and concepts could assist the process. An exhibit, *Historic Route 28, the Making of a Scenic Byway*, featuring several of the posters, opened in 2010 at the Catskill Center's Erpf Gallery and has been since relocated to the Center's rear gallery for longer term display.

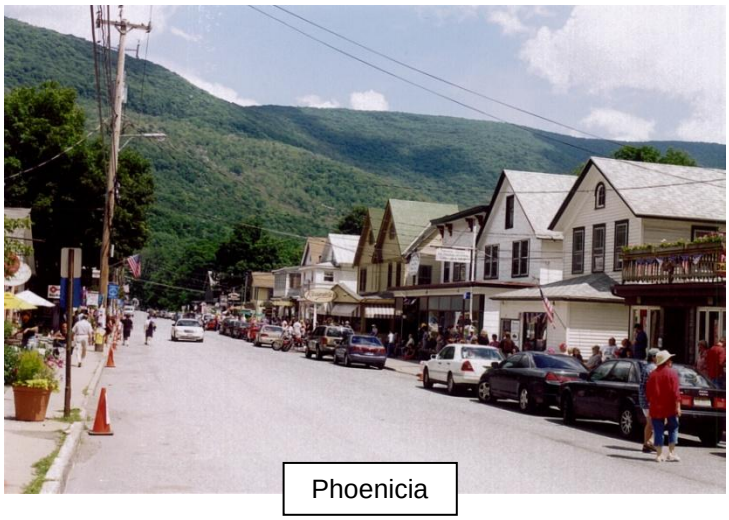
This studio project has contributed significantly to the regional inventory because it examines the corridor's resources as a whole and shows how assets can work together and be promoted collectively. Select posters have been included in Appx. 7 to illustrate these features, while the balance of the work remains on exhibit and on file at the Catskill Center to further inform corridor planning efforts. An excerpt from the summary report further reinforces the value that a regional scenic byway can realize:

"Communities of the Central Catskills, located along the Route 28 corridor, share a destiny that is, and has always been, tied to the spectacular landscape that surrounds them. The health and well-being of these towns and villages is linked to that of their neighbors. Heritage is shared, as is the future. …community resilience is dependent on

shared vision and proactive community planning. The Central Catskills Collaborative is an example of the type of collaboration that is essential for the future success of the Route 28 communities."

Central Catskill Mountains/ Park Smart Growth Program

In 2008, New York State announced a grant program available to the communities of the Central Catskills to undertake capital improvements that would reinforce the assets of the villages and hamlets and help preserve the heritage of the Catskill Park. The program made $500,000 available to the six municipalities that would soon form the Central Catskills Collaborative, and it served as a catalyst for the group's formation. The State's recognition of the traditional land use pattern that defines the Central Catskills and the commitment of resources to help enhance this character have strengthened intermunicipal cooperation along the corridor. Like other corridor planning efforts, the smart growth program has influenced the recommendations of this plan, especially with relation to improving connections with the Catskill Park and strengthening the quality of downtown areas. The program received additional attention because the funding was committed to "bricks and mortar" rather than planning. A listing of the awarded projects (announced in November 2010) is provided in Appx. 8,



Phoenicia

Local Resource Inventory

As noted above, each community committed to forming a local byway group and hosting a meeting to present its intrinsic qualities and resource inventory. This format worked well because the local volunteers know their communities the best and they are passionate and motivated when it comes to expressing the intrinsic value of these resources.

The local inventory meetings began in the town of Olive in January 2010 and continued through June, culminating on the western end of the byway in the town of Andes. Each community was provided with a guidance document which included suggestions for surveying and presenting resources and intrinsic qualities, as well as examples from other scenic byway CMPs. The communities were also offered a base map for

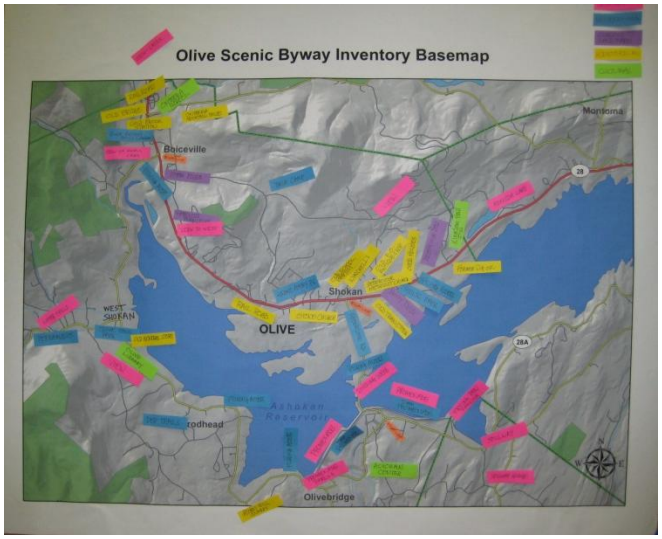
recording and presentation purposes and encouraged to advance any recommendations for the future byway that may have emerged from inventory exercises or are already articulated in local plans.

A trend that emerged from the local inventory process is that the “corridor” is interpreted in the broader sense. The town byway groups recognize that the primary byway corridor is largely defined – topographically and visually -- by the major valleys it passes through; however, the wild and scenic character of the region extends into the smaller hollows and along the ridgetops, many of which are accessible to the tourist. It is the intent of the Catskill Mountains Scenic Byway to help preserve this wild and scenic character in the primary corridor, but also to create connections between the major thoroughfares and the more secluded trailheads, farm roads, waterways and other points of scenic and cultural interest.

The following local inventory summaries are supported by descriptions of points of interest, photos, and maps showing the locations of these points. All of these materials ***are not intended to be exhaustive***, but are designed to provide a selection of resources that express intrinsic qualities and support future byway interpretation. It is the hope of each local byway group and the Collaborative that the promotional strategies expressed in this plan will be supported with resources that will assist in marketing the byway, so that travelers will discover the many other points of interest, too numerous to list in this plan.

Town of Olive

Olive was founded in 1823, and less than a century later the town’s geography was significantly altered by the construction of the Ashokan Reservoir. The reservoir divides the town, and the many displaced hamlets that skirt its perimeter have no historical main street or downtown area. These hamlets include Shokan, Boiceville, West Shokan, and Ashokan. Despite the influence of the reservoir, the town has an abundance of scenic, cultural, natural, historical, and recreational resources, which include the reservoir itself. Olive’s local byway group includes several members with diverse backgrounds and knowledge of the community. Working with the base map, the group chose to use color-coded arrows reflecting the five



themes. A sixth category, “curious roadside attractions” was added and includes two sites with sculptures visible from Route 28.

Route 28 is now the town’s main thoroughfare, while Route 28-A on the south side of the reservoir offers a scenic, more winding route and connects with Route 28 on both ends of its 19-mile course. Midway, Reservoir Road bisects the Ashokan Reservoir atop the dividing weir and connects Routes 28 and 28A.

The local byway group emphasized the high scenic value of this reservoir crossing and its adjacent promenades, which are closed to vehicular traffic and are extremely popular among walkers, runners, and cyclists. A grand panorama of the reservoir and several high peaks, including Slide Mountain (the highest), is visible from Reservoir Road and several points along the walkway to the south. These views are spectacular and really showcase the byway. They are also intrinsically connected with the history of the reservoir and the natural wonders of the Catskill Park and Forest Preserve. The town of Olive proposed that the scenic byway route include Reservoir Road as well as 28-A.

Walkway along Ashokan Reservoir

Olive’s two members of the Collaborative shared the presentation with the local byway group. A narrative reflecting an interpretive journey along the proposed byway was read aloud and corresponded with points on the map. In addition to the many prominent resources found in and beyond the byway corridor, the town has many hidden historic treasures. There are many old stone houses from the early 1700s, churches, one-room school houses, cemeteries, old hotels and boarding houses, and a few remaining working farms. The town’s active historical society can assist in developing a travel guide to interpret this history and accompany the byway experience. Some of the historical resources occupy prominent locations, such as the adaptively reused buildings at Winchell’s Corners, which is an important node connecting Reservoir Road with Route 28 (and the alternate and main routes of the byway).

The town recognizes the challenges of having Route 28 serve as both its main street and major thoroughfare. The hamlets of Shokan and Ashokan have been working with

the Ulster County Main Streets program to examine strategies for business revitalization and develop recommendations to improve the relationships between Route 28 and this business district. The town also intends to use its smart growth funding to construct the Ashokan Roadside Picnic Park, which will be an attractive resting place for travelers along Route 28. It is intended to feature a pavilion with picnic tables, and a kiosk to provide information about local history and culture, activities, and nearby attractions.

The local byway group developed a series of recommendations and principles focused on sustaining the byway, many of which are consistent with the overall recommendations in this plan for the byway. Subsequently, the town of Olive Draft Comprehensive Plan was developed and supports the ongoing effort to nominate the Catskill Mountains Scenic Byway. The draft comprehensive plan also “identifies the need to redesign the NYS Route 28 Corridor to meet the local community’s residential, business, recreational, and tourism land use needs while maintaining its function as an arterial to uphold the Town’s regional connectedness, public transportation, and access for visitors and shoppers.” The draft plan proposes several recommendations to accomplish these objectives.

Olive Points of Interest

Olive Points of Interest

Kenozia Lake (1) is a water body located immediately adjacent to Route 28 that is complemented by a natural roadside and a scenic mountain vista.

Kenozia Lake from Route 28

Fishing Access to Ashokan Reservoir (2-5) – these sites allow access to the reservoir for fishing, an activity that requires a permit from NYC DEP. The city also allows for storage and use of row boats at some locations in conjunction with fishing on the reservoir.

Winter Views of Reservoir and Mountains (6) from Route 28 - this view includes High Point Mountain and Wagon Wheel Gap, a visible notch in the eastern arm of High Point Mountain. The gap is the result of a receding glacier and is the point where meltwater, contained in a periglacial lake, found an outlet and downcut this v-shaped gorge.

Aerial view of Wagon Wheel Gap and High Point Mountain

Fabulous Furniture (7) is a business with an outdoor sculpture display on Route 28 that has long been a roadside curiosity of the Catskills. Owner Steve Heller is a self-taught artist, woodworker, sculptor and car builder. Fabulous Furniture has been featured in Hot Rod Magazine, the NY Times, and on Roadside America.com, and it contributes an artistic and quirky twist to the byway. (www.fabulousfurnitureon28.com)

Grant Avery Park (8) is a town park that includes a pavilion, rest rooms, basketball and tennis courts, softball and little league fields, and a children's playground. These amenities can help support the diversity of offerings along the byway.
Scenic View. This excellent view of high peaks to the west occurs at a rise in the road and is an enticement to continue traveling along the byway.

Brunel Park (9) is the former estate and inn of Emile Brunel, a French immigrant, artist, and photojournalist, who traveled on the frontier to photograph American Indians and opened numerous photography studios in New York City. The Brunel family home in Boiceville overlooked the newly constructed Ashokan Reservoir and was a popular resort known as Chalet Indien, which reached its heyday in the 1930s. Brunel created numerous large sculptures and elaborate gardens on the property. In the late 1940s, after Brunel's death, a significant portion of the grounds were lost to the straightening and widening of Route 28. Many of the larger sculptures were relocated upslope from present day 28, including two sculptures of native Indians that face the high mountains to the west. The site was an Indian trading post and museum for a period, and the property is now owned by a member of Olive's local byway group. The idea to open the property's log cabin adjacent to Route 28 as a welcome center has been discussed by the Collaborative and partners.

The Bridge over the Railroad on Reservoir Road (10) provides a good view of the intact railroad tracks that lie dormant from Boiceville to Kingston. Efforts to reestablish rail service Kingston and Phoenicia have progressed but it's been almost 60 years since the last passenger train ran on this line. Reconnecting the Central Catskills with the Hudson Valley along this right-of-way is a crucial regional revitalization strategy.

The **Dividing Weir (11),** atop which Reservoir Road crosses the reservoir, functions to abate sedimentation that periodically occurs in waters that enter the upper reservoir basin. The weir slows the flow of water between the basins so that the sediment is allowed to settle before the less turbid water is release from the lower basin to begin its journey to the taps of New York City. The dividing weir offers spectacular views of the

reservoir and the backdrop of forested mountains. Although the road ends at an intersection soon after crossing the reservoir, the view is continued along an axis that is celebrated below by a series of fountains and a grass median, before terminating at the entry to a large, symmetrical stone water-supply building.

Promenade and dividing weir (in distance)

There are two **Reservoir Promenades (12,13)** that have exceptional views of the reservoir and the mountains and are popular among walkers, runners, cyclists, and bird watchers. The first promenade begins on the town's southeastern border with the town of Marbletown at terminus of a circular cul-de-sac, locally known as "**the Frying Pan**." **(14)** There is also an interpretive kiosk at this location, one of six commemorative kiosks located at each of the reservoirs in the Catskill-Delaware Watershed. The open, paved path runs westerly along the edge of the reservoir for approximately 1.25 miles. Here it ends to allow vehicular traffic to pass from Reservoir Road along a NYC Board of Water Supply Road to Route 28-A. The second promenade begins immediately west of the intersection with Reservoir Road and continues for approximately 1.35 miles where it terminates at a parking area and the junction with Route 28-A. This promenade goes along the reservoir and then enters a wooded section passing a monument dedicated to J. Waldo Smith, engineer of the New York City water supply system. The former road continues across a dam under which water can be released into the no-longer-dammed Esopus Creek. Again, outstanding views of many Catskill high peaks can be seen.

The **Spillway (15)**, seen from Route 28-A near the junction with Stone Church Road, allows water to exit the reservoir as it exceeds capacity. Stone Church Road leads to Beaverkill Road which crosses the Spillway Gorge, a long rock canyon that enables water to pass from the Spillway to the Esopus Creek.

The **Ashokan Center (16)**, located approximately one mile south of Route 28-A on Beaverkill Road, is a cultural non-profit center where visitors can truly experience nature, history and the arts through outdoor and environmental education. Popular among schools and retreat groups, the 374-acre site and its many facilities are visited by more than 500 school children each year. The Center's proximity to the Ashokan Reservoir and its partnership with NYCDEP provide an ideal situation for watershed education. (www.ashokancenter.org)

Acorn Hill (17) is a historic landscape containing remnants of the quarrying and railway operations used in the construction of the Ashokan Reservoir. The property, owned by NYC DEP and accessible by permit only, is reached from Route 28-A near the parking area at the southern end of the Promenade.

The **Olive Free Library (19)**, located just south of West Shokan on Route 28-A, was founded in 1952 and provides a number of services to the community. The library houses a local history museum and a large meeting space and has hosted a meeting of the Collaborative.

Collaborative meeting at the Olive Free Library

Davis Park (20), is town park located just of Route 28 on Watson Hollow Road in West Shokan. adjacent to town offices. It features a swimming pool, rest rooms, a pavilion, a basketball and volleyball courts, softball and baseball fields, horseshoe pits, and children's playground equipment. While some of the facilities of this park are open to town of Olive residents only, the park can still be used for public gatherings, as was the case when the town hosted a meeting of the Collaborative in the park.

The **Peekamoose Road (20)**, alternatively known as Watson Hollow Road, the West Shokan-Peekamoose-Sundown Road, and County Route 42, is not on the proposed byway route but offers several nearby points of interest. This scenic mountain drive passes through a steep gorge with waterfalls, swimming holes, and camping spots. There are also two trailheads along the road. The Kenape Brook Trailhead provides

access to the summit of High Point Mountain. The Long Path (a continuous trail from the George Washington Bridge to the Helderberg Mountains near Albany) is accessed from the Peekamoose Trailhead, where it lead to the summits of Peekamoose and Table Mountains, two of the Catskills' 35 high peaks.

View from Peekamoose Mountain

Town of Shandaken

The Town of Shandaken, founded in 1804, is the largest town (119 sq. miles) along the proposed byway route, and has the most road miles along Route 28 (17). The town also occupies a central position along the byway and in the mountainous Catskill Park. More than two-thirds of the town is state-owned forest preserve land, and the Catskills' highest peak, Slide Mountain (4180'), rises along Shandaken's southern boundary. On the town's western boundary is the Belleayre Mountain Ski Center, a downhill ski facility on state land that is operated by the NYSDEC. With more than 150,000 skiers visiting each season, Belleayre is an economic engine of the Central Catskills in the winter, while each summer, the Belleayre Music Festival and other activities create attractions at the ski center.

Panther Mountain from Route 28

Taken in the regional context, (as illustrated on the Scenic Byway Route Map) Route 28 in Shandaken is abutted by a concentration of state lands, showing how this east-west thoroughfare bisects the Catskill Forest Preserve. To the north and south, contiguous stretches of forest ecosystems provide unfragmented habitat for plant and animal species. The interaction of Route 28 with this vast natural system must be carefully considered, such that wildlife migration and the safety of travelers are balanced. These relationships were examined in detail when representatives from the Nature Conservancy and the NYSDOT presented a series of practices that included allowing

for safe passage of wildlife migration under the highway, increasing awareness of the special nature of the ecosystem to motorists, and tailoring land protection efforts to help support preservation of lands between the corridor and the larger forest blocks.

The Shandaken local byway group gave a comprehensive presentation that required two large maps to document the many resources, and the maps were complemented with several poster boards and photo displays. With such a large percentage of state forest preserve in the town, there are numerous trailheads, a state swimming area, a campground, and a restored fire tower. And the Esopus Creek, paralleling and crossing Route 28 for much of its length in the town, offers numerous recreational opportunities. The recreational opportunities afforded by the wild, open lands of the town include camping, hiking, backpacking, skiing, cycling, geo-caching and orienteering, hunting, tubing, white-water racing, and bird watching. It was noted that there are more than 180 species of birds in the area, and this is not being promoted at all. The abundance of wildlife, such as bear, deer, and eagles was also noted, as was the high quality of the clean waters rushing out of the mountains. The group characterized the area's natural heritage as consisting of "world-class irreplaceable natural resources". They stated that there's no reason the region cannot market itself better, and cited the byway as a primary means of doing so.

The town's natural heritage has long been a draw for artists, in addition to authors, spiritual groups, tourists, and outdoorsman, especially fly fisherman – with Theodore Gordon and Ed Van Putt being two of the most famous. Painters of the Hudson River School were attracted to the Central Catskills including Woodland Valley, especially in the latter part of the 19th century after Slide Mountain was determined to be the highest summit and the "Shandaken Mountains", as they were known, became more popular among tourists. John Burroughs, the

world famous author and naturalist, was also attracted to Slide Mountain, and one of his favorite spots was the Larkin Farm in Woodland Valley. Today there are numerous artists residing in the town, and Shandaken is home to several galleries and the Mount Tremper Arts Organization. Each July, the artist community organizes the Shandaken Artists Studio Tour. In 2011 more than 50 artists participated, demonstrating the concentration of artists in the town. Another remarkable local art initiative is the Leaping Trout Project, created by the Ashokan-Pepacton Chapter of Trout Unlimited. In an effort to raise awareness of the critical importance of water quality in the Catskill Watershed and to promote local businesses and artists, 29 large metal trout were given to volunteer artists who were free to create works from the trout using a medium of their own choice. Once created, the trout were placed in local businesses and organizations along the corridor. People were encouraged to visit the locations and place bids on the pieces. At the conclusion of the project all the works were gathered and an auction was held, with the proceeds benefitting the work of Trout Unlimited. Both the artists tour and trout project are excellent examples of thematically organized, corridor-wide “trails” – a tool that could be further developed as part of the scenic byway.

The abundance of natural resources in Shandaken has contributed to the town’s rich history in the extractive industries. Once home to numerous logging camps, mills, hemlock tanneries, bluestone quarries, and a furniture factory (in Chichester), almost none of these industries is active today although remnants of the operations may be found in the landscape. This history is well preserved in the Shandaken Museum, the Empire State Railway Museum, and in other collections. Despite the influence of these industries on the natural resources, considerable swaths of first growth forests still remain on many mountaintops in the town. One of those mountains, Panther Mountain, is said to be located above a meteor impact site. The circular drainage patterns surrounding the mountain are atypical for the Catskill Mountains. Geological research has found evidence of a meteor impact crater beneath Panther Mountain (see http://en.wikipedia.org/wiki/Panther_Mountain_(New_York).

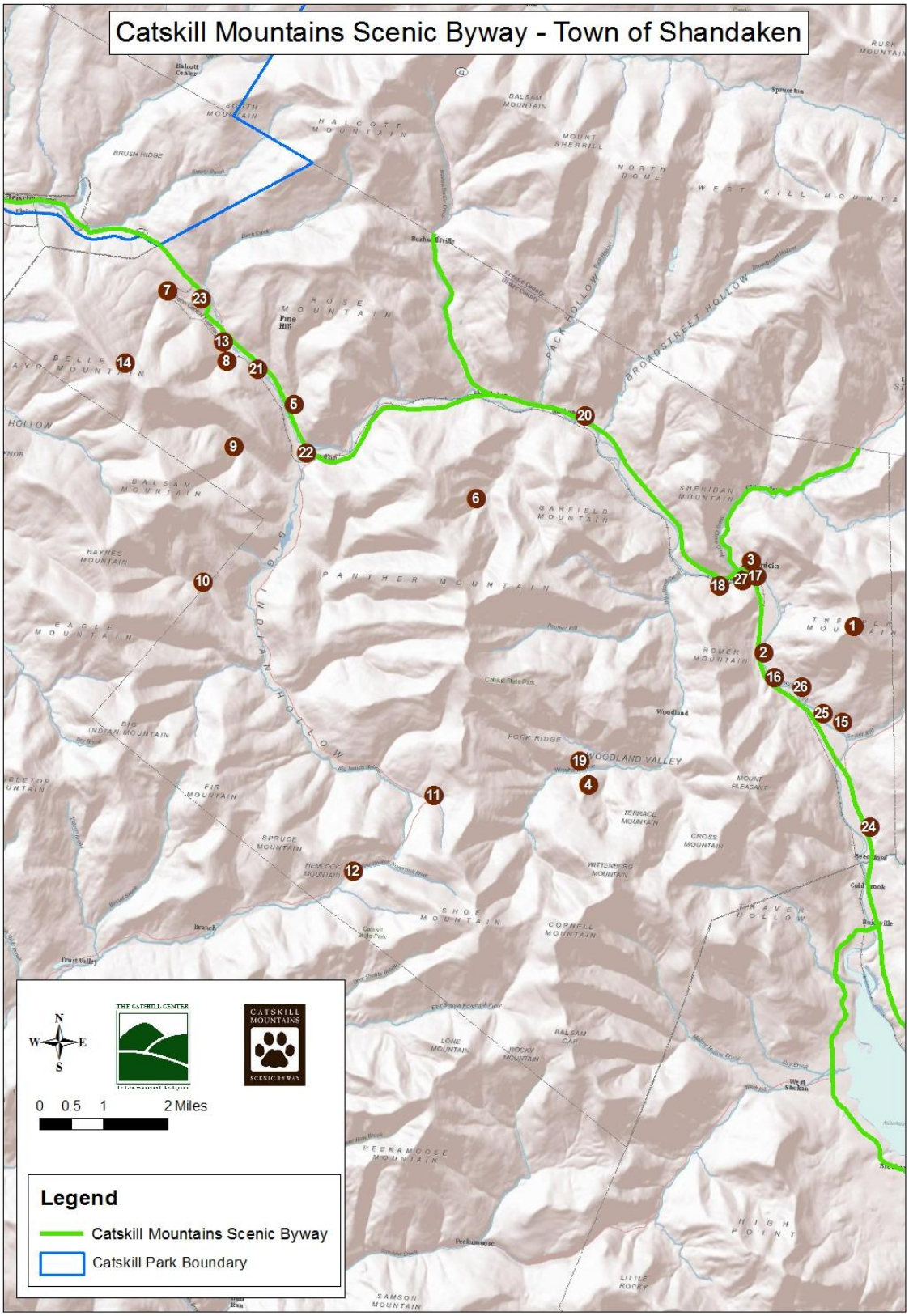
The town’s colorful past also includes much in the way of cultural history. Numerous

boarding houses and hotels once dotted the landscape, including the Grand Hotel and the Mount Tremper House. Although many are gone, the Roxmor Colony (1899) and the Winnisook Club (1886) are private settlements that have been in continuous operation. The Winnisook Club was named after a legendary and very tall Indian (also the source of Big Indian), a statue of whom is found in the Big Indian Park along Route 28. Shandaken, like many towns in the area, saw much activity related to the Anti-Rent War, which helped end feudalism in the United States. (This war is discussed in more detail under the town of Andes inventory). Near the hamlet of Highmount lived the famous opera singer Amelita Galli-Curci (1882-1963), whose mansion still stands today. Although private, the estate was recently opened for a one-day tour. In Woodland Valley, the famous Camp Woodland was a famed haven for well-known folk singers from 1939-1962. As explained on the website www.campwoodland.org:

> Just as there is a Hudson River School of Painting, whose artists like Thomas Cole, Frederic Church, and Jasper Cropsey sought to capture and preserve an idyllic view of the Hudson River Valley, so too is there a lesser known, unofficial Hudson River School of Folk Music, among which Pete Seeger, Eric Weissberg, and Joe Hickerson can be counted as some of its students. Like those painters who created sweeping vistas of Catskill Mountain landscapes and majestic views of Hudson River scenes, they too are creating an image with lyrics and melodies of the lives and stories of the people who dwelled and settled in this region long ago.

This brief review of Shandaken's resources, along with the inventory maps and descriptions, provide a glimpse into the depth of stories that can enrich the scenic byway. The townspeople treasure and celebrate their heritage and see great potential in sharing its many stories. Every year the town celebrates its heritage by holding Shandaken Day, a festival whose location rotates among many of the town's twelve hamlets. These hamlet communities, along with such attractions as the Catskill Mountain Railroad and a working blacksmith forge, show that history, recreation and the arts are very much alive in Shandaken. Although the spirit of the community is quite strong, the downtown areas need economic stimulus to be viable. The Ulster County Main Streets Program helped initiate a revitalization effort in Pine Hill, where local residents are pursuing designation of an historic district and streetscape improvements. In Phoenicia, the popular Festival of the Voice is now a major event that attracts many people to the hamlet. The Main Street Program is also working with the community of Phoenicia, which is the beneficiary of a Creating Healthy Communities grant awarded to Cornell Cooperative Extension. The grant will help the community advance pedestrian friendly designs and explore trail development. These community projects, which are vital to the immediate neighborhood, can be further advance through scenic byway designation.

Shandaken Inventory Map



Shandaken Points of Interest

The **Mount Tremper Fire Tower (1)** is one of five restored fire towers in the Catskill Park, and a challenging hike is required to reach this tower. The cabin of the tower is typically open to the public on weekends from Memorial Day into October, thanks to community volunteers. The views from fire towers are spectacular and offer a great way to experience the Catskill Park. It is the intention of this CMP to ensure that scenic byway visitors will enjoy the diverse array of outdoor recreation opportunities.

Shandaken has several **Hiking Trailheads**, almost all of which need directional signage from Route 28. These include the **Mount Tremper (2), Tanbark Trail (3), Wittenberg (4), Rochester Hollow (5), Fox Hollow (6), Cathedral Glen (7), Pine Hill-West Branch (8), Lost Clove (9), McKenley Hollow (10), Giant Ledge (11), and Slide Mountain (12)**. Other public access areas without hiking trails, such as Lower Birch Creek Road, also need signage. There are also numerous public Fishing Access Points throughout the town.

Pine Hill Lake (Belleayre Mountain Day Use Area) (13) is a NYSDEC Day Use Area adjacent to Route 28. The lake is open for summer swimming and paddle boating. A bathhouse and picnic grounds are also available. Other than swimming pools, this is the only area officially open for public swimming in the byway corridor.

Belleayre Mountain (14), owned and operated by the NYSDEC, offers downhill and cross-country skiing, mountain, biking, music and seasonal

festivals. The facility is a major attraction along the byway and employs many people in the region (see also Corridor-Wide Resource Inventory).

The **Zen Mountain Monastery (15)** was founded in 1980 and is located on 230 wooded acres. It is recognized as one of the West's most respected Zen Buddhist monasteries and training centers. ZMM offers spiritual practitioners innovative ways to engage Buddhist teachings through a wide range of retreats and residential programs that take place within the context of authentic, full-time Zen monastic training.

Catskill Mountain Railroad (16) The Catskill Mountain Railroad Scenic Train offers a 12-mile round trip between Phoenicia and Boiceville along the Esopus Creek with views of Mount Tremper and Mount Pleasant. The train runs on summer/fall weekends from the Mount Tremper Depot. The CMRR is one of two stretches of the former Ulster and Delaware Railroad right-of-way that is in use (see also Corridor-Wide Resource Inventory). For more information on the CMRR: (845) 688-7400 or http://catskillmtrailroad.com.

The **Empire State Railway Museum (17)** in Phoenicia is dedicated to bringing alive the history of railroads in the Catskill Mountains. Located in the former Ulster & Delaware station in Phoenicia it includes numerous displays, artifacts and restored rail cars. For more information: (845) 688-7501 or http://esrm.com.

The Eagle Statue (18), located at Routes 28 & 214 in Phoenicia, is a notable landmark along the byway. The statue is one of eleven installed in 1898 on the roof of Grand Central Station in New York City. Long after the eagle was removed from the station, it was donated to Phoenicia by David McLane and dedicated in 1986.

The **Woodland Valley State Campground (19)** is located at the head of Woodland Valley Road outside of Phoenicia. Its amenities include 72 tent and trailer sites, picnic area with tables and grills, flush toilets, hot showers, trailer dump station, recycling center, mobility impaired accessibility, pay phone. There are nearby fishing sites and marked trails to Wittenberg, Cornell, Slide, and Panther Mountains.

The **Shandaken Tunnel (20)**, also known as The Portal, carries water from the Schoharie Reservoir to the Esopus Creek, feeding into the Ashokan Reservoir. The tunnel's outlet is immediately adjacent to Route 28 and is an interesting feature along the byway. Although there is a sign noting this feature, there are also opportunities to provide more interpretive information.

The **Pine Hill Wastewater Treatment Plant (21)**, prominently located along the byway, is a state-of-the-art facility that helps protect the quality of New York City's drinking water. The facility is owned and operated by the NYC Department of Environmental Protection. With its many buildings and curious architecture, it attracts the attention of the motorist. The Collaborative has recommended that the facility have a sign and intends to provide more information in scenic byway promotional materials.

The **Chief Winnisook Statue (22)** in the Big Indian Park was carved from a log in honor of the legendary giant warrior from which the hamlet takes its name. Local legend has it that the seven-foot Indian eloped with Gertrude Molyneaux, after the woman begrudgingly married Joe Bundy, despite her love for Winnisook. During a clash between the Indians and white settlers at the location of present-day Big Indian, Winnisook was mortally wounded by Bundy and took refuge in a hollow pine tree before dying and was buried at the foot of the tree.

The **Shandaken Historical Museum (23)** is located on Academy Street in Pine Hill in the former School District No.14 Building, a 1925 structure on the National Register of Historic Places. It's open weekends all year, admission is free and it reveals much of the town's illustrious history.

The site of the proposed **Catskill Interpretive Center (24)** was acquired in the 1989 through a partnership between the Catskill

Center for Conservation and Development, the Trust for Public Land, and the NYSDEC. Construction of an interpretive facility would be a major boon for the region. To help meet the need of providing regional information to travelers, a group of partners constructed the **Catskill Interpretive Kiosk** in 2010. The site currently provides a quiet, flat park area that is frequently used by dog walkers and was the site of Shandaken Day in 2008. (For more information please see the Corridor-Wide Inventory section).

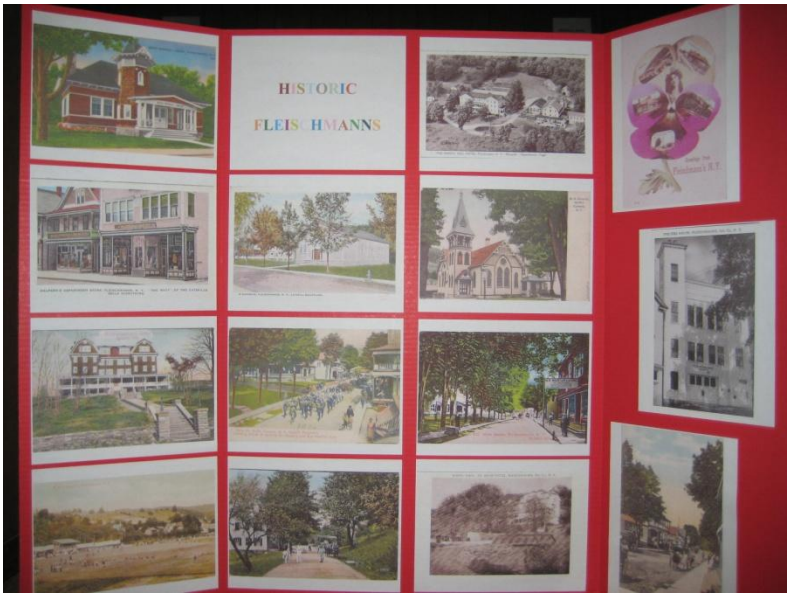
Mount Tremper Arts (25), located at 647 South Plank Road between Mount Tremper and Phoenicia, supports contemporary artists in the creation and presentation of new works of visual and performing arts. The 150-acre wooded site abuts state land and includes gardens, hiking trails, streams, a pond, a sauna, a historic house, and a large studio. Numerous events and exhibitions are held and residencies and rentals are available.

The **Kaatskill Kaleidescope (26)**, located on Route 28 in Mount Tremper, is the world's largest kaleidoscope and is housed in a renovated barn silo. An extensive gift shop accompanies the attraction, and the adjacent Emerson Resort and Spa offers upscale logding and dining, as well as facilities for weddings and banquets.

Tubing the Esopus Creek (27) is a very popular activity in the summer months and contributes significantly to the area's tourism and recreation economy. Two tubing outfitters are located in Phoenicia; the Town Tinker was founded in 1980 and F&S Adventures was established in recent years. Two courses – novice and beginner – comprise a five-mile stretch of the Esopus. Periodic water releases from the Shandaken Tunnel influence water levels, and whitewater events (kayaking and canoeing) are often held in coordination with these releases.

Village of Fleischmanns

The village of Fleischmanns has many assets to bring to the proposed scenic byway. Nestled in this beautiful area of the Catskill Mountains, and with a wealth of nearby recreational opportunities, the village possesses a rich history and a lively contemporary culture. Fleischmanns has an intact historic downtown, many active community groups, a deep cultural history, and has recently completed its comprehensive plan, which adds support for the scenic byway. Being much smaller in area than the towns along the byway route, the community's intrinsic qualities are concentrated, yet the village also "borrows" many of its resources from the surrounding landscape. Once well known as a resort village over spilling with summer residents, Fleischmanns experienced decline in the latter part of the 20th century, but is making a comeback with several community groups, a downtown revitalization grant, and by reconnecting with its history.



Incorporated in 1913, the village combined the settlements of Griffin Corners and Fleischmann and became Fleischmanns. The Fleischmann family (namesake for the famous brand of yeast) enjoyed baseball and donated a park to the community in 1914. The ball field became a popular pre-season playing ground. Most notable of all the players was Honus Wagner, known as the Flying Dutchman and inducted into the Baseball Hall of Fame in 1936. It is thought by some that Wagner Avenue, an upscale residential street bordering the park was named in honor of the great player. The park and ball field, according to the Fleischmann family's wishes, have been preserved and kept open to the public, and they are central to the village's current revitalization efforts.

Recently, the village has undertaken a historical design study for the park and will be implementing some of the improvements using funding from the Central Catskills Smart Growth Program. Several years ago, vintage base ball was revived in Fleischmanns with the formation of the Mountain Athletic Club. MAC competes with two other local vintage ball clubs -- the Roxbury Nine and the Bovina Dairyman – and all three are members of a league. Members of these clubs recently set a record for the longest continuous base ball marathon, eclipsing the old record of 48 hours. It is hoped that the train service of the Delaware and Ulster Railroad is restored to Fleischmanns; then the Roxbury and Fleischmanns ball clubs could travel by rail to play baseball games, as they did in the old days. The recommendation to re-establish rail service was set forth during a Community Empowerment Initiative several years ago and has been readopted by the local byway group.

The local byway group also emphasized the importance of having the scenic byway run along Main Street (old Route 28). As shown in the aerial photo, the heart of Fleischmanns is adjacent to the byway, and the village is fortunate that strip development has not occurred and competed with Main Street.

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Fleischmanns has always been known for its cultural diversity. Today there are prominent populations of Hasidic (in summer) and Mexican peoples. Due to the presence of these groups, the village is home to synagogues and a kosher grocery, as well as two Mexican restaurants and a Mexican grocery. A recent film, Bienvenidos a Fleischmanns," documents the Mexican population and has been well received at several large film festivals. And over the years, a number of artists have lived and worked in the Fleischmanns, including Paul Sawyier and Alfredo Santos.

Photo by Corneel Verlaan

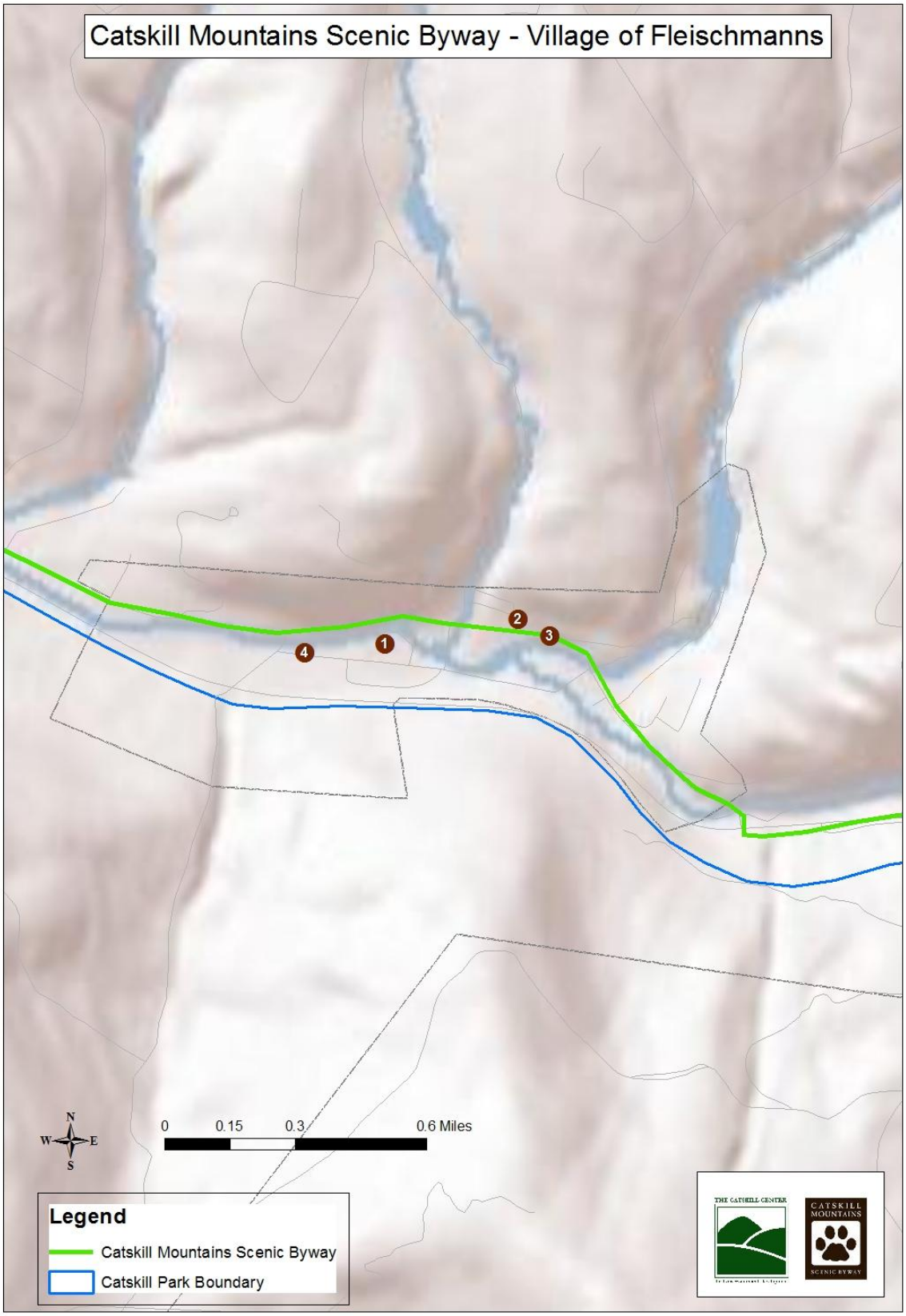
The village is home to several shops and galleries as well as a now-closed historic movie theater. This is an anchor building in the historic downtown, which is the focus of a recently awarded New York Main Street grant that will restore several structures. In 2011, SUNY Delhi Architecture students proposed redesign and revitalization of the former Fleischmanns Hotel at the corner of Main and Bridge Streets. The students also proposed site designs and connecting the building with the park. The Skene Memorial Library, another downtown landmark, is home to numerous cultural activities and programs, many of them on subjects related to local history. The village possesses an outstanding local history museum located behind Skene Library. There are a handful of active community

East Branch Enhanced Recreation Program at Memorial Day Street Fair

groups, including Fleischmanns First, who meets regularly and organizes the annual Memorial Day Street Fair and other events such as garden and house tours. The village is active with the Central Catskills Chamber of Commerce. A new Business Development Group has become active, allowing businesses to work together. Other active groups include the fire department, community church, and Congregation B'nai Israel. Taken together, all of these groups help make this a vibrant village, eager to show off its charms to visitors exploring the proposed scenic byway.

Many of the village's scenic qualities are found in the greater landscape around Fleischmanns. There are several views of the village from roads on the surrounding hillsides, including the views from Route 28 descending from Highmount. The village shares many of the recreational and natural qualities with the surrounding communities, and visitors enjoy many of the related activities – hiking, cycling, downhill skiing, fishing, and hunting. The village also has a swimming pool, tennis courts, and a children's playground. A historic downtown walking tour brochure was recently created.

Fleischmanns Points of Interest



Fleischmanns Points of Interest

Fleischmanns Park (1) is a five-acre open space in the center of town that includes four tennis courts, a basketball court, a soccer field, a baseball diamond, a children's playground, a horseshoe court, and access to the Bushkill stream. The park was gifted to the village by Julius Fleischman, son of Charles, in 1914. With the park's donation, the family included the stipulation that the land remain open, and always be used as a park and athletic grounds. In recent years, the village formed the Mountain Athletic Club, a vintage base ball club who competes with local vintage clubs, as well as others in the northeast. The village has made great strides in revitalizing the grounds and has focused its Catskills Park/ Mountains Smart Growth award on the park. And despite the devastating impacts from Tropical Storm Irene in August 2011, the community continues to successfully advance revitalization of the park.

The **Skene Memorial Library (2)** was founded by celebrated surgeon Alexander Skene and his wife, who were summer residents of Highmount for many years. It was through the influence of Mrs. Skene that a $5,000 donation was obtained from Andrew Carnegie, making construction of the free public library possible. The cornerstone was laid in November 1901. The two war memorials located in front of the library honor those who fought in World War I & II (dedicated Memorial Day, 1954) and those who fought in Korea and Vietnam (dedicated Memorial Day, 1987). (Source: Wikipedia)

Main Street (3), also old Route 28, and runs the length of the village and expresses much of the community's charm and history. **Wagner Avenue (4)**, which is parallel to Main, is the principal residential street that fronts on Fleischmanns Park. Like Main Street, many of the historic structures remain. In early and mid-20th century the community became an extremely popular vacation spot in the summer months, and it is estimated that there would routinely be as many as 10,000 summer residents in Fleischmanns. The community has made great strides toward revitalization and

envisions the scenic byway – which is proposed for Main Street – to contribute a significantly in furthering these efforts.

Village of Margaretville

Margaretville's inventory meeting featured a walking tour of the village led by the byway group. Margaretville is a community rich in history and is a center of commerce along the byway, located roughly midway between Kingston and Oneonta. One of two incorporated villages along the byway, Margaretville's population (596 in the 2010 Census) makes it the most populated hamlet or village on the byway. The concentration and diversity of businesses and services in Margaretville, along with its small town atmosphere, recreational opportunities, and many community groups, contribute to its important role along the byway. The village has a hospital, a central school, a large supermarket, several eateries, a Department of Motor Vehicles office, the Margaretville Phone Company, the Catskill Watershed Corporation, and an active volunteer fire department, all of which contribute to the community's vibrancy and economic base. In 2004 the village was awarded the Governor's Quality Communities Award for Excellence, in large part due to its community spirit and downtown revitalization efforts following the large flood in January 1996. Flooding continues to have an impact on the village, with high-water events rising in frequency

Photo by Franz Edlinger

and intensity, and most recently the impacts of rains from Tropical Storm Irene have been devastating.

During the walking tour, the large blocks of intact historic buildings along Main Street were pointed out, including the former Galli Curci Theater, which is now vacant. The tour also visited Pavilion Park, which is the site of numerous activities including the annual Cauliflower Festival. The Pavilion was recently rebuilt and serves as an important community gathering place. The East Branch of the Delaware River, running the length of the downtown, is an important recreational resource, with fishing access, a riverwalk, and new partnerships emerging for canoeing and kayaking. These recreational resources are part of the larger Enhanced Recreational Access Project discussed in the corridor-wide inventory section.

In addition to the walking tour, the byway group presented a slide program that included many old postcards and other historic images, reinforcing history as a major theme in the village and along the byway. The presentation also reviewed many of the other village activities and cultural resources. There are many annual festivals in Pavilion Park and along Main Street in addition to the Cauliflower Festival. These include Fire Department Days on July 4th weekend with amusement rides, the street fair in August, Margaretville Hospital Antique Sale and Flea Market, the Ride-n-Peak charity cycling event, the Catskill Forest Festival, the Holiday Treasure Express Thanksgiving Weekend Parade, and the Ice on Main ice carving festival.

Among the cultural assets reviewed were Fairview Public Library, Longyear Art Gallery, East Branch Art Gallery, Catskill Mountain Artisans Guild, and the Open Eye Theater. Several resources in the greater town of the Middletown were also touched upon. These were the Middletown Historical Society, the New Kingston Film Festival, the Hannah Resort and Golf Course, the Belleayre Ski Center, and the site of the proposed Water Discovery Center in Arkville (see Corridor Wide Inventory section). A community center, possibly with a swimming pool, has also been proposed adjacent to the site of the proposed Water Discovery Center. In many ways Margaretville is connected with Arkville and the scenic byway can help strengthen these connections. As put forth in the Transportation Safety section, sidewalks, streetscape improvements, and traffic calming elements along Route 28 can help unify the two core hamlets, enhance the attractiveness and functionality of this area, and help to guide future growth, as many locations are out of the floodplain. There remain other opportunities for greenway connections along the river.

Margaretville Points of Interest

Margaretville Points of Interest

The **Park (1)** and its **Pavilion (2)** in the downtown area are important anchors in Margaretville because they host numerous events that strengthen the sense of community and attract visitors. The park has undergone many improvements, including the pavilion itself which was designed by a group of students and professors from the Parsons School of Design. A new entry was also constructed through a multi-agency partnership.

Student Chefs at Margaretville Pavilion for Cauliflower Festival

Dowtown Margaretville and Pakatakan Mountain

Historic downtown Margaretville (3) serves as a commercial hub along Route 28 and is home to numerous businesses and some 600 residents. Resources in the community include Freshtown Supermarket, Margaretville Hospital, Margaretville Central School, Catskill Watershed Corporation, Central Catskills Chamber of Commerce, and the Margaretville Fire Department.

The **Pakatakan Trailhead (4)**, located in close proximity to downtown, offers hiking access to the Catskill Forest Preserve via the Dry Brook Ridge Trail. This trail includes two lean-tos, the Balsam Lake Mountain Fire Tower, and connects with several other trails along its 13.6-mile course.

Town of Middletown

The town of Middletown byway group held its inventory presentation in conjunction with the village of Margaretville. Informative panel displays and a lively slide presentation were delivered by a local author, historian, and member of the byway group. She complemented the presentation with the following essay which captures the essence of the intrinsic qualities of the town.

The Long Look Westward

Route 28 in the Town of Middletown

To travel West on NYS Route 28 from the Hudson Valley is to walk in the footsteps of the Lenni Lenape and other Native Americans who found excellent hunting and fishing in the hills and hollows of the Catskills. They are reputed to have established a seasonal camp in the vicinity of Arkville, presaging by centuries the impulse of Catskill travelers to pursue game, trout and other resources among the Blue Mountains.

The first European settlers migrating west from Shandaken into the valley of the Bush Kill in the Town of Middletown were greeted by the same majestic view that impresses travelers today. The splendid panorama from Highmount offers a long look westward, as well as glimpses of the Halcott Valley in Greene County to the north, reachable only through the Delaware County Village of Fleischmanns, a population center whose rich history as a lodging and commercial hub is being revitalized.

Although drivers leave the Catskill Park at Highmount, the scenic nature of Route 28 does not fade. Beyond Fleischmanns, travelers encounter a scattering of residential properties before entering the hamlet of Arkville. The Delaware and Ulster Railroad, one of the area's primary tourist attractions, is located here. Arkville also features a surprising number of businesses, including lodging, a gym, several restaurants and various other commercial entities, whose backdrop is the beautiful Dry Brook Ridge. Here the Bush Kill and the Dry Brook streams join the East Branch of the Delaware River which, together with the 2450-foot Pakatakan Mountain, defines the community of Margaretville a mile further west.At Margaretville -- the primary business hub between Phoenicia and Andes -- Route 28 joins NYS Route 30 for a few miles. Route 30 South leads travelers on a scenic stretch around the Pepacton Reservoir, the largest reservoir in the New York City Water System. West-bound travelers on Route 28 confront a winding stretch of roadway that climbs for five miles up a stream-carved hollow before summiting Palmer Hill in the Town of Andes.

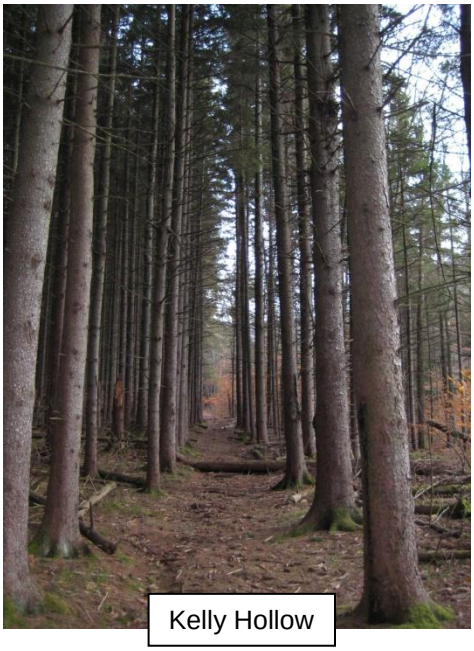
While scenic and functional, Route 28 in the Town of Middletown also points the way to smaller offshoot roads that lead to many worthwhile points of interest.

A summary of Middletown's Route 28 assets follows: (Note: a few of these lie just beyond Middletown¹s borders, but are in close proximity).

Pakatakan Farmers Market (pfmarket.org)

Recreation & Tourism Attractions: Delaware & Ulster Railroad (the right-of-way is used for snowmobiling, skiing and hiking in the winter; the trackless Catskill Scenic Trail is accessible further north in the Town of Roxbury); Arkville Bikeville, kayaking & wildlife observation on Lake Wawaka, Pakatakan Farmers' Market, picnic areas in Halcottsville and at the Delaware & Ulster Railroad; biking; Hanah Country Club and the Meadows Par 3 Golf Course. Sanford's Horse Farm near Margaretville offers equestrian activities.

There are great swimming holes near the Dry Brook bridge in Arkville and at Big Rocks, Margaretville.


Kelly Hollow

Numerous State-maintained hiking trails and camping lean-tos in the Dry Brook Ridge Wild Forest and Balsam Lake Mountain Wild Forest can be accessed from ancillary roads off Route 28. Trailheads are located in Dry Brook, Huckleberry Brook and Millbrook valleys. The Kelly Hollow trail winds through a red pine plantation established by the Civilian Conservation Corps in the 1930s; the Balsam Lake Fire Tower – the first fire tower constructed in New York State -- is another popular hiking destination from Millbrook. In addition to State land, there are hundreds of acres of land owned by New York City, including an easily accessible parcel on Emory Brook between Highmount and Fleischmanns, which boasts two ponds, and a series of waterfalls.

Many Route 28 connecting roads provide excellent terrain (for every level of fitness) for scenic walking and biking, including great spots around the Pepacton Reservoir, and in the Dry Brook, New Kingston and Millbrook Valleys. Eagle watching is also growing in popularity as the bald eagle has rebounded from near extinction to breed and winter over in the region.

Middletown's top fishing spots include the East Branch of the Delaware River, the Bush Kill stream, the Dry Brook, Plattekill and Millbrook streams. (Note: some streamside lands remain in the hands of private hunting and fishing clubs whose members have enjoyed prime angling here for a century or more.) The Pepacton Reservoir can be fished from shore or boat with a New York City recreational access permit. A new fishing pier in Dunraven provides access to the reservoir's tailwaters.

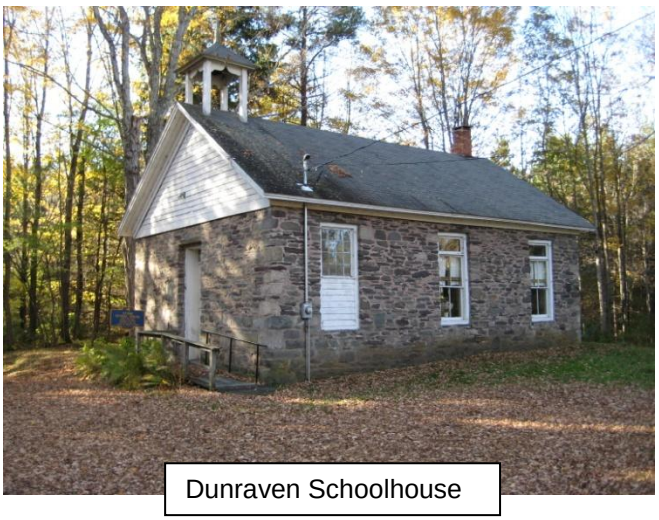
Scenic and Natural Attractions: Middletown offers a host of stunning scenic spots. Some of the best viewing is available from Route 28, while other vistas are available just a short distance off the beaten path. The most notable views include: from Highmount; former site of Grand Hotel; view from Brush Ridge Road; Little and Big Redkill Roads, Hog Mountain, Swart Road, New Kingston Valley, Bragg Hollow, Searles and Bull Run Roads, and the Denver-Vega Valley. Photographers find inspiration in the many classic barns, homesteads and farm outbuildings that dot the landscape,

reflecting the town's agricultural roots. The only remaining operating farms in the Town of Middletown are located in the New Kingston Valley.

New Kingston Valley

Historic Attractions: Middletown sites in proximity to Route 28 that are listed on the State and National Registers of Historic Places include: Skene Memorial Library and Bnai Israel Synagogue in Fleischmanns; Pakatakan Art Colony in Arkville; Round Barn (home of the seasonal Pakatakan Farmers' Market) in Halcottsville; Margaretville Mountain Inn; the 1865 Old Stone Schoolhouse in Dunraven; Hubbell Homestead in Kelly Corners; the Margaretville and New Kingston Presbyterian Churches, and the entire hamlet of New Kingston, including the venerable post office building and several century-old homes.

Other places to catch a glimpse of history include the Anti-Rent War marker in Highmount; the former Ulster & Delaware Railroad train depots in Fleischmanns and Arkville; historic cemeteries in Clovesville, Arkville, Millbrook, and Margaretville; the 1902 Millbrook covered bridge, several venerable buildings, including the Maple House, the Post Office and Casey Joe's Coffeehouse in Arkville; and the Grange Hall, Old School Baptist Church, creamery and millhouse in Halcottsville.



Dunraven Schoolhouse

Cultural and Community Entities: Exhibits, programs and educational services are provided by Catskill Forest Association, Catskill Center for Conservation and Development (including the Erpf Gallery), Catskill Community Garden Club, Central Catskills Chamber of Commerce, Historical Society of the Town of Middletown and the MARK Project. Margaretville Central School, Margaretville Memorial Hospital and Mountainside Residential Care Center are large employers, and a Hospital Wellness Committee has become active in health and fitness educational programming.

Natural Resources Industry: In addition to dairy farming, the area has been (and continues to be) well known for bluestone excavation and wood products, as well as maple syrup. These trades are celebrated at the Forest Festival and Cauliflower Festival in Margaretville.

Curious Roadside Landmarks: Rust in Peace Cemetery in Arkville. The giant rotating bowling pin at Margaretville Bowl.

Middletown Points of Interest

Middletown Points of Interest

Along the Mill Brook Road -- which is one of several scenic tours adjacent to the byway is the **Mill Brook Covered Bridge (1),** one of the area's few remaining such structures. Another scenic tour begins at CR6 , which intersects Route 28 near the Middletown-Andes line and continues through the town of Bovina to rejoin Route 28 north of Andes. Along the way is the quaint hamlet of **New Kingston (2)**, which is listed on the National Register of Historic Places and derives its name from an effort to relocate residents of Kingston after it was burned by the British in 1777.

The scenic **Dry Brook Valley (3)** lies to the south of Route 28 and is accessible from both Ulster County Route 49-A at Highmount and Dry Brook Road in Arkville. There is access to several trailheads from the valley: German Hollow, Rider Hollow, Dry Brook Ridge, and Seager. As part of the scenic byway effort, it has been repeatedly recommended that signage be installed on Route 28 directing travelers to these resources.

The **Balsam Lake Fire Tower (4)**, one of five preserved fire towers in the Catskill Park, is a premier hiking destination adjacent to the byway. The tower and an interpretive display inside a ranger's cabin are staffed by volunteers on weekends from May to October.

A historic marker for an **Anti-Rent War site (5)** near the intersection of Todd Mountain Road and 49-A has been erected by the Historical Society of the Town of Middletown. The marker explains how a nearby boulder bares a large bore hole that held a flag which was raised by local "Anti-Renters". (See the Andes inventory for more information on the Anti-Rent Wars).

Route 30 runs along the **Pepacton Reservoir (6)**, intersects Route 28 from Dunraven to Margaretville, then continues north passing

near the hamlet of **Halcottsville (7)** and the entrance to the **Denver Valley (8)** at Kelly Corners. At Halcottsville, Lake Wawaka, a dammed section of the East Branch of the Delaware, offers scenic beauty and kayak rentals. The Denver Valley offers opportunities for scenic driving loops that lead to the hamlet of Roxbury to the north.

The **Delaware and Ulster Railroad (9)**, discussed in the Corridor-Wide Inventory, has its headquarters in Arkville. The scenic train ride features preserved dining cars including a Vista Dome and Observation Car from 1948. The train runs from May through October between Arkville and Roxbury along the Delaware River, a distance of 11miles. The DURR is an important anchor for tourism along the byway and throughout the region.

Delaware & Ulster Railroad

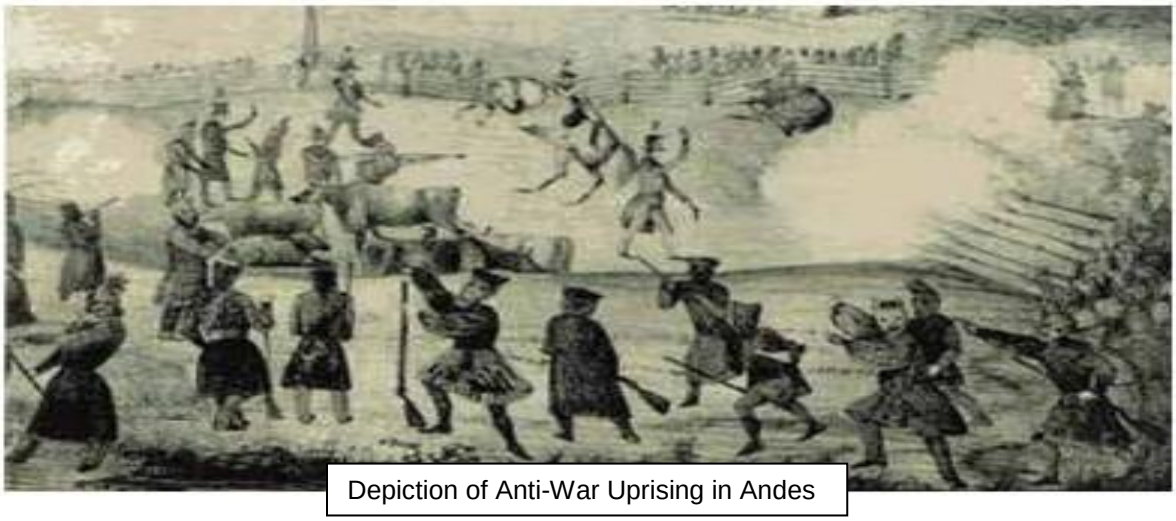
The **Emory Brook (10)** is an East Branch headwaters stream that is accessible via permit on NYCDEP recreation lands. Access is immediately adjacent to Route 28; however parking or signage is non-existent. It is hoped that awareness of and improved access to this resource can be established over time.

Town of Andes

The town of Andes byway group gave a PowerPoint presentation that provided a general survey of the town and focused primarily on the history, with particular emphasis on the Anti-Rent War.

The first settlers arrived in Andes around 1794 and the town was founded in 1819. Historical economic activities included logging, sawmills, rafting, weaving, fulling, trip hammering, and dairy farming. A railroad (the Delaware and Northern) operated from 1907 until 1942. The town is 113 square miles in area and has about 1800 people, with an estimated 73 percent of the population owning second homes in the town. The economy of today is mainly focused on tourism, although there are several working farms, including a few dairy farms. The 140-billion gallon Pepacton Reservoir is a major presence, both today and in the scope of history. It is about 15 miles long, accounts for about a quarter of New York City's drinking water, and has supplanted four communities, fertile valley farms, roads, bridges, cemeteries, and a railroad line. The town is also home to a library, museum, historical society, school, beautiful park, and a thriving downtown that includes many eclectic shops.

Andes occupies an important role in American history because of its involvement in what became known as the Anti-Rent War. The Anti-Rent War was the uprising that eventually ended feudalism in the United States, and a major incident that precipitated the end of this war took place in Andes in 1845. Feudalism in the New York area was active in the 17th, 18th and 19th centuries as Dutch and then English merchants and royalty were granted large tracks of land for developing trading colonies. This "landed gentry" established a patroon system with perpetual leases, such that rent would be collected from three generations of the lessee's family. After farmers joined together to negotiate better lease arrangements and were unsuccessful, these tenants formed local groups to protest the system and tensions began to rise. In Andes, Middletown, Bovina, and other towns, the uprisers were known as the Calico Indians since they disguised themselves with calico gowns and leather masks.



Depiction of Anti-War Uprising in Andes

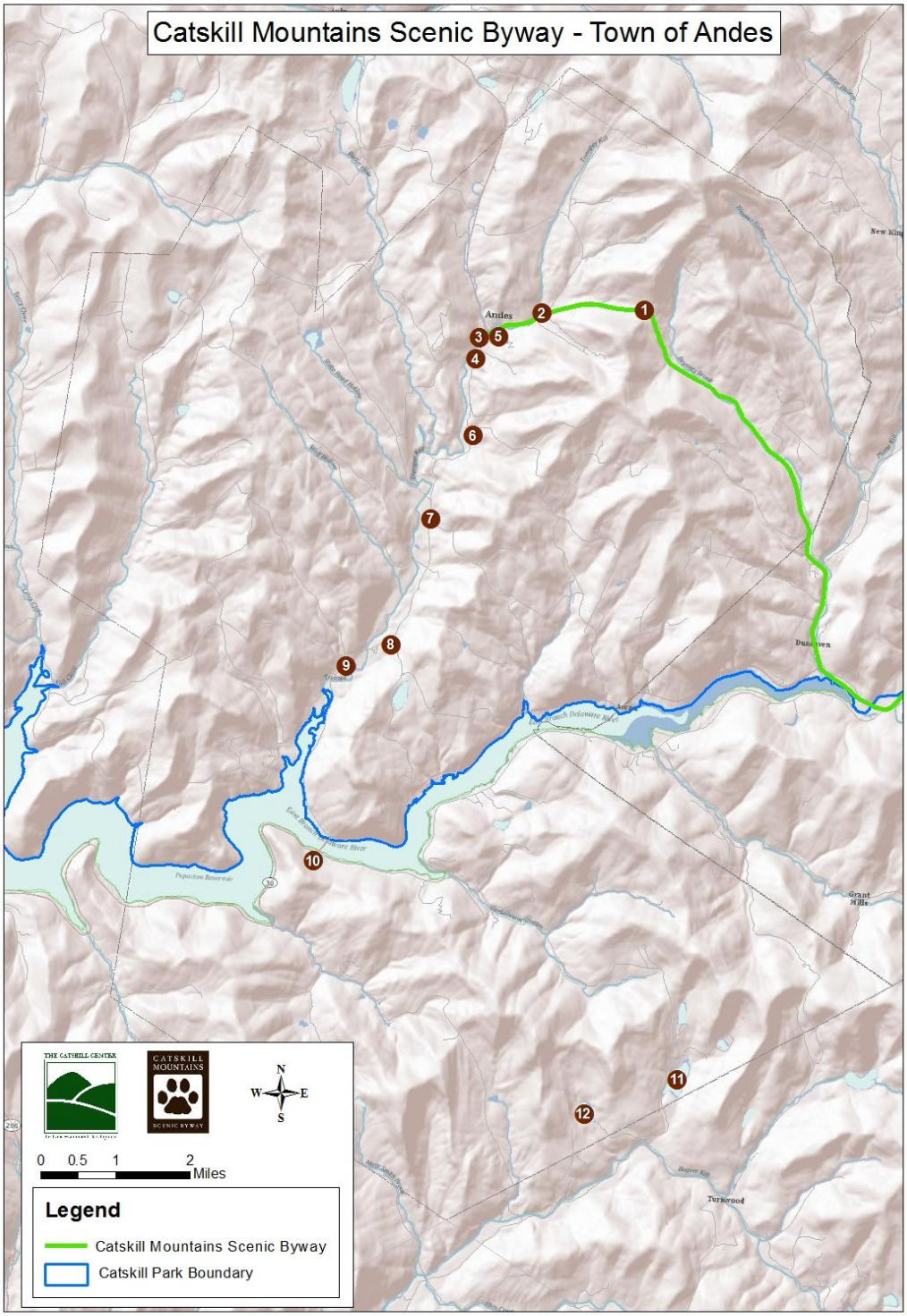
On August 7, 1845 authorities arrived on the Andes farm of Moses Earle to begin the sale of the farm's livestock in lieu of non-payment of rent. The authorities encountered a band of 300 Calico Indians and tensions escalated. Undersheriff Osman Steele was shot and died shortly thereafter. Following the incident, 90 arrests were made and the governor declared Delaware County to be in a state of insurrection. The incident aroused passions throughout the state and conflicts persisted for another five years, but eventually the feudal system ended.

This historical event, which helps define Andes, is the subject for a town-branding venture, known as "Calico". This project, which is being funded by the New York State Catskills Smart Growth Program, consists of four primary components: 1) Branding; 2) Park revitalization, with foot bridge and overlook; 3) revitalizing the old railroad depot as a media center and souvenir store; and 4) Promoting and advertising. A map with proposed locations for signs and flags was displayed.

The byway route in Andes begins (in the east) near an old bluestone quarry. At this point, the road has just passed Canada Falls (on the left) and continues its ascent, paralleling Bryant's Brook. There is a wild feel along this section, which has rock cuts, hemlock trees, and views of the stream. Soon the hollow opens somewhat to the north and the road passes a few farms before climbing Farmer's Hill (also known as

Palmer's Hill) to the crest. This is the highest point on the byway at 2400'. As the road descends to the hamlet of Andes, it offers excellent views of farmland and mountains to the north and west.

Andes Points of Interest



Andes Points of Interest

Although the byway is replete with scenic views, the **Palmer Hill Overlook (1)** (cover photo) is a standout. The view, from the roadway looks into the Catskill Park and includes four of the Catskills' high peaks: Balsam, Doubletop, Graham, and Balsam Lake Mountains. A side road leads immediately to a parking area for the overlook. This parking area needs improvements and signage – two objectives of the town.

There are a number of working farms in Andes and adjacent to the byway, including the **Gladstone Farm (2)**, one of the few remaining dairy farms in the town that is located next to the Andes hamlet.

Hunting Tavern Museum

As noted, the hamlet is a vibrant downtown that is a noted attraction among second homeowners and metropolitan tourists. In addition to a host of shops and restaurants, Andes has a popular **outdoor swimming pool (3)** and is home to **Hunting Tavern Museum (5)**. The museum is the oldest structure in the village and was restored by the Andes Society for History and Culture, which is dedicated to preserving and promoting the history of Andes and the surrounding area and to providing diverse educational and cultural programming. On the south end of the hamlet is **Ballantine Park (4)**, a peaceful greenspace where summer concerts are held and where interpretive materials will be located as part of the Calico project.

The **Tremperskill Road (7)** (CR1) originates in downtown Andes and continues south for five miles until it becomes a NYC Board of Water Supply road, then reaches the Pepacton Reservoir at eight miles. This route, which passes historic architecture, the **Anti-Rent War historical marker (6)** at Moses Earle's farm (at Dingle Hill Road -- a second marker is just up this road), a working dairy farm, the **Tremperskill Store (8)**, and the **Pleasant Valley Meeting House (9)**, is another prime example of a scenic road located adjacent to the byway. Continuing over the Pepacton Reservoir on Route 30, the views are outstanding. Nearby is the **Watershed Commemorative Kiosk (10)**, one of six kiosks erected in the Catskill-Delaware Watershed honoring the communities lost to the reservoirs. (The other commemorative kiosk along the byway corridor is at the "Frying Pan" along the Ashokan Reservoir). Four communities were lost to the Pepacton: Arena, Shavertown, Union Grove, and Pepacton. The Watershed Commemorative Kiosk project helped inspire the Catskill Interpretive Kiosk. On the south side of the reservoir, the Barkaboom Road leads to **Big Pond (11), Little Pond State Campground (12)**, and hiking trails which are all part of the Catskill Forest Preserve and can be better promoted with the designation of the scenic byway.

Kiosk at Pepacton Reservoir

Stewardship

Under the scenic byway nomination guidance provided by NYS Scenic Byway Nomination Handbook, the stewardship plan addresses the strategies, tools and techniques that will be employed to manage and enhance resources that distinguish the route.

One strategy underlying effective stewardship of this byway is to continue to build upon the successful "bottom-up" process that brought the Collaborative together. History has demonstrated that home-rule in the Catskills has been a key factor in land-use decision making. Communities of the Catskills have been decidedly independent, although they have joined together periodically in opposition to forces that have threatened their ownership of, and rights related to, the precious lands and waters within their boundaries. Two of the most prominent examples are the Anti-Rent Wars in the mid-1840s and the negotiations that led to the creation of the Watershed Agreement in the 1990s. The Central Catskills Collaborative is an example of a group of communities that have come together to protect and promote their shared assets. Effective stewardship, therefore, should evolve out of the active intermunicipal dialogue that has advanced this nomination. This may seem obvious; however, the region's past includes several instances whereby outside interests have attempted to chart a course for the region and were unsuccessful. Now that six communities have adopted a shared vision, they have also committed to explore the tools and techniques discussed below.

A second underlying strategy of effective stewardship, building upon the first, is to reinforce the appreciation of the intrinsic qualities and resources that make this proposed route unique and marketable. This again may seem obvious, as it's a goal of this plan, but many of the resources along the byway route are vastly under-promoted and therefore not readily recognized by travelers and tourists, as well as by residents of the region. The Catskill Park and the innumerable amenities of the Catskill Forest Preserve, for example, are not as widely understood and appreciated as they could be. Likewise, the resources of the New York City Watershed and the delicate balance necessary to allow the city to continue providing unfiltered drinking water are generally not well understood or communicated along the byway, and in some cases, they are misunderstood. While scenic byway designation will help increase appreciation of these and other resources, it will also help raise awareness of the importance of stewardship and increase support for managing the byway.

Community-Agency Partnerships

A crucial means to help ensure stewardship along the byway is to *communicate regularly with NYS DOT and DEC* to implement outstanding recommendations and work in partnership on future management projects. This is one of the Collaborative's seven

adopted recommendations. One Catskill stakeholder meeting was convened by DOT in June 2009, but follow-up on the identified actions is needed. While state budgetary and workforce constraints are recognized, Central Catskill communities would like to see more state resources directed to the region, which is largely defined by the Catskill Park and state highways. Area communities depend on recreation and tourism and need to strengthen agency partnerships and accomplish projects that will help tap into the latent potential afforded by these public resources. The Catskill Forest Preserve Public Access Plan (Access Plan) (1999) put forth several recommendations for increasing state-local partnerships, including the establishment of a DEC Catskill coordinator position. Several of the Access Plan's recommended actions are complementary of this CMP, and partners implementing the goals of the CMP should be familiar with the Access Plan, which needs to be posted on the future scenic byway website.

State and Local Partners Developing Content for Interpretive Kiosk

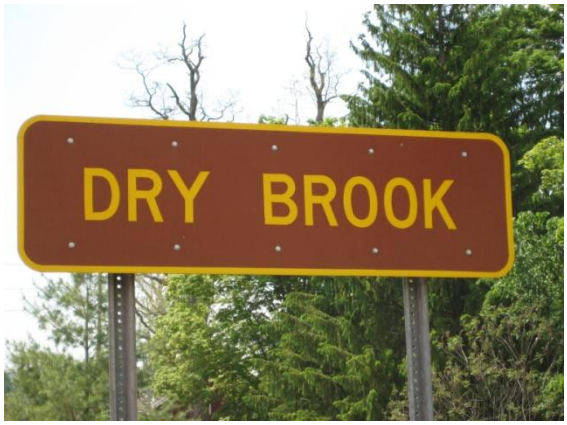
Examples of key actions that could be advanced through DEC/DOT-local partnerships are:

- **Complete and implement DOT's *Guidelines for the Catskill Park*.** Identified as an action in the Access Plan, these guidelines will help ensure "consistent and appropriate treatments of the roadside to keep the park-like appearance and scenic beauty of the region intact". A draft of the Guidelines was produced in 1999 but they await refinement and adoption. During the public planning process of the Action Plan, many issues were raised about consistent treatments of Park highways, and the necessity for extensive coordination between the three DOT regions.

- **Implement a system of wayfinding signs for state resources along the byway.** The proximity of an abundance of public lands is one of the greatest qualities of the Route 28 corridor. Hiking trails, fishing areas, lean-tos, fire towers, and campgrounds are important components of the Catskill experience and support economic vitality. However, of the ten intersections along Route 28 between Boiceville and Margaretville, where local roads lead to 22 trailheads at distances that range from one-quarter-mile to13 miles, only one of these intersections presently

has a sign. A primary goal of this plan is to create a more seamless connection between the traveler and the available public recreation opportunities. Although progress has been made on developing a system of wayfinding signs over the past few years, it is the hope of the corridor communities that this system will be implemented. This is a task that could be expedited through more regular state-local communications.

- **Facilitate the changeover to the new Catskill Park logo signs along the byway.**
  Background
  Certain signage in the Catskill Park (and Adirondack Park) – including tourist oriented destination signs; signs for hamlets, rivers, trailheads, and campgrounds; mileage signs; and many others – has utilized a yellow-on-brown color scheme (yellow letters/ brown background) that is unique to the two Parks. This scheme, which contributes significantly to a park-wide identity, has been enabled through a special agreement because it is an exception to the federal Manual of Uniform Traffic Control Devices. The yellow-on-brown color scheme does not conform to the manual because the figure-ground relationship between the yellow and brown does not produce a sharp enough visual contrast. The manual is revised periodically, and in the most recent revision process the Federal Highway Administration (FHWA) and the NYSDOT have recommended that the Catskill Park change from yellow-on-brown to white -on-brown signage. To help meet the requirements of the manual and retain the park's identity through signage, FHWA and DOT encouraged the development of a placard and a logo to accompany the new white-on-brown signs (which are used for national parks and therefore not unique to the Catskill and Adirondack Parks). Stakeholder meetings were convened and Catskill Park communities elected to pursue the design of a logo that helped communicate the sense of place of the Park.



A final logo was developed and DOT Region 8 has erected the new signs along Route 28 in Ulster and Delaware Counties. Increased communication with DOT

could help identify sources of funding, as needed, for the implementation of local Park logo signs and/ or for the creation and installation of wayfinding signs on secondary (non-state) roads. The logo can be used on local (county, town, and village) street-name signs inside the park. Because the logo signs can be manufactured at a state correctional facility, local officials are likely to find that such signs are less expensive then existing signs. The new signs could also be phased in over time, with replacement occurring at the end of the life of existing signs. Local officials could also become involved in or benefit from the increased communication and be provided with additional guidance for implementing the new design on their local street signs. The Collaborative communities recognize that great progress has been made on the sign changeover, and they seek to work with DOT (and DEC) to complete a more unified system of signage that will create a stronger sense of regional identity.

- **Pursue improved sign management strategies.** Such strategies should include enforcement of the Catskill Park sign law, more uniformity and education about tourism oriented development signs (TODs), and identification of ways to better manage the proliferation of signage.

  The Catskill Park sign law
  The general purpose of the New York State Environmental Conservation Law, §9-0305 *Signs and advertising in Adirondack and Catskill parks*, is “to conserve the natural beauty of the Adirondack and Catskill parks, to preserve and regulate the said parks for public uses for the resort of the public for recreation, pleasure, air, light and enjoyment, to keep them open, safe, clean, and in good order for the welfare of society, and to protect and conserve the investment of the state in forest lands, campsites and other interests in real property in said parks”. In doing so, the law prohibits off-premise signs in towns, but not villages, within the Catskill Park. Along the proposed byway route and inside the Park, there are numerous off-premise or billboard signs, as identified in the sign inventory of this CMP. These signs conflict with the intention of the Catskill Park sign law; however, when the law was enacted in the early 1970s, the owners of the signs were not reimbursed for their investment. In other words, outright removal could not be accomplished at that time unless due compensation was provided to the owner of the sign or an amortization schedule was established, such that the investment in a sign would expire and then it could be removed without monetary compensation. Neither of these methods was employed, so the existing signs were allowed to continue. Complicating matters is that DEC Region 3 cannot locate records for these signs, does not have the resources to carry out enforcement duties, and many of the grandfathered signs still exist due to periodic efforts of “maintenance” in lieu of

replacement, which is prohibited. Overall, the Catskill Park sign law and/ or the sign regulations (NYCRR Part 195) should be revisited within the state-local partnership discussions. *Amend the DEC sign law* is a recommendation of the 1999 Access Plan.

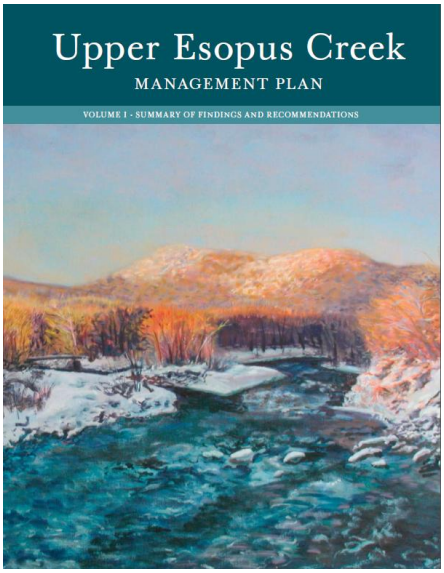
The Collaborative, in fully recognizing the fiscal limitations within state agencies and their impact on management of public resources, understands that new balances in state-local partnerships may need to occur. For example, the New York-New Jersey Trail Conference recently created the position of Catskill Regional Program Coordinator, who can and has marshaled volunteers to accomplish trail related work that historically was routinely performed by DEC. Similar arrangements should be explored and pursued, as they are likely to make headway on longstanding recommendations, whose execution is very much needed.

The Collaborative will also seek to continue regular communications with NYCDEP. Areas of focus are likely to include implementation of the Catskill Park sign system on Route 28-A(which is owned by NYC), enhancing information about existing DEP recreational opportunities, and identifying ways to increase recreational access, such as by creating trail connections with adjacent state land.

Communications with county planning and tourism agencies will also be continued. Ulster County, for example, has adopted an Open Space Plan and a Non-Motorized Transportation Plan, which have compatible goals with the scenic byway.

Integration with other Projects

As discussed under the Waterways section of the Corridor-Wide Inventory, there are three active projects that will improve access to waterways: the East Branch Enhanced Recreational Access Project, the Ashokan Watershed Stream Access and Recreation Improvement Grant Program, and the Delaware-Esopus Corridor Revitalization Strategy. The Collaborative will continue to build partnerships with each of the stream management programs and project working groups and pursue ways to reach mutual and complementary goals. (In the Revitalization Strategy, the Collaborative is the steering committee). By virtue of their program missions and adopted plans, the stream management programs are stewardship oriented. Many scenic byway initiatives go hand in hand with the goals of the stream programs. For example, the Ashokan



Watershed Stream Management Program funded a significant portion of the Catskill Interpretive Kiosk because it helped meet goals of the stream management plan related to increasing awareness of the resource and its management. The Upper Esopus Stream Management Plan also points out “Stream stewardship involves a broad cross-section of community members and agencies. A shared understanding of stream stewardship principles in the community is essential for coordinated stewardship practices.” Undeveloped public access sites along sections of the byway immediately adjacent to a stream hold great potential for achieving mutual goals of the byway and stream projects. For example, there are two existing “pull-off” sites owned by DOT in the Ashokan Basin. Proper development of these sites will provide interest along the byway, increase awareness of the resource and build appreciation for it, provide physical access for recreation, and involve all the full cross-section of partners. The Collaborative will set these and related projects as priorities.

Local Stewardship

The Roadside Environment

Uncoordinated roadside development can threaten the visual qualities of the byway and incrementally degrade scenic character. Communities recognize that their land use tools play an important role in balancing the much needed economic development with the protection of the scenic resources of the byway. All of the communities along the byway have zoning, special use permit, and site plan review. However a comprehensive inventory and analysis of these tools has not been undertaken. Although the location of zoning districts and allowable uses have been documented, this information alone does not provide an in-depth indication of how, for instance, the community would ***look*** under fuller build-out.

Route 28 Middletown

Several factors come into play in achieving visually desirable site design, including how well the regulations are developed in terms of the elements of review within a site plan review law; the specificity of standards under a special use permit regulation; the extent of discretionary authority granted to the reviewing board; the diligence and consistence of the reviewing board in applying the regulations and setting conditions, especially over time; the enforcement of conditions; and the amount of turnover in the membership of the board. Along the proposed byway, there are both specific sites and longer roadside

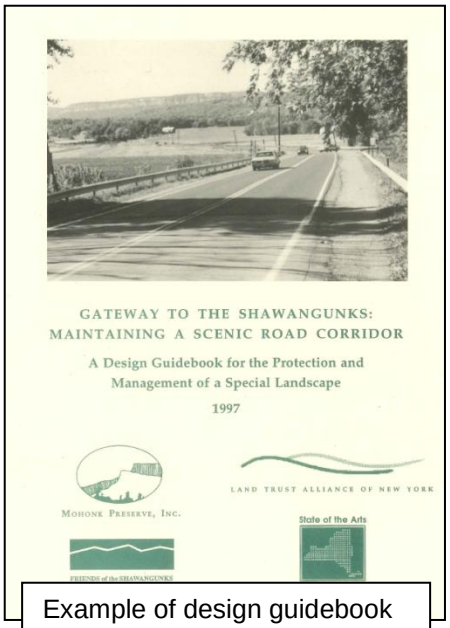
sections that illustrate less-than-desirable outcomes in terms of context sensitive design. Conversely, many developed sites along the proposed byway and in the Catskill Region accomplish the right balance or exhibit characteristics that are in keeping with the byway's nature. Both desirable and less-desirable examples help emphasize how local site plan and special use permit review have a direct impact on the quality of the visual environment. Elements of review such as landscaping, access management, signage, lighting, architecture, and building materials all have individual and collective influence on improved site design and, by extension, the overall appearance along the byway.

The Collaborative will explore opportunities to help improve the appearance of roadside development, including:

- Undertake a corridor-wide inventory and analysis of current land use regulations, including details such as the elements of site plan review, special use permit standards, and enforcement provisions. Similarities and differences can be compared across communities and districts in an effort to identify which practices might be more effective and could inform enhancement of existing land use tools. This action may be dependent on funding resources.

- Collaborative communities can coordinate training sessions between local planning boards, county planning departments, the Catskill Center, or other partners. These training sessions should focus on site plan, special use permit review, overlay zoning, and other design related topics. These sessions should offer state-required credit, incorporate visual examples from the Catskill Region and illustrative local laws from other communities. Sessions could also feature guest speakers and educators on additional topics such as access management and historic preservation.

- Design guidelines, both local and corridor-wide, should be considered. Illustrated design guidelines can build on the positive qualities of the corridor; facilitate project review and the interaction between board and applicant; be incorporated into practice as either regulatory or non-regulatory, and serve to retain the appearance and function of the



Example of design guidebook from Shawangunk Mountains

corridor over time. Experience has demonstrated that land developers and review boards can more easily reach mutual solutions if they are illustrated.

Scenic Views

Tools for the protection of the scenery that reflects the intrinsic qualities of the byway are considered within three areas, each contributing to an overall strategy: Encouraging Growth in Hamlets, Viewshed Inventory and Analysis, and the Role of Land Use Tools. As with other strategies, any effective implementation should be grounded in home rule and build upon the connections between the shared qualities along the entire byway. And both increased appreciation of scenic resources and greater awareness of the link between scenery (along with recreation and tourism) and the economy will gather further support for the strategy.

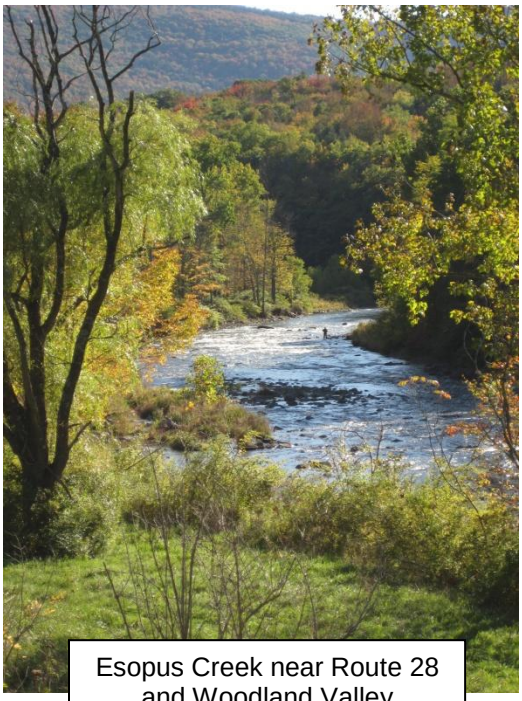
Encouraging Growth in Hamlets and Villages

The land use settlement pattern in the Central Catskills is very much a reflection of the natural environment; however, many of the economic drivers that fostered the settlement of the region no longer exist to the extent they once did, with the exception tourism. It is a simple yet often overlooked fact that visitors to the region are attracted by its simplicity – there are no malls, the skies are dark, there are many small businesses, and the overall land use pattern is characterized by historic, walkable nodes separated by great expanses of wild lands and rivers. What also tends to get overlooked is that there really aren't many places within a day's drive of the greater New York metropolitan area that exhibit such qualities, simple as they may seem. However, large portions of Route 28 between Kingston and the gateway to the proposed byway are oft cited by residents of the Central Catskills as the antithesis of how the Central Catskills should look and function. One of the keys to retaining the preserved land use pattern of the Central Catskills and cultivate more tourism is to encourage growth in hamlet areas. This can be done in several ways including land use tools – both basic and incentive-based – and the location of infrastructure. The Central Catskills are fortunate that, as part of the Watershed Agreement, state-of-the-art wastewater treatment plants are being constructed to service hamlet areas. Farmland preservation can also help support hamlet growth, and the town of Andes is where resources for preserving agriculture have been and continue to be used. The Watershed Agricultural Council has a range of resources to assist existing farming operations and encourage new ones.

Viewshed Inventory and Analysis

The byway is replete with stretches of undisturbed roadsides, hillsides, and distant mountain views. Although the "forever wild" lands of the Catskill Forest Preserve account for much of this scenic quality, private land contributes significantly, especially on the western end of the byway. In the sections where state land predominates, it is

mostly located at the higher elevations, while private land is found between the roadway and the forest preserve. Although visual inventories and analyses have been conducted along the corridor (in reports referenced in this plan), they have not involved the local communities to the extent where the communities have identified the resources and adopted the accompanying recommendations of the plan. Local comprehensive plans also do not contain this type of information, and although enhanced viewshed inventory is beyond the scope of this plan (in part due to limited resources), it is a logical next step. And the existing viewshed work can be consulted as a starting point.



Esopus Creek near Route 28 and Woodland Valley

Role of Land Use Tools

The presence of the forest preserve, with its great expanses of undisturbed ridgeline, is an attraction for residential development on nearby land. Privately owned ridges are also attractive to those who would like to position their residence to see sweeping views. These very scenic qualities of ridgelines and mountaintops that are attractive in the real estate market are also a positive aesthetic and economic draw for tourists, outdoor enthusiasts, and residents alike. Balancing these interests at the site, corridor, and regional level is critical to the byway and the success of regional tourism development. The Catskill Center has developed and presented a land use training course on Ridgeline Protection and recommends that it fulfill two hours of state-required credit for municipal planning board members. The course can also be integrated with other land use trainings and topics (such as DOT context sensitive design and corridor management) or adjusted for general audiences. And the overall topic of Scenic Resource Protection could be the subject of other events and printed materials such as design guidelines or handbooks. Likewise, Encouraging Growth in Hamlets, is a separate but related topic that could be featured in trainings, meetings, and conferences ranging on sub-themes from mixed-use zoning to “complete streets” to historic district designation.

Tourism Development

The tourism potential for the proposed byway is tremendous. Much of this potential is outlined in the *West of Hudson Economic Development Study for the Catskill Watershed Corporation.* The study is a strategic plan for the Catskill Fund for the Future, a $59.7 million fund for the Catskill-Delaware Watershed, created as part of the

Watershed Agreement and directed to support qualified economic development projects in the form of loans and grants. At the outset of the study, under Strengths of Catskill Economy, *Location* tops the list. It is noted that most of the previously conducted studies "cited the short driving time between the region and the New York City and New England Markets as a primary advantage. This proximity to a huge population base provides benefits for many sectors of the regional economy. … The region offers prime opportunities for mini-vacations and day trips to a huge potential population base." [9]

At the time the study was completed in 1999 the average cost of gasoline was approximately $1.20 per gallon; in Summer 2011 the cost is about $3.90 per gallon in the Central Catskills. This tripling of cost has contributed to changes in travel habits, while the cost of air travel has also risen. These patterns favor the proximity of the Catskills to the New York City Metropolitan Area, which is home to some 19 million people. However, other factors –cited by the study as barriers to economic development – may also contribute to limiting tourism potential. These include No Coordinated Regional Marketing Efforts; Paucity of Well-located and Modern Tourist Facilities; and, Fragmentation and Physical Isolation. While these difficulties are present in 2011 and will pose challenges for the byway, the byway is also aimed at removing these very barriers.

Delaware and Ulster County Tourism directors address the Central Catskills Collaborative

Potential is also expected to be realized when the Ulster and Delaware County Tourism offices partner with the Collaborative on joint marketing efforts to promote the byway and its attractions (this is also discussed under Financial Resources). Under the CMP process, the Collaborative organized a Tourism Development meeting, at which both county tourism directors presented their programs and identified and encouraged avenues of joint promotion. Several interrelated avenues to market the byway and improve the local economy were presented, and both tourism directors and the Collaborative agreed that pursuing these ways of marketing will demonstrate the value of the byway in enhancing tourism.

- Integrate the scenic byway within county tourism marketing plans and develop travel "packages" and messaging for byway attractions.

- Promote common themes and along the byway to help support "stay-cations". The byway will help unite common attractions such as the Delaware and Ulster

Railroad and the Catskill Mountain Railroad, which are currently being promoted separately by each county. Water sports is another theme that should be jointly marketed. Tubing the Esopus could be paired with the new boating program on the Cannonsville Reservoir, for example. This reservoir is part of the NYC Watershed supply and the boating program is a new expression of the partnerships between the city and upstate communities. Existing "trails" such as the Leaping Trout Art Trail and the Shandaken Artists' Tour can be linked with other area trails such as the Wine Trail and the Apple Trail in Ulster County. It is also noted that diversity among byway attractions is a related marketing strategy that should also be employed.

- Increase the online presence of the byway among the websites of the two counties and the Collaborative and take advantage of emerging phone technologies. Cross links among websites help keep online visitors in the regional loop and mutually support area attractions.

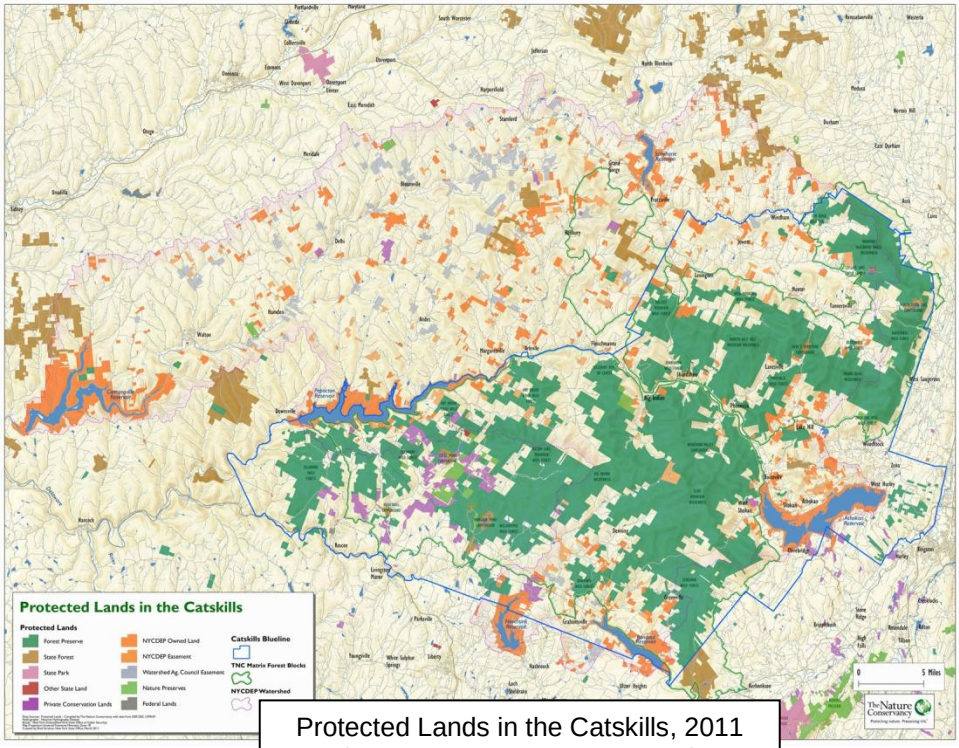
- Advance byway promotion efforts beyond the two counties to include the other two counties (Greene and Sullivan) in the designated Catskill Region tourism promotion area. Catskill Association for Tourism Services (CATS) is the official regional tourism promotion agency (www.visitthecatskills.com). The promotion of the Catskill Mountains Scenic Byway within the context of scenic byways in all four counties will elevate the potential of all byways.

- Use the Bobcat logo of the byway to develop new marketing strategies and integrate it with other regional branding logos such as the Catskill Association of Tourism Services logo and the new Catskill Park logo (which can be used freely as a marketing tool outside the public highway domain).

- Include the byway in NYC-based marketing efforts. For example, Ulster County has undertaken advertising in the NYC subway system and on metropolitan radio and TV stations.

The designation and promotion of the byway is expected to improve the local economy to a significant degree. The byway will interpret, market, and link the region's diverse and common resource offerings – as detailed in the inventories -- with nearby untapped populations. Data has shown that tourism in the Catskill Region is a major industry that supports some 17,000 jobs; however, the region includes four counties and the communities in the Central Catskills recognize that the region's "hotspots" – other than the Belleayre Ski Center – are generally not located along the byway corridor. The communities also recognize that they are blessed with an abundance of public land, an

asset that is not being fully taken advantage of. In 2011, three Catskill regional organizations held an event titled The Economic Benefits of Parkland. Featured in the event was a study recently conducted in the nearby Shawangunk Mountains: *Study of the Economic Impact on the Local Economy of Minnewaska State Park Preserve, Mohonk Preserve and Sam's Point Preserve.* The findings of the report conclude that the three preserves (more than 30,000 contiguous acres of protected ridge environment) and their operations have a positive economic impact on the local area of $12.3 million annually while supporting 358 local jobs. At the event, Catskill stakeholders suggested that a similar valuation study be conducted for the Catskill Region. The three Catskill Region organizations developed a request for proposals to cover the combined area of the Catskill Park and the New York City Watershed, and the selected consultant is currently working on the study.



Protected Lands in the Catskills, 2011
(Source: Nature Conservancy)

While the value of Catskill public lands and amenities is unknown, what is known is that the potential of these resources are not being realized. From an economic standpoint, the results of the valuation study will help focus regional attention and lay the foundation for undertaking specific strategies to better leverage recreational resources and tourism. Achieving designation of a scenic byway – as in the Shawangunks – has already been identified as a mechanism for realizing improved economic return on recreational amenities. The outdoor resources of the Central Catskills are highlighted since they occupy a central and galvanizing role in the potential of the byway; yet all the resources illustrated in the inventories will benefit economically from byway designation.

What other services might be helpful to maximize the amount of time a visitor spends along the byway?

Generally speaking, visitor accommodations along the byway are sufficient in meeting current demand; however it is difficult to project how the existing facilities will handle increased visitors to the byway. One of the dominant trends in the Central Catskills is the so-called “feast-or-famine” pattern that is directly linked to ebbs and flows of seasonal recreation and the “big weekends” such as Columbus Day Weekend. Each end of this spectrum poses challenges for local businesses and visitors. During the quieter off-season and mid-week periods, the general decrease in availability of attractions and services contributes to a certain type of traveling experience for the visitor. On the one hand, visitors may appreciate the quieter atmosphere, so long as basic goods and services demands are met. Yet many tourists enjoy the busy atmosphere and the availability of numerous attractions and will wonder where all the excitement is. During peak times when the capacity of local accommodations is exceeded, the visitor’s experience can be diminished. In order for local businesses to both survive and thrive, stability is needed. The chambers of commerce (Central Catskills, Delaware and Ulster Counties) and the Belleayre Region Lodging and Tourism Association can work with the Collaborative to enhance the communication between businesses along the byway and develop strategies to offset or eliminate any deficiencies in byway accommodations.

Over the years, tourism agencies, chambers of commerce, and local communities have tried to populate lull periods by coordinating programs and events. One of the barriers to the success of these strategies is the lack of regional coordination. The byway can help bridge these challenges in many ways, not the least of which is that it links two counties and therefore it becomes in both counties’ best interest to jointly promote and coordinate. When would-be travelers to the Catskills explore online resources they are bombarded with an overwhelming amount of information, with each source rooted in its own geography or interest area, and in some cases there is competition at play. A scenic byway will not solve these age-old dilemmas of the Catskills, but it can help agglomerate available information -- and more importantly, package a traveling experience. As a tool of intermunicipal cooperation and promotion the byway will unite the critical players of the region who can work together intelligently and innovatively to promote shared assets. Travel packages should promote special deals and combine the right mix of resources so as to reinforce a positive experience in visitors’ minds. Such strategic and coordinated approaches can influence local businesses to invest in their facilities and improve the spectrum and availability of their offerings. Transcending

existing patterns of marketing – e.g. single-county or individual business promotion – will be keys to future success.

In terms of specific accommodations along the byway, the lack of restrooms and cell service have been identified as drawbacks for corridor travelers. It is also somewhat difficult for large events, such as conventions or tour buses, to be handled in the Central Catskills in terms of lodging, restaurants, and the provision of larger conference facilities.

In moving to remedy the restroom situation, a few sites have been suggested along the byway route, including one in the town of Olive, although maintenance of the facility is a concern. Another site – of the proposed Catskill Interpretive Center -- recently received federal funding that would be used to build a restroom, related subsurface infrastructure, as well as a modest visitors' center. As this Interpretive Center initiative advances, the designated scenic byway could seek additional funding to help meet these needs.

In terms of cell phone coverage, town officials have recently taken important steps to complete coverage along the interior section of the proposed byway. As of Summer 2012, according to the town of Shandaken's website, AT&T cell service is available along Route 28 from Broadstreet Hollow to Big Indian and along Route 42 to Westkill, and communications with other carriers is ongoing. The town of Shandaken, in partnership with the Collaborative, is also working to install wi-fi internet service at each of the four information kiosks being erected as part of its NYS-funded smart-growth initiative.

Experiences affiliated with larger scale visits from locally organized conferences to an influx of tour buses have exposed weaknesses in the ability of Central Catskills to accommodate associated patterns of visitation effectively. Limited capacities of restaurant and lodging facilities, less-than-optimal customer service, and the logistics of coordinating with the various facilities (e.g. restaurant, hotel) have contributed to such weakness. Again, an increase in regional coordination among the major players can work to improve existing situations through various means such as training programs for service people and coordinated dispersal of large groups. It is noted that any such weaknesses are minor in comparison to the region's great strength of having a rich diversity of smaller scale establishments that help make the region unique and exciting for the visitor.

Overall, the visitor's experience will be enhanced through coordinated marketing efforts between the Collaborative, the Delaware and Ulster County Tourism offices, the Central

Catskills Chamber, local businesses and tourism attractions, and other partners, such as the Catskill Watershed Corporation. Existing needs, such as restrooms, will be promoted by these partners and funding will be sought, as needed. In addition to the coordinated promotion avenues outlined above, the Collaborative and its partners will explore means of assessing visitors' experiences along the byway, such as by the use of surveys, and pursue ways to enhance those experiences.

Marketing and Promotion

> New opportunities for a community may result from the increased exposure a byway receives. This exposure can be gained in a number of ways, such as by targeted advertising campaigns, installation of byway signage, distribution of maps and trip planning brochures or developing pre-planned itineraries for bus tour companies. Outline the strategies you will use to market and promote the byway. You may find it desirable to recommend a strategy for monitoring the effectiveness of your marketing and promotion campaign.
> - NYS Scenic Byway Nomination Handbook

The Collaborative organized a working meeting focused on Marketing and Promotion and established seven recommendations. These recommendations are complementary with those put forth under Tourism Promotion above. An eighth recommendation was added following a presentation at a subsequent meeting to create a scenic byway driving tour.

1) Explore Utilization of the Parking Area East of Byway to Provide Byway Information

The Collaborative and meeting participants emphasized the need to provide the traveler with byway information near the beginning of the eastern gateway to the byway, preferably before the beginning. The Collaborative has identified the opportunity to use an existing parking/ information pull-off area located 7.5 miles east of the beginning of the proposed byway at RM 28/8601/2034. This parking area was established many years ago to provide information about the Catskill Park; however, only a small kiosk with minimal information exists. Additionally, there is no signage warning the motorist in advance of the approaching parking area. It is proposed to use this existing pull-off area (which is owned by NYSDOT) to provide travelers with byway related information and guidance on where to learn more about attractions along the corridor and in the

region, including the new kiosk on Route 28 in Mount Tremper at the site of the proposed Catskill Interpretive Center.

2) Create a Scenic Byway Brochure
After reviewing numerous examples from other byways, the Collaborative set this recommendation as a short-term, low-cost priority.

3) Create a Scenic Byway Website
During the workshop, various examples of scenic byway websites and website technologies were illustrated. Like the brochure, the Collaborative sees this recommendation as readily accomplishable with relatively little investment. Shortly after its formation, the Collaborative established a website that is incorporated in and hosted by the Central Catskills Chamber of Commerce website (www.centralcatskills.org) (http://co.centralcatskills.com/margaretvillechamber/V_Content.php?itm=CCC). In 2008, the architects of the chamber website addressed the Collaborative and demonstrated interactive tools that can be utilized to link aspects of the websites for each of the corridor communities. For example, if one town along the byway posts an event, it will be viewed by anyone who visits any one of the other town websites. The Collaborative will be further exploring this option and will develop a website that is conversant with the latest social media tools and networks (such as Facebook and Twitter). It was also stressed that byway marketing and promotion keep in step with the most up-to-date technologies, such as smart phones and i-pods.

4) Develop a Kiosk "Trail" to Inform Travelers
Central Catskill communities would very much like to have a series of informational and wayfinding points to aid and inform byway travelers. This desire is evident in the Shandaken, Olive, and Margaretville Smart Growth projects, where several kiosks are being developed. It is envisioned that other byway communities will establish similar information points, which could then be coordinated within the byway brochure, website, and signage system. While some of these kiosks will be located adjacent to the main highways at key intersections, others will be in downtown areas. This will improve awareness of the many resources in the corridor as well as those located at distance on the connecting roads. Efforts are being made to establish a consistent design vocabulary in both structure and display materials.

5) Hold and Coordinate Corridor-Wide Events throughout the Year
As mentioned in the inventory discussion, the Shandaken Artists Studio Tour and the Leaping Trout Project are thematic, corridor-wide initiatives that serve as examples and inspiration to develop additional events and to better market existing events, both individually and in concert. During peak seasons, many events are held on any given

weekend, while during quieter weekends there are little or no offerings. The byway and the Collaborative can market two or more simultaneous events as a package and can work to create activities during slower times. For example, a series of main street activities involving local businesses can be hosted by individual communities during winter weekends. This type of coordination will help build on existing successes and avoid duplication whenever possible.

6) Develop a Uniform and Comprehensive Signage System for Our Businesses, Cultural Attractions and Recreational Resources

As discussed in the Inventory and Stewardship sections, signage is critical to marketing the innumerable resources along the byway. In addition to recreational and cultural attractions there needs to be a coordinated system of Tourist Oriented Destination (TOD) signs. This coordination should begin with informational sessions, coordinated with DOT and DEC, for communities and businesses as to how the process works. This will assist in developing clusters of signs rather than the cumulative disorganization that has created visual distraction.

Logo design contest winner (left) being presented with award from Collaborative Chairman

7) Create a Scenic Byway Logo

This recommendation has been advanced and completed by the Collaborative (see logo). During the corridor management planning process, the Collaborative felt strongly about creating a logo and giving a name to the proposed byway. Both of these processes generated much public support and visibility for the project. A logo design committee drafted design contest rules and the competition was announced at the opening of the gallery exhibit in November 2010, *Historic Route 28, the Making of a Scenic Byway*. Seventeen entries were received, and the Collaborative received public input on the designs at the February 2011 meeting. The field was then narrowed to six and the Collaborative selected the winning logo on March 17. The winner received $100. The Collaborative also involved the public in helping to choose a name for the proposed byway, first collecting all suggestions then narrowing the field and making the final choice at the October 2010 meeting.

8) Create a Scenic Byway Driving Tour

This recommendation was added after a public presentation by a local audio-production professional. The project will educate and entertain travelers by including segments of recorded interviews with local historians, community leaders, and scientists; and both local music and regional sounds (e.g. waterfalls) are intended to be used. Topics

include regional and natural history, outdoor activities, landmarks, and perhaps information on lodging and other local businesses. The Collaborative unanimously passed a resolution in support of the project “to raise awareness of the proposed Catskill Mountains Scenic Byway, the Catskill Park, the New York City Watershed and its waterways, and related resources of the Route 28 corridor for the overall purposes of improving education, outreach, and access to these resources.” This support helped in securing a grant award from the NYS Council for the Humanities.

Resources Interpretation

The NYS Scenic Byway Nomination Handbook directs nominating groups to “Recommend locations for the placement of visitor centers, interpretive markers, interpretive brochure distribution points and other planned interpretive opportunities.”

For the proposed Catskill Mountains Scenic Byway the importance of resource interpretation and the relevant details have been emphasize throughout this CMP and are summarized here. This plan:

- Supports the development of both the Catskill Interpretive Center and the Water Discovery Center at the chosen locations – Mount Tremper and Arkville, respectively. The plan further supports cooperative efforts that will advance the establishment of these visitor facilities, or components thereof.

- Encourages the continued application of the new Catskill Park logo signs along Routes 28 and 28A, as well as adjacent county, town, and village roads, as appropriate. The Collaborative, as byway management entity, will continue to work with state, county, and local stakeholders to encourage and support the implementation of a complete system of signage that employs the new logo.

- Emphasizes the implementation of a system wayfinding signs for recreational resources, as well as tourism oriented destination signs that will identify businesses along and adjacent to the byway. The Collaborative will actively promote the implementation of these signs with the appropriate stakeholders.

- Encourages the continued development of a “kiosk trail” along the byway that will interpret the area’s resources and provide helpful information to travelers.

- In addition to improved agency (DOT and DEC) communications, supports increased dialogue between the Collaborative and local businesses to explore additional ways to enhance the provision of information and resources interpretation along the byway.

Financial Resources

This section outlines potentially available financial resources to help upgrade, develop, promote, and otherwise make the proposed scenic byway and its corridor available for its intended uses

To begin realizing the vision for the byway, the Collaborative is setting priorities among the recommendations. Low-cost, short-term projects -- the so called “low-hanging fruit” – will be pursued in the near term. The Collaborative has also agreed that if designation is granted, the installation of signage for the scenic byway becomes a top priority. Promotional brochures and a website are also relatively low-cost measures that can increase visitation, which in turn can support local businesses. A number of the recommendations will be advanced through partnerships meetings of the Collaborative; and the Catskill Center, per the Collaborative’s establishing resolution, has agreed to convene these meetings on a regular basis.

In terms of financial resources, the Federal Highway Administration’s yearly request for applications under of the National Scenic Byways Program has been consistent. The Collaborative envisions application to this program post-designation, and the priority project(s) will be developed for the submission at that time.

The Collaborative also envisions additional partnership projects on applications to the Ashokan Watershed and East Branch (Pepacton) Watershed Stream Management Programs. The Catskill Interpretive Kiosk (discussed in the Corridor-Wide Inventory section) is a model partnership project that was funded in part by the Ashokan stream program. Many of the recreational access improvement sites, currently being identified by both stream programs, are other funding avenues that will support byway goals. As available, funds for administration and stewardship under such projects will be pursued. The Esopus-Delaware Corridor Revitalization Strategy is being funded by the NYS LWRP (Local Waterfront Revitalization Program), and once the plan is completed, identified goals in the plan become eligible for additional rounds of funding. The goals under this project are expected to be related to the revitalization of downtown waterfronts -- another untapped area of potential along the byway.

During the Tourism Development meeting, both county tourism directors (Delaware and Ulster) made it clear that matching funding opportunities under the **I Love NY Tourism** program could help support the byway. In fact, the byway is a prime vehicle for attracting such funds because it helps develop a common theme in both counties. Common-theme strategies can be expanded to include the other Catskill counties (Greene and Sullivan) where designated scenic byways are also present. A recent campaign promoted the ski areas in all four of counties, offering discount passes and encouraging visitors to circulate throughout the Catskills to experience each of the venues. In like fashion, the scenic byways of the Catskills can become an ideal tool to promote regional tourism, an activity that is favored under I Love NY Tourism.

Other byway funding opportunities being considered by the Collaborative include the **NYS Department of State Local Government Efficiency Program**, which offers competitive grants to local governments for the development of projects that will achieve savings and improve municipal efficiency through shared services, cooperative agreements, mergers, consolidations and dissolutions. As the Collaborative advances and solidifies its status as a management entity, it will be exploring how cooperative structuring and programming for the byway could be funded under this program, which requires demonstrated cost savings.

In terms of smart growth, a second round of funding was provided to communities in the Adirondack Park; the Collaborative, working with regional partners, will explore opportunities for additional smart growth funding to support the byway and the Catskill Park.

Private funding is also expected to play a role in support of the byway. A donor has already pledged support for the wayfinding sign project discussed in the Stewardship section. The donor, a local business owner, is also soliciting other area business owners for support. And, as explained below, the Catskill Center and the Central Catskills Chamber are examining a forthcoming foundation-funding opportunity to support the management entity of the byway.

The Collaborative will also explore and additional municipal funding for planning and project implementation related to NYC Watershed programs. As a product of the Watershed Agreement, the NYS Department of State Master Planning and Zoning Incentive Award Program offered Watershed municipalities several rounds of funding to explore land use tools and strategies that support both qualified economic development and watershed protection. Although this program fulfilled its Watershed Agreement, shifted to the East-of-Hudson Watershed, there is still a need for communities in the West-of-Hudson (WOH) Watershed to have this type of assistance under the evolving

Watershed Agreement. The successor WOH program -- the Local Technical Assistance Program, administered by the Catskill Watershed Corporation -- has been discontinued. It is clear that planning and development in the NYC Watershed is unique in that it requires not only innovative approaches, but resources that make such projects as the scenic byway sustainable. If these programs are not continued, it is possible to explore new avenues to meet the needs of Watershed communities with the New York City Department of Environmental Protection and the Catskill Watershed Corporation.

Support and Implementation

To illustrate how the byway can continue over time, this section outlines how the Central Catskills Collaborative can be strengthened and formalized to become the capable byway management entity.

The planning process for the development of this CMP has strengthened intermunicipal cooperation, involved numerous key partners and the public, and solidified an overall vision for the byway. The Collaborative recognizes that, in nominating this byway, they have demonstrated the requisite strong and sustainable teamwork that is necessary to support the byway in the long term. The Collaborative also recognizes that a more definitive structure of management and support must accompany the strengths that they have so ably exercised. In furtherance of this need, the Collaborative devoted a meeting exclusively to exploring management options. Management structures in CMPs for four byways (three designated; one proposed) were examined and considered. Attendees divided into four groups and were asked to consider pros and cons of each management structure, how the structures could inform this project, and to present recommendations for the CMP.

The exercise yielded helpful findings. Although strong participation from each municipality has reinforced the Collaborative as a beneficial regional entity, municipal leaders are generally unable to contribute monetary resources to a future intermunicipal management entity. However, continued in-kind support and participation to strengthen the Collaborative remains firmly pledged. The option of forming a new non-profit organization was not favored; however, working with an existing non-profit was viewed positively and builds logically on the partnership-oriented progress that has been achieved. Discussions noted that there are already numerous non-profit organizations in the Catskills and creating another one could increase competition and would come with additional requirements.

Given the results of the exercise, the Catskill Center and the Central Catskills Chamber of Commerce emerged as two regional entities that could join with the Collaborative to provide the needed managerial support. These organizations, however, would need the additional resources to effectively assume the duties and help the management entity

thrive by tapping into additional resources. In support of this option, the Catskill Center developed two funding proposals to help realize such a future partnership; however, neither was successful. A new proposal with the Chamber of Commerce is being considered. Funding support notwithstanding, the following steps are proposed to strengthen and formalize the Collaborative and provide administrative support. In addition to developing a structure for the management entity, these steps could also -- in the long term -- initiate the beginnings of a more encompassing regional entity anchored by the local municipalities. Such a larger entity would strengthen existing partnerships and likely increase the opportunities for financial support.

- Transition the Collaborative and its advisory members from the nominating committee to a formalized board of directors that will guide and sustain the scenic byway. (Note, the Collaborative, or any future Catskill Mountains Scenic Byway management entity, will remain an advisory entity only; the Collaborative is not now and will not become an entity that has any regulatory power in itself or over any state, county, town, or village local government, agency, board, or committee).
- Draft and adopt a Memorandum of Understanding between the Collaborative and the supporting organization (e.g. the Catskill Center and/or Central Catskills. Chamber and/or other organization) to jointly serve as the management entity
- Create a set of bylaws to guide the procedures of byway management entity.
- Pursue funding opportunities to implement the scenic byway corridor management plan and sustain the newly formed management entity

Proposed Management Entity Board of Directors

(Note: the following composition of the management entity is only proposed at this time; details such as membership, weighted representation, bylaws, and other specifics will be developed after the nomination is submitted. Elected officials along the byway corridor have expressed much interest in the composition of the management entity, and future meetings are expected to focus on these details).

President (1), Vice President (1), Secretary (1), Treasurer (1)

Board of Directors (voting members)
Town of Andes (1)
Town of Middletown (1)
Town of Olive (1)
Town of Shandaken (1)
Village of Fleischmanns (1)
Village of Margaretville (1)

Advisory Members (non-voting)

- NYS DEC (1)
- NYS DOT (1)
- NYC DEP (1)
- Central Catskills Chamber of Commerce (1)
- Ulster County Tourism (1)
- Delaware County Tourism (1)
- Delaware and Ulster Railroad (1)
- Catskill Mountain Railroad (1)
- Catskill Mountain Club (1)

Transportation Safety

Inventory

NYSDOT Regions 8 and 9 provided traffic and accident data for Routes 28 and 28A. The Annual Average Daily Traffic (AADT) for Route 28 in Ulster County is as follows:

Rt 375 to Reservoir Rd (Winchell Cors)	2005	9,790
Reservoir Rd (Winch Cors) to Rt 28A (Boiceville)	2005	7,820
Rt 28A (Boiceville) to Rt 212	2005	6,550
Rt 212 to Rt 214	2006	5,580
Rt 214 to Rt 42	2008	4,010
Rt 42 to Co Rt 47	2006	2,940
Co Rt 47 to Delaware Co Line	2006	2,880

For Route 28A, AADT data indicates that the western portion near Boiceville is 860; 600 in the central portion near the Olive-Marbletown line, and 1480 on the eastern portions, including the section of the proposed scenic byway.

In Delaware County, AADT for Route 28 at the Ulster-Delaware is 2950; 3950 from Fleischmanns to Arkville; 5200 from CR 38, Arkville through Bridge Street, Margaretville; 2100 from Bridge Street to Fair Street; and 1260 from Fair Street to downtown Andes.

AADT data for Route 28 in Ulster County indicates a consistent decrease in volume from east to west. In Delaware County, the significant rise in AADT in the Margaretville-Arkville area is accompanied by an otherwise decrease in volume from Fleischmanns to Andes. It is likely that the higher AADT in the Margaretville area can be partially attributed to daily commutes to and from the Margaretville area, especially from State Route 30 to the north. On Route 28A the rise in AADT on the western portion may be attributed to commutes to and from Ulster County 42.

Overall, the data for Routes 28 and 28A reflect lower volumes and fewer accidents than other busier roads in the greater region. From December 1, 2006 through November 30, the accident rate for the Ulster County portion of the Route 28 proposed byway is 2.1 per million vehicle miles; whereas the expected rate for a free access two-lane undivided highway is 2.4 per million vehicle miles (2009). This portion of highway during the same time period had three fatal accidents with causes listed as driving while intoxicated, animal action, and driver inexperience – three factors that highway design does not have direct influence over. No accident patterns were detected among the data (11/2006 -11/2009) for this portion of the proposed scenic byway; however, more recently a detailed study was commissioned for Route 28 in the town of Olive.

The results of this study were summarized in a letter to the town of Olive dated January 27, 2012 from William Gorton, Acting Regional Commissioner, NYSDOT Region 8. DOT reviewed and analyzed the most recent three-year accident history, and field reviewed the existing traffic control devices, roadway geometrics and physical conditions, and observed the existing traffic flow at certain locations. The majority of accidents were vehicle/ animal crashes, while the second most prevalent type of accident was rear-end type crashes. Data from accidents did not indicate a pattern at a particular location. At one accident location, although sight distance is adequate, DOT indicated that they would install intersection warning signs in both directions. DOT also said that they would request that the Ulster County Traffic Safety Board would arrange to place a speed trailer at certain locations on Route 28 to emphasize the actual speeds motorists are travelling.

Traffic and accident data for Routes 214 and 42 were also reviewed and were found to be consistent with other sections of the proposed byway; nothing out of the ordinary in terms of “hot spots” for accidents or traffic issues due to roadway infrastructure, signs and the like were detected.

Both Route 28 in Delaware County (to Andes) and Route 28A also had low traffic volumes and accident rates in the same three-year span. Only one fatality occurred on each of these sections, neither of which was attributed to highway design and safety or affiliated with any pattern of incidence. Animal related accidents (i.e. deer) were a relatively consistent factor throughout the examined data.

In terms of public transportation, the Ulster County Area Transit service runs seven roundtrips from Kingston to the Pine Hill area during the weekends; two round trips on Saturday; and one on Sunday. The Trailways bus company serves the entire corridor with three or four buses running to and from Kingston daily and additional buses available on Fridays and Sundays. It is noted that the route departs from Route 28,

following Route 375 in West Hurley to Woodstock, then returning to Route 28 in Mount Tremper (and vice-versa).

The Collaborative formed a transportation committee and reached out to each of the highway superintendents in the seven municipalities and the two counties. In the correspondence, a map of the proposed scenic byway and the Transportation Safety guidance from the NYS Scenic Byway Nomination Handbook were provided, and input on any transportation issues or concerns was solicited.

Planning Process

Several transportation topics were discussed at Collaborative meetings during the nomination process. The deteriorated condition of Route 28 from Mount Tremper to a point west of Phoenicia was a primary concern; however, this section has been repaved. The condition of the roadways and shoulders is critical to the success of this scenic byway for safety, as well as aesthetic and recreational reasons. Route 28 in Ulster County is a designated bike route however signage and width of shoulder vary during the course of the route. The Collaborative would like to work with DOT to explore ways to improve safety and enhance recreation along the main route of the byway. Members of the Collaborative attended a Catskill Stakeholders meeting organized by NYS DOT in June 2009 to discuss and advance a series of transportation related topics and projects, including the promotion and safety of bike routes. As discussed within the *Stewardship* section of this plan, these stakeholder meetings should continue in order to assist in achieving objectives of this plan and to meet the Collaborative's overall recommendation of communicating regularly with NYS DOT and DEC.

One of the outcomes of the June 2009 meeting was to pursue the completion of the Catskill Park Guidelines, a goal that is outlined under the *Stewardship* section of this plan. Catskill communities would like the Catskill Park to have its own set of guidelines in order to advance more consistency and predictability during highway repair and improvement projects. Another agreed upon strategy, suggested by DOT, was to explore the completion of a GPS inventory of infrastructure along the byway with the assistance of student interns. This type of project, which was successful along highways in the Adirondack Park and would collect information on culverts and bridges, would be of great benefit to Route 28 in the Central Catskills. As discussed in the Shandaken inventory section, representatives from the DOT and the Nature Conservancy made

presentations to the Collaborative about animal migration and species continuity across the corridor. Because culverts and bridges are primary means through which animals migrate under the roadway, knowing the size, location, and number of these structures can help highway managers make informed decisions over time. Highway design features and signage could support these efforts and could assist in preserving the integrity of the greater ecosystem that is divided only by the highway in sections of Shandaken. The contiguous forest blocks in the Central Catskills are some of the largest in the High Allegheny Plateau Region. Exploring ways to facilitate animal migration and biotic connectivity -- along with improved interpretive and promotional signage, enhanced bike routes, and the adoption of guidelines for state highways in the Park – will assist in restoring the integrity and safety of the byway.

ehow.co.uk

The Collaborative would also like to consider improving the streetscape along Route 28 between Arkville and Margaretville and in other locations where it is appropriate. The Arkville-Margaretville section does not have sidewalks yet it is frequently used by pedestrians. There are also numerous businesses and offices along with multiple points of ingress and egress. Over time, this strip has developed to the point where it now connects the two hamlets, so the addition of sidewalks and streetscape elements, and the incorporation of access management techniques will serve to improve efficiency, safety, and aesthetics in the coming years. The context sensitive design work that was complete in downtown Andes several years ago is frequently cited an illustrative model for other corridor communities.

Arkville

Andes

As discussed in the Corridor Wide Inventory section, the Ulster & Delaware Corridor is a major transportation asset along a significant portion of the byway. Any improvements in the connectivity and continuity of the former U&D corridor will support the economic revitalization of the Central Catskills and offer alternative modes of transportation. This

plan does not emphasize one mode of travel (rail or non-motorized trail) over another, but supports efforts that lead to greater usage and connection along the overall corridor, including multi-modal opportunities and programs that involve pedestrians, cyclists, train passengers, river paddlers, or other combinations of users.

Other projects that can be pursued through cooperation between DOT and the byway municipalities include the development of a bicycle and pedestrian master plan; and the Improvement of utilization of existing turnouts and rest areas and creation of new areas as needed.

Summary of Recommendations

In realizing the vision for the byway, numerous principles, strategies, and actions have been proposed throughout this plan. This section encapsulates these recommendations and illustrates a series of corridor wide objectives that will advance the byway vision.

- Reinforce downtown areas and support local businesses by routing the scenic byway along the main streets of Phoenicia, Pine Hill, Fleischmanns, and Margaretville.

- Improve the appearance and functionality of areas along Route 28 where there are existing concentrations of businesses, pedestrians and automobile traffic. Specifically, ways to improve pedestrian friendliness and implement context sensitive design should be pursued where appropriate.

- Make regional connections with other byways and other potential byways. Route 214 from Phoenicia to Lanesville will connect with the proposed Mountain Cloves Scenic Byway; Route 42 from Shandaken to the Greene County line is a scenic arm of this proposed byway that could be linked with future byway efforts in Greene County.

- Improve the interpretation of the Catskill Park and the New York City Watershed for byway travelers. This includes supporting the construction of the Catskill Interpretive Center and Water Discovery Center; developing a system of wayfinding signage for outdoor public resources adjacent to the byway; establishing a kiosk “trail”; and developing more interpretive information at specific watershed sites such as the Ashokan Reservoir and the Shandaken Tunnel outlet.

- Improve access to waterways to increase outdoor recreation, support local businesses, and provide greater awareness of and appreciation for our stream systems and the watershed.

- Implement a system of wayfinding signs for state resources along the byway, including hiking trailheads, public fishing areas, and campgrounds.

- Pursue the established and relevant objectives of corridor-wide and local planning efforts as they relate to realizing the vision of the scenic byway (e.g. the Catskill Forest Preserve Public Access Plan; the Tourism Development Plan for the Central Catskills; and Stream Management Plans).

- Strengthen the intermunicipal cooperation of the Collaborative by formalizing the group as the byway management entity; forming a partnership with an area organization; pursuing funding opportunities to implement the scenic byway corridor management plan and sustain the management entity; and by serving as a proactive example of regional collaboration.

- Work in cooperation with stakeholders to support and realize greater usage of the former Ulster & Delaware Railroad corridor.

- Continue to explore partnerships with educational institutions to advance components of the corridor management plan.

- Communicate regularly with NYS DOT and DEC to implement outstanding recommendations from existing plans and work in partnership on future management and public access projects, such as:

  - Complete and implement DOT's *Guidelines for the Catskill Park*;
  - Implement a system of wayfinding signs for state resources along the byway;
  - Facilitate the changeover to the new Catskill Park logo signs along the byway;
  - Pursue improved sign management strategies and implement a system of tourism oriented destination (TOD) signs;
  - Explore improved utilization of existing turnouts and rest areas and creation of new areas as needed;
  - Improve signage and markings for existing bike routes and explore the creation of new bike routes.

- Explore with NYCDEP and other parties the use of lands along the Ashokan Reservoir for purposes other than fishing.

- Work to create multiple modes of transportation options – improved bike routes, utilization of the RR corridor, public transportation, jitneys and shuttles, and multi-modal opportunities for recreation.

Stewardship

- Conduct a comprehensive inventory and analysis of land use tools in the seven municipalities along the byway

- With byway partners, coordinate public events and land use training sessions on byway related topics such as context sensitive design, access management, design guidelines, and site plan review.

- Consider the establishment of non-regulatory NYS Route 28 Development Guidelines.

- Encouraging Growth in Hamlets and Villages.

- Conduct locally driven viewshed inventories and analyses.

Tourism Development

- Integrate the scenic byway within county tourism marketing plans and develop travel “packages” and messaging for byway attractions.

- Promote common (and diverse) themes along the byway to help support longer and repeated visits by travelers.

- Increase the online presence of the byway among the websites of the two counties and the Collaborative and take advantage of emerging phone technologies.

- Advance byway promotion efforts beyond the two counties to include the other two counties (Greene and Sullivan) in the designated Catskill Region tourism promotion area.

- Once approved, use the Bobcat logo of the byway to develop new marketing strategies and integrate it with other regional brands.

- Include the byway in NYC-based marketing efforts.

- Foster increased regional coordination among chambers of commerce, lodging establishments, tourism destinations, and regional organizations for improving

visitor accommodations along the byway and strengthening relationships among businesses.

Marketing and Promotion

- Explore utilization of the parking area (east of proposed beginning of byway at RM 28/8601/2034) to provide byway information
- Create a Scenic Byway Brochure
- Create a Scenic Byway Website
- Develop a Kiosk “Trail” to Inform Travelers
- Hold and Coordinate Corridor-Wide Events throughout the Year
- Develop a Uniform and Comprehensive Signage System for Our Businesses, Cultural Attractions and Recreational Resources
- Create a Scenic Byway Driving Tour

Resources Interpretation

- Support the development of both the Catskill Interpretive Center and the Water Discovery Center at the chosen locations (Mount Tremper and Arkville) respectively; and support cooperative efforts that will advance the establishment of these visitor facilities, or components thereof.
- Encourage the continued application of the new Catskill Park logo signs along Routes 28 and 28A, as well as adjacent county, town, and village roads.
- Work with DOT and DEC and other stakeholders to implement a system of wayfinding signs for recreational resources, as well as tourism oriented destination signs that will identify businesses along and adjacent to the byway.
- Encourage the continued development of a “kiosk trail” along the byway that will interpret the area’s resources and provide helpful information to travelers.
- In addition to improved communications with agencies (DOT and DEC), support increased dialogue between the Collaborative and local businesses to explore

additional ways to enhance the provision of information and resources interpretation along the byway.

Support and Implementation

- Transition the Collaborative and its advisory members from the nominating committee to a formalized board of directors that will guide and sustain the scenic byway. (Note, the Collaborative will remain an advisory entity only; it is understood that the Collaborative is not now or will not become an entity that has any regulatory power in itself or over any state, county, town, or village local government, agency, board, or committee).

- Draft and adopt a Memorandum of Understanding between the Collaborative and the supporting organization (e.g. the Catskill Center and/or Central Catskills. Chamber and/or other organization) to jointly serve as the management entity.

- Create a set of bylaws to guide the procedures of byway management entity.

- Pursue funding opportunities to implement the scenic byway corridor management plan and sustain the newly formed management entity

Review of Draft Corridor Management Plan

The first draft CMP was completed in September 2011 and distributed to regular and advisory members of the Collaborative for review. It was then presented to the governing boards of along the byway route for adoption. Several elected officials provided comments and posed questions on the content of the draft, as well as on the nature of the NYS Scenic Byways Program in general. Additional information and answers were provided by the Collaborative to these municipal boards at meetings of the local governments, at three additional meetings organized by the Collaborative, and through written materials. Two of the meetings featured speakers from NYSDOT and NYSDEC, who presented, clarified, and fielded questions on topics which included signage, funding programs, home-rule, SEQR, and the scenic byway de-designation process.

Based on the review process, several revisions have been incorporated into this preliminary final draft. These revisions reinforce existing language for clarity, remove superfluous or confusing language, and address specific questions, concerns, or suggestions. The nature of the revisions to the CMP are minor and supplemental and do not necessitate reconsideration of the nominating resolution by the governing boards who have already adopted this resolution. Additionally, to provide reassurance to local

governments regarding a scenic byway's relationship to home rule and the future role of the "management entity", the following statement is incorporated in this CMP:

> In no way does any part of this corridor management plan, the Catskill Mountains Scenic Byway, or the Central Catskills Collaborative, impede, limit, or supersede a local municipality's home rule authority (the ability to adopt its own local laws under NYS Municipal Home Rule Law).

Conclusion

This plan presents a concerted expression of many of the region's intrinsic qualities and aims to improve the economic well being of the Central Catskills by enhancing and promoting a unique traveling experience. The plan combines the individual historical, cultural, recreational, and scenic resources within the overall byway scheme, while the collective energies of the involved local governments, public agencies, non-profit organizations, and citizens illustrate regional cooperation. This cooperation is focused through the plan's vision, articulated in proposed actions, reinforced through an interactive review process, and backed by forward looking commitment.

Project organizers recognize that, although much has been accomplished in completing this plan, the tasks of implementing its recommendations are just beginning. It is also recognized that the plan's tourism oriented goals do not encompass the full economic spectrum (nor are they intended too); however, the plan seeks to help maximize the great potential of place-based tourism in the Central Catskills by strengthening awareness and appreciation of existing and unique resources. By linking the parts to a whole through the byway and improving marketing, tourism will have positive secondary effects on the region's economy. For example, there remain wide-ranging possibilities for developing thematic drives or "trails" and one-of-kind events centered on the arts, outdoor recreation, local history, and other sectors identified in this plan. Such activities will increase visitation and bolster local businesses. To the extent these activities are already happening, scenic byway designation – along with visitor guidance services and promotional information -- will help build their momentum.

As outlined in the vision for the Catskill Mountains Scenic Byway and throughout this plan, the Central Catskills have an abundance of scenic beauty, clean waterways, dark skies, traditional settlement patterns, and a sense of community. Many residents appreciate these qualities and feel fortunate to live here but also recognize or experience the economic challenges of the area. A group of these residents, led by the efforts of the Central Catskills Collaborative and local government officials, have worked diligently in crafting this plan as a tool for leveraging regional assets over time. In doing so, the six-community nominating committee and all those who have contributed to this

CMP have realized the value of working together and have demonstrated the success of partnerships. These partnerships need to continue and strengthen – at the local and regional levels through relationships with businesses, tourism promotion agencies, area organizations and other stakeholders; and at the state level by building upon partnerships with the NYS Scenic Byway Program and the NYS DOT and DEC. Motivated by the completion of this CMP and inspired by the great assets of the Central Catskills, we look forward to continuing the journey in reaching the potential of the Catskill Mountains Scenic Byway.

Endnotes

[1] Haring, H. A. Our Catskill Mountains. 1931. G.P. Putnam's Sons. p. 295.
[2] Route 28 Is Wide Enough, Catskill Mountain News, August 12, 1938.
[3] Scharpf, Rob. Route 28: A Mile-by-Mile Guide to New York's Adventure Route. 1998. Big Pencil Publishing, Melbourne, FL.
[4] Kingston Daily Freeman, December 24, 1945.
[5] 'Summit' suggested for Route 28 Corridor Oneonta Daily Star, January 22, 1994.
[6] Resource Protection and Economic Development Strategy for the Route 28 Corridor. Route 28 Corridor Committee. March 1994. Preface excerpt.
[7] Ibid. pp. 6-7.
[8] New York City Watershed Memorandum of Agreement. Article V. 131.
[9] West of Hudson Economic Development Study for the Catskill Watershed Corporation. Hamilton, Rabinovitz & Alschuler, et. al. 1999.

Appendix 1 – Municipal Nominating Resolutions

Resolution for Catskill Mountains Scenic Byway Nomination and Corridor Management Plan Adoption

WHEREAS, the scenic qualities of New York State Routes 28 and 28A and the surrounding mountains, valleys, and hamlets have been appreciated and celebrated for over a century by the residents of the Central Catskills, as well and tourists, artists, authors, poets and other visitors to the region; and it is this unique combination of mountain scenery, pristine waterways, historic hamlets that create the special sense of place that is vital to the economic health of the Central Catskills;

WHEREAS, the Central Catskills Collaborative, comprised of representatives of the seven municipalities along the proposed scenic byway route, committed to work cooperatively to protect and promote the scenic, cultural, historic, and economic well being of the Route 28 Corridor and the Central Catskills and agreed to pursue the nomination of the Catskill Mountains Scenic Byway;

WHEREAS, under the leadership of the Central Catskills Collaborative, each of the seven communities contributed to the development of this corridor management plan by forming local byway groups, encouraging public participation and leading individual meetings of the Collaborative;

WHEREAS, the advisory committee of the Central Catskills Collaborative, consisting of representatives from state, county, and city agencies, tourism organizations, the regional chamber of commerce, and an outdoor recreation organization has strengthened partnership and the development of the corridor management plan;

WHEREAS, in the process of developing this corridor management plan, the Central Catskills Collaborative has strengthened the bonds of intermunicipal cooperation and the involved communities envision further benefit through scenic byway designation including sustained collaborative progress, increased funding opportunities for recommendations identified in the plan, enhanced partnerships with agencies responsible for the stewardship of resources along and adjacent to the byway route, and an improved transportation experience that preserves, interprets, and promotes the corridor's intrinsic qualities and resources;

NOW, THEREFORE, BE IT RESOLVED, that the ***[Town/ Village of _____]*** supports the designation of the Catskill Mountains Scenic Byway as defined above and in the Catskill Mountains Scenic Byway Corridor Management Plan and adopts said plan which includes programs for stewardship and enhancement of the scenic byway and guidance to manage future activities along its corridor;

BE IT FURTHER RESOLVED, that the ***[Town/ Village of _____]*** confirms that they will not issue building permits or any other permits or other permission to construct new outdoor advertising off-premise signs along the designated Byway route; and

BE IT FURTHER RESOLVED, that the ***[Town/ Village of _____]*** will work in partnership with the six other municipalities of the Central Catskills Collaborative and local and regional stakeholders in order to support future Byway program development and collaborate with these interested entities to explore opportunities for cooperation and methods to advance the Scenic Byway;

I, ***[_____, Town/Village]*** Clerk of the [***Town/ Village of _____],*** Greene County, certify that this resolution was adopted by the ***[Town/ Village of _____]*** Board on the meeting of ***[DATE]***.

_____

_____, ***[Town/ Village]*** Clerk

Resolution/Catskill Mountain Scenic Byway Nomination and Corridor Management Plan Adoption

At the Village Board Meeting
Of the Village of Fleischmanns, New York
Held at the Skene Memorial Library on
Monday, November 21, 2011 and

Upon motion made by Fred Woller and seconded by Harriet L. Grossman, the following resolution was duly adopted:

Whereas, the scenic qualities of New York State Routes 28, 28A, 214, and 42, as described in the plan, and the surrounding mountains, valleys, and hamlets have been appreciated and celebrated for over a century by the residents of the Central Catskills, as well and tourists, artists, authors, poets and other visitors to the region; and it is this unique combination of mountain scenery, pristine waterways, historic hamlets that create the special sense of place that is vital to the economic health of the Central Catskills;

Whereas, the Central Catskills Collaborative, comprised of representatives of the seven municipalities along the proposed scenic byway route, committed to work cooperatively to protect and promote the scenic, cultural, historic, and economic well being of the Route 28 Corridor and the Central Catskills and agreed to pursue the nomination of the Catskill Mountains Scenic Byway;

Whereas, under the leadership of the Central Catskills Collaborative, each of the seven communities contributed to the development of this corridor management plan by forming local byway groups, encouraging public participation and leading individual meetings of the Collaborative;

Whereas, the advisory committee of the Central Catskills collaborative, consisting of representatives from state, county, and city agencies, tourism organizations, the regional chamber of commerce, and an outdoor recreation organization has strengthened partnership and the development of the corridor management plan;

Whereas, in the process of developing this corridor management plan, the Central Catskills Collaborative has strengthened the bonds of intermunicipal cooperation and the involved communities envision further benefit through scenic byway designation including sustained collaborative progress, increased funding opportunities for recommendations identified in the plan, enhanced partnerships with agencies responsible for the stewardship of resources along and adjacent to the byway route, and an improved transportation experience that preserves, interprets, and promotes the corridor's intrinsic qualities and resources;

Now, Therefore, Be It Resolved, that the Village of Fleischmanns supports the designation of the Catskill Mountains Scenic Byway as defined above and in the Catskill Mountains Scenic Byway Corridor Management Plan and adopts said plan which includes programs for stewardship and enhancement of the scenic byway and guidance to manage future activities along its corridor;

Be It Further Resolved, that the Village of Fleischmanns confirms that they will not issue building permits or any other permits or other permission to construct new outdoor advertising off-premise signs along the designated Byway route; and

Be It Further Resolved, that the Village of Fleischmanns will work in partnership with the six other municipalities of the Central Catskills Collaborative and local and regional stakeholders in order to support future Byway program development and collaborate with these interested entities to explore opportunities for cooperation and methods to advance the Scenic Byway;

Lorraine DeMarfio, Village Clerk
Village of Fleischmanns

Dated: Nov. 21, 2011

State of New York)
)ss:
County of Delaware

I, Lorraine DeMarfio, Village Clerk of the Village of Fleischmanns, New York, do hereby certify that the foregoing is a true and correct transcript of a resolution adopted by the Board of Trustees of the Village of Fleischmanns, New York on November 21, 2011 and the whole thereof.

Lorraine DeMarfio, Village Clerk
Village of Fleischmanns

Motion made by Fred Woller to adopt the above resolution. Motion seconded by Harriet L. Grossman. Fred Woller-Aye. Harriet L. Grossman-Aye. David Morell-Aye. Todd Pascarella-Aye. Benjamin Fenton-Aye. All in favor. Motion so carried.

Resolution for Catskill Mountains Scenic Byway Nomination and Corridor Management Plan Adoption

WHEREAS, the scenic qualities of New York State Routes 28, 28A, 214, and 42, as described in the plan, and the surrounding mountains, valleys, and hamlets have been appreciated and celebrated for over a century by the residents of the Central Catskills, as well and tourists, artists, authors, poets and other visitors to the region; and it is this unique combination of mountain scenery, pristine waterways, historic hamlets that create the special sense of place that is vital to the economic health of the Central Catskills;

WHEREAS, the Central Catskills Collaborative, comprised of representatives of the seven municipalities along the proposed scenic byway route, committed to work cooperatively to protect and promote the scenic, cultural, historic, and economic well being of the Route 28 Corridor and the Central Catskills and agreed to pursue the nomination of the Catskill Mountains Scenic Byway;

WHEREAS, under the leadership of the Central Catskills Collaborative, each of the seven communities contributed to the development of this corridor management plan by forming local byway groups, encouraging public participation and leading individual meetings of the Collaborative;

WHEREAS, the advisory committee of the Central Catskills Collaborative, consisting of representatives from state, county, and city agencies, tourism organizations, the regional chamber of commerce, and an outdoor recreation organization has strengthened partnership and the development of the corridor management plan;

WHEREAS, in the process of developing this corridor management plan, the Central Catskills Collaborative has strengthened the bonds of intermunicipal cooperation and the involved communities envision further benefit through scenic byway designation including sustained collaborative progress, increased funding opportunities for recommendations identified in the plan, enhanced partnerships with agencies responsible for the stewardship of resources along and adjacent to the byway route, and an improved transportation experience that preserves, interprets, and promotes the corridor's intrinsic qualities and resources;

NOW, THEREFORE, BE IT RESOLVED, that the Town of Middletown supports the designation of the Catskill Mountains Scenic Byway as defined above and in the Catskill Mountains Scenic Byway Corridor Management Plan and adopts said plan which includes programs for stewardship and enhancement of the scenic byway and guidance to manage future activities along its corridor;

BE IT FURTHER RESOLVED, that the Town of Middletown confirms that they will not issue building permits or any other permits or other permission to construct new off-premise outdoor advertising signs along the designated Byway route; that off-premise

tourism oriented directional signage on state highways will be in compliance with the NYS Department of Transportation's Tourist Oriented Destination Sign (TODS) program, and that off-premise directional signage on any County and local roads along the designated Byway route will be consistent with the state TODS program; and

BE IT FURTHER RESOLVED, that the Town of Middletown will work in partnership with the six other municipalities of the Central Catskills Collaborative and local and regional stakeholders in order to support future Byway program development and collaborate with these interested entities to explore opportunities for cooperation and methods to advance the Scenic Byway;

I, Patricia F. Kelly, Town Clerk of the Town of Middletown, County of Delaware, certify that this resolution was adopted by the Town of Middletown Town Board on the 10th of January, 2012.

Patricia F. Kelly

Patricia F. Kelly,
Town Clerk,
Town of Middletown

Resolution for Catskill Mountains Scenic Byway Nomination and Corridor Management Plan Adoption

WHEREAS, the scenic qualities of New York State Routes 28, 28A, 214, and 42, as described in the plan, and the surrounding mountains, valleys, and hamlets have been appreciated and celebrated for over a century by the residents of the Central Catskills, as well and tourists, artists, authors, poets and other visitors to the region; and it is this unique combination of mountain scenery, pristine waterways, historic hamlets that create the special sense of place that is vital to the economic health of the Central Catskills;

WHEREAS, the Central Catskills Collaborative, comprised of representatives of the seven municipalities along the proposed scenic byway route, committed to work cooperatively to protect and promote the scenic, cultural, historic, and economic well being of the Route 28 Corridor and the Central Catskills and agreed to pursue the nomination of the Catskill Mountains Scenic Byway;

WHEREAS, under the leadership of the Central Catskills Collaborative, each of the seven communities contributed to the development of this corridor management plan by forming local byway groups, encouraging public participation and leading individual meetings of the Collaborative;

WHEREAS, the advisory committee of the Central Catskills Collaborative, consisting of representatives from state, county, and city agencies, tourism organizations, the regional chamber of commerce, and an outdoor recreation organization has strengthened partnership and the development of the corridor management plan;

WHEREAS, in the process of developing this corridor management plan, the Central Catskills Collaborative has strengthened the bonds of intermunicipal cooperation and the involved communities envision further benefit through scenic byway designation including sustained collaborative progress, increased funding opportunities for recommendations identified in the plan, enhanced partnerships with agencies responsible for the stewardship of resources along and adjacent to the byway route, and an improved transportation experience that preserves, interprets, and promotes the corridor's intrinsic qualities and resources;

NOW, THEREFORE, BE IT RESOLVED, that the Village of Margaretville Board of Trustees supports the designation of the Catskill Mountains Scenic Byway as defined above and in the Catskill Mountains Scenic Byway Corridor Management Plan and adopts said plan which includes programs for stewardship and enhancement of the scenic byway and guidance to manage future activities along its corridor;

BE IT FURTHER RESOLVED, that the Village of Margaretville Board of Trustees confirms that they will not issue building permits or any other permits or other permission to construct new off-premise outdoor advertising signs along the designated

Byway route; that off-premise tourism oriented directional signage on state highways will be in compliance with the NYS Department of Transportation's Tourist Oriented Destination (TODS) program, and that off-premise directional signage on any County and local roads along the designated Byway route will be consistent with the state TODS program; and

BE IT FURTHER RESOLVED, that the Village of Margaretville Board of Trustees will work in partnership with the six other municipalities of the Central Catskills Collaborative and local and regional stakeholders in order to support future Byway program development and collaborate with these interested entities to explore opportunities for cooperation and methods to advance the Scenic Byway.

I, Karen McMurray, Clerk for the Village of Margaretville, Delaware County, New York, certify that this is a true copy of a resolution adopted at a meeting of the Village of Margaretville Board of Trustees held on January 19, 2012.

Karen McMurray

Karen McMurray, Clerk

Resolution #4-2012 for Catskill Mountains Scenic Byway Nomination and Corridor Management Plan Adoption

WHEREAS, the scenic qualities of New York State Routes 28, 28A, 214 and 42, as described in the plan, and the surrounding mountains, valleys, and hamlets have been appreciated and celebrated for over a century by the residents of the of the Central Catskills, as well and tourists, artists, authors, poets and other visitors to the region; and it is this unique combination of mountain scenery, pristine waterway, historic hamlets that create the sense of place that is vital to the economic health of the Central Catskills;

WHEREAS, the Central Catskills Collaborative, comprised of representatives of the seven municipalities along the proposed scenic byway route, committed to work cooperatively to protect and promote the scenic, cultural, historic, and economic well-being of the Route 28 Corridor and the Central Catskills and agreed to pursue the nomination of the Catskill Mountains Scenic Byway;

WHEREAS, under the leadership of the Central Catskills Collaborative, each of the seven communities contributed to the development of this corridor management plan by forming local byway groups, encouraging public participation and leading individual meetings of the Collaborative;

WHEREAS, the advisory committee of the Central Catskills Collaborative, consisting of representatives from state, county, and city agencies, tourism organizations, the regional chamber of commerce, and an outdoor recreation organization has strengthened partnership and the development of the corridor management plan;

WHEREAS, in the process of developing this corridor management plan, the Central Catskills Collaborative has strengthened the bonds of inter-municipal cooperation and the involved communities envision further benefit through scenic byway designation including sustained collaborative progress, increased funding opportunities for responsible for recommendations identified in the plan, enhanced partnerships with agencies responsible for the stewardship of resources along and adjacent to the byway route, and an improved transportation experience that preserves, interprets and promotes the corridor's intrinsic qualities and resources;

NOW, THEREFORE, BE IT RESOLVED, that the Town of Andes supports the designation of the Catskill Mountains Scenic Byway as defined above and in the Catskill Mountains Scenic Byway Corridor Management Plan and adopts said plan which includes programs for stewardship and enhancement of the scenic byway and guidance to manage future activities along its corridor;

BE IT FURTHER RESOLVED, that the Town of Andes confirms that they will not issue building permits or any other permits or other permission to construct new off-premise outdoor advertising signs along the designated Byway Route; that premise tourism oriented directional

signage on state highways will be in compliance with the NYS Department of Transportation's Tourist Oriented Sign (TODS) program, and that off-premise directional signage on any County and local roads along the designated Byway route will be consistent with the state TODS program; and

BE IT FURTHER RESOLVED, that the Town of Andes will work in partnership with the six other municipalities of the Central Catskills Collaborative and local and regional stakeholders in order to support future Byway program development and collaborate with these interested entities to explore opportunities for cooperation and methods to advance the Scenic Byway;

Motion by:

Seconded by:

Roll Call---

Councilman Liddle----------Aye

Councilman Grommeck------Aye

Councilman Gladstone-------Aye

Councilman Hall----------Aye

Supervisor Donnelly----------Aye

Vote: All Aye, So Carried.

Certified by Kimberly A Tosi Town Clerk

Appendix 2 – Letters of Support

Appendix 3 - Establishing Resolution of the Central Catskills Collaborative

WHEREAS: New York State Route 28 is the major thoroughfare of the Central Catskill Mountains offering the traveler a unique experience of mountain scenery and clear waterways, complemented by historic hamlets -- and it is this combination of resources that gives the region much of its scenic and community character and is vital to the region's economy;

WHEREAS: Route 28 passes through the heart of Catskill Park, a resource created by an act of the State Legislature in 1904 and now encompassing approximately 700,000 acres, about half of which are lands of the Forest Preserve and held in the public trust;

WHEREAS: Much of the land in the Central Catskills lies in the New York City Watershed and provides unfiltered drinking water to some 9 million New Yorkers and the historic Memorandum of Agreement has enabled a series of partnership programs to further the mutual goals of watershed protection and environmentally sensitive economic development;

WHEREAS: The State of New York recognizes the importance of local governments and has committed to providing $500,000 for a Central Catskill Mountains Smart Growth Program to support improvement projects that retain the vibrancy of the hamlets, villages, and town centers along the Route 28 Corridor, specifically in the Towns of Andes, Middletown, Olive, and Shandaken, and the Villages of Fleischmanns and Margaretville;

WHEREAS: These six Central Catskills municipalities share many of the region's unique resources and can mutually benefit by exploring cooperative approaches, engaging in intermunicipal discussions and identifying collective strategies and actions that support and enhance such shared resources;

WHEREAS: Numerous studies, reports, and conferences have focused on the Central Catskills and encouraged and promoted intermunicipal and regional planning, marketing, and development; and further, these efforts have put forth numerous recommendations, which have not been fully realized;

NOW, THEREFORE, BE IT RESOLVED: In the spirit of cooperation, we the undersigned commit to working within the Central Catskills Collaborative (or other mutually determined name) through a bottom-up process that builds on local goals and objectives and engages in a regional dialogue focused on protecting and promoting the scenic, cultural, historic, and economic well being of the Route 28 Corridor and the Central Catskills;

BE IT FURTHER RESOLVED: The signatories understand the Collaborative may conduct such activities, including but not limited to, identifying and pursuing specific actions to provide better access to natural and cultural resources; exploring design guidelines, signage coordination and incentives to preserve scenic character; utilizing

joint marketing approaches and funding mechanisms to support qualified economic development; and incorporating advisory members, including individuals with related interests and/or individuals from groups such as chambers of commerce, public agencies, not-for-profit organizations, and other local governments;

BE IT FURTHER RESOLVED: The signatories understand that passage of this resolution does not bind the undersigned municipalities in any way other than the above stated commitment;

BE IT FURTHER RESOLVED: The (Town/ Village of _____) will designate two members (one regular and one alternate) to serve on the Collaborative and the names of these designees will be made within one month of the passage of this resolution;

BE IT FURTHER RESOLVED: Upon the formation of a Central Catskills Collaborative the Catskill Center for Conservation and Development will, on a regular basis, convene the group and facilitate the regional dialogue and next steps, as identified by the Collaborative.

IN WITNESS HEREOF: I (official representative of respective municipality) certify that the above resolution was duly passed by the (village/ town board of the respective municipality) on this of [day/ month/year].

(This resolution has been adopted by the municipalities along the proposed byway route: towns of Olive, Shandaken, Middletown, and Andes, and the villages of Fleischmanns and Margaretville).

Catskill Center for Conservation and Development – Regional Planning Program

Appendix 4 – Advisory Members of the Central Catskills Collaborative

Willie Janeway, Director
Region 3, NYSDEC

Gene Kelly, Director
Region 4, NYSDEC

Kris Gilbert
Region 9, NYSDOT

Rich Peters, PE, Regional Planning and Program Manager
Region 8, NYSDOT

Nicole Franzese, Director
Delaware County Planning Department

Dennis Doyle, Director
Ulster County Planning Department

Principal Transportation Planner (Vacant)
Ulster County Transportation Council

Harry Jameson
Catskill Mountain Railroad

Dave Riordan, Executive Director
Catskill Revitalization Corporation
(Delaware & Ulster Railroad)

Carol O'Beirne, Executive Director
Central Catskills Chamber of Commerce

Aaron Bennett
Catskill Mountain Club

Jeff Graf, Chief
Division of Watershed Lands and Community Planning
NYCDEP

Appendix 5 – Meeting Summary of the Central Catskills Collaborative

May 22, 2008 (Catskill Center, Arkville)
- Organizational meeting; Adopt recommendations

June 25, 2008 (Catskill Center)
- Bob Elliott, Deputy Secretary of State, Speaker on Intermunicipal Cooperation
- Bill Rudge, Natural Resources Supervisor, NYSDEC Region 3, Presentation of scenic byway concept

July 30, 2008 (Catskill Center)
- Nancy Alexander, NYS Scenic Byways Program, Speaker

September 4, 2008 (Davis Park, Olive)
- Dennis Doyle, Director, Ulster County Planning, Speaker on U&D Railroad Corridor

October 2, 2008 (Skene Library, Fleischmanns)
- Peg Ellsworth, Director; MARK Project, Speaker on Heritage Tourism
- DEC scenic byway update
- Break-out workshops on railroad/ trail revitalization and scenic byway visioning

November 13, 2008 (Middletown Town Hall)
- Chris Chase and Chris Lynk, DTI, Presenters on Interconnected Technologies
- Scenic Byway Update
- Interactive discussion on the meeting's topics

December 10, 2008 (Pine Hill Community Center)
- Ed Frantz, NYSDOT and Alan White, Nature Conservancy, Speakers on natural connectivity across road corridors
- Maren King and Margaret Bryant, Update on Esopus-Delaware Corridor Revitalization Project

January 22, 2009 (Pine Hill Community Center)
- Gary Gailes, Speaker on the proposed Water Discovery Center
- Collaborative agrees to submit joint application to CWC for funding of scenic byway corridor management plan

February 26, 2009 (Catskill Watershed Corporation)
- Margaret Bryant, Professor, SUNY ESF, Speaker on Route 28 Regional Planning Studio

March 26, 2009 (Andes Town Hall)
- Jim Infante and Sherret Chase, Speakers on the proposed Catskill Interpretive Center

April 30, 2009 (Olive Free Library)

- SUNY ESF Students and Faculty, Presentations for Route 28 Regional Planning Project

June 25, 2009 (Catskill Center)

- Diane Galusha, Education Coordinator and Communications Director, Catskill Watershed Corporation, Speaker on Watershed Commemorative Kiosk Project
- Brainstorming session on Catskill Interpretive Kiosk

August 27, 2009 (Catskill Center)

- Scenic Byway CMP Kickoff, Peter Manning, Regional Planner, Catskill Center
- Ben Murdock, Educator, Catskill Center, Speaker on Invasive Species

September 24, 2009 (Catskill Center)

- Vision statement exercises for scenic byway CMP
- Report from towns of Bovina and Delhi re: extension of proposed scenic byway

October 22, 2009 (Pine Hill Community Center)

- Scenic Byway Corridorwide asset-building exercises and theme development
- Jennifer Schwartz Berky, Deputy Director, Ulster County Planning; Peter Manning, Catskill Center

January 28, 2010 (Olive Town Hall)

- Olive Inventory Presentation
- Catskill Park sign update

March 4, 2010 (Pine Hill Community Center)

- Shandaken Inventory Presentation

March 25, 2010 (Skene Library)

- Fleischmanns Inventory Presentation

April 22, 2010 (Margaretville Village Hall)

- Margaretville and Middletown Inventory Presentation

May 27, 2010 (Pine Hill Community Center)

- Hurley Inventory Presentation
- Interpretive Kiosk update
- Catskill Park sign update

June 24, 2010 (Andes Town Hall)

- Andes Inventory Presentation

July 22, 2010 (Catskill Center)

- Exercises on management entity, theme revision, and byway naming

September 23, 2010 (Catskill Center)

- Marketing and Promotion presentation and adoption of recommendations
- Initiation of logo design contest

October 28, 2010 (Olive Town Hall)

- Adopt name for proposed byway
- Ulster County Main Street Program presentation, Jennifer Schwartz Berky (UC Planning) and Peter Fairweather (Consultant)

January 27, 2011(Ashokan Watershed Stream Management Program offices)

- Liz Higgins, Coordinator, AWSMP, Presentation and exercises on recreational access
- Brett Barry, Silver Hollow Audio, Presentation and discussion on Scenic Byway Audio Driving Tour

February 24, 2011(Emerson Resort and Spa)

- Presentation and discussion of entries for logo design contest
- Formation of Transportation Committee and discussion

March 24, 2011

- Award logo winner
- Patty Cullen, Director, Delaware County Tourism
- Rick Remsnyder, Director Ulster CountyTourism

May 26, 2011

- Catskill Interpretive Center Project update
- Catskill Park signs update
- Boiceville tourism information center opportunity, Cynthia Nikitin, Olive
- East Branch Recreational Access Project, Aaron Bennett, Consultant
- Route 30 Scenic Byway Concept, Caroline Martin, Downsville

October 27, 2011

- Ulster County Main Streets Presentation, Dennis Doyle, Ulster County Planning
- Complete Streets and Creating Healthy Places Presentation, David Gilmour, Consultant
- Collaborative comments on draft CMP and approval of nominating resolution

January 19, 2012

- NYS DOT and DEC staff give signage presentation and answer questions on scenic byway sign programs, Tourism Oriented Destination signs, off-premise signs, wayfinding signs, and Catskill Park signs

June 12, 2012

- NYS DOT and DEC staff give presentations and answer questions on the NYS Scenic Byways Program and SEQR

Appendix 6 - Press Releases and Articles (Examples)

Catskill Center Press Room

#2009-33: October 16, 2009

Pine Hill to Host Workshop for Main Street and Scenic Byway Projects

The Central Catskills Collaborative has drafted a vision for the future of the Route 28 Corridor, setting the context for the Scenic Byway nomination process. The next step is for each community to identify its assets, needs, and action strategies and incorporate these within the Corridor Management Plan. "The Main Streets along the corridor are like pearls in a necklace" notes Peter Manning, the Catskill Center's Regional Planner, "if we take special care to polish each one, the collective shine will increase our region's attractiveness." In Pine Hill, a grassroots effort to reinvigorate Main Street is already underway and is being facilitated by the Pine Hill Community Center, the Ulster County Planning Board, and the Catskill Center. This effort will continue with a public workshop at the Pine Hill Community Center on Thursday, October 22 at 7PM. The workshop will also serve as the first in a series of inventory exercises to be held from Hurley to Andes during the inventory phase of the Scenic Byway Corridor Management Plan.

Pine Hill is one of the hamlets to receive technical assistance under Ulster County's Main Street Toolbox Program. "This program builds on local assets and develops a strategic mindset that positions a community to take action," notes Jennifer Schwartz Berky, Deputy Director of the Ulster County Planning Board. The Toolbox emphasizes the value of historic, compact development and takes a hamlet community through a series of exercises that include conducting market analyses, identifying niche business opportunities, and making connections with outdoor recreation and other corridor communities. Success is driven by the motivation of the community. "What this effort is inspired by is a strong desire to pull this community together and to begin exploring the things that we can accomplish for our hamlet," explains James Krueger, Director of the Pine Hill Community Center; "we are trying to foster motivation, cooperation, communication and foresight, and to initiate a formal process of proactive planning."

Thursday's workshop, featuring mapping exercises and group discussions, will demonstrate how each hamlet can play a key role in the Scenic Byway Corridor Management Plan. "This is a pivotal meeting for the byway nomination process" explains Helen Chase, Chair of the Central Catskills Collaborative. "The inventory techniques presented in Pine Hill will serve all the corridor communities, who will each be undertaking asset-mapping exercises."

Anyone interested in the future of the Route 28 Corridor is encouraged to participate. Refreshments will be provided. For more information about Catskill Regional Planning, please contact Peter Manning at (845) 586-2611or visit www.catskillcenter.org. For more information about the Central Catskill Collaborative, please visit www.centralcatskills.org/ccc.

THE CATSKILL CENTER
for Conservation and Development
NEWS!

For Immediate Release
Date: September 26, 2008
Contact: David Turan (845) 586-2611

Village of Fleischmanns to Host Interactive Meeting on Heritage Tourism

The public is invited to participate in a meeting of the Central Catskills Collaborative at the historic Skene Memorial Library in Fleischmanns on Thursday, October 2 at 6PM. This month's featured speaker will be Peg Ellsworth, Executive Director of the M-ARK Project, Inc. Ellsworth was a driving force behind the Town of Roxbury's outstanding heritage tourism programs and landscapes, which earned the community the prestigious Preserve America Designation and the NY State Historic Preservation Award. The Roxbury Nine Vintage Base Ball Club and popular "turn-of-the-century" events like Railride into Yesteryear have helped stimulate the area's economy for 10 years. The community of Fleischmanns, once a baseball hub of the Catskills, recently resurrected its vintage baseball team, the Mountain Athletic Club, and also hopes to connect with the historic Delaware and Ulster Railroad.

After the presentation, the gathering will organize into facilitated interest groups, who will discuss and present the connections between heritage tourism and two of the region's key resources: Route 28 (Onteora Trail) and the Ulster & Delaware (U&D) Railroad Corridor. This session is designed to assist the Collaborative, which is beginning the planning process for a Rte. 28 scenic byway and looking into improving the connections along the U&D Corridor.

The Skene Library (also Village Hall) is located on Main Street in Fleischmanns. Refreshments will be served. For more information please contact Peter Manning, Regional Planner, The Catskill Center for Conservation and Development (845) 586-2611 or pmanning@catskillcenter.org

The power of regional action

BY THERESA KEEGAN

A new, 16-panel educational kiosk not only offers a regional perspective about issues in the Catskills, it is also a testimony to the power of regional action.

"The casual motorist or tourist begins to understand what makes this place distinct and special from the other areas around it," said Peter Manning, of the Catskill Center for Conservation and Development.

The panels, which were officially dedicated at the end of August, are on a site that's been earmarked, ultimately, for a Catskill Interpretive Center. For 20 years the land has lain dormant, until this interim kiosk was built.

"The kiosk is a grass roots and partnership effort," said Manning. "We want to have these visible and important accomplishments."

The action also came at a critical time, as Ulster County tries to address needs in a more effective and regional manner and Delaware County is also struggling in the current economic climate.

"The content of the panels covers the entire region, including Catskill Park and the New York City watershed," said Manning. "It's about all these things taken together as a destination."

The regional effort kept the price tag between $10,000 and $15,000, while in-kind contributions of talent and labor put the actual cost closer to $30,000.

"By working together, whether as a group of communities along the Rote 28 corridor, or that group and other entities as well, it really is achieving our vision," said Manning.

As coordinator of an effort to have a 50-mile stretch of Route 28 between West Hurley and Andes declared a scenic byway, Manning is all too familiar with the hurdles of trying to get different agencies to work together.

The eight communities involved in the Scenic Byway proposal have recently decided they could not commit any government funding to the effort, but Manning believes the project will still proceed, with support from non-profits.

"The government can't reach out right now," he says, but that is no reason to stop planning. "It's going to be easier to do anything, the more we do working together."

The kiosk is a perfect indicator of various community entities working together. SUNY Delhi students designed and constructed the panels. The state Department of Environmental Conservation secured them into place, and Friends of the Catskills purchased the project material.

Manning, who takes the long view on the effort, says the Scenic Byway proposal is on schedule to apply for the state-recognized designation.

"It's pretty open-ended," he said. "We'll need to identify a management entity and who is the entity that is going to move it forward?"

He is confident enough from the progress that's being made, that a group, perhaps the Catskill Center, will keep the effort going whether or not governments ultimately provide funding.

Currently the Scenic Byway effort is developing a logo that can be put on new roadside signage that will be constructed, further identifying the region. Since changes in federal laws on road signs mean new signs are needed anyway, Manning sees this as an opportunity to improve the regionalization effort.

The group has a commitment to create new trailhead signs for about 14 different trails in the area, with each site getting a sign along Route 28, as well as signs on smaller by-roads that lead to the trail destination.

"It will make it easier for people who want to enjoy nature, to do so in Catskill Park. Currently, few trailheads are even marked. It's not inviting," said Manning. He acknowledges the signs are not tremendous changes, but they are a start.

"Our potential is nowhere near being realized." he said. "That's why we're working on a larger regional basis. The (Scenic Byway) plan will cerate visions for the future, but it's important to have tangible accomplishments while you're doing the planning."

JOURNAL
, Number 36 Single Copy 75¢

The Mountain Eagle

THE ONLY WEEKLY SERVING THE ENTIRE CATSKILLS REGION: COVERING DELAWARE AND SCHOHARIE COUNTIES

December 25, 2008

Communities Receive Waterfront Revitalization Grants

ARKVILLE - Four towns and two villages in the heart of the Catskills are hailing the award of a first-time-ever New York State grant to help revitalize their communities through the Local Waterfront Revitalization Program of the NYS Department of State.

Thanks to a grant application sponsored by the Town of Olive, the Esopus-Delaware Corridor Revitalization project will provide $91,417 from the State's Environmental Protection Fund to engage six communities along the Route 28 corridor -- from Olive in Ulster County to Andes in Delaware County -- in a unique partnership involving the intermunicipal Central Catskills Collaborative, the landscape architecture program of SUNY College of Environmental Science and Forestry and the regional nonprofit, The Catskill Center for Conservation and Development, Inc.

Together they will conduct community visioning exercises and produce both corridor-wide and site-specific designs for communities along the Esopus Creek and the East Branch of the Delaware River.

"This award showcases the importance of community collaboration and the tremendous benefits that arise when towns and counties view each other as neighbors and partners -- not rivals," said Lisa Rainwater, Executive Director of The Catskill Center. "The State's grant will enable these communities to revitalize the Central Catskill Region – and serve as a model for other communities to work together in the future. It is truly an exciting time for all of us."

"The Town of Olive was very pleased to sponsor this application and help bring these much-needed resources to the region -- both the State funds and the expertise of The Catskill Center, SUNY ESF, and the Department of State," said Olive Town Supervisor Berndt Leifeld. "All the towns along the Route 28 corridor will benefit from this revitalization strategy and we look forward to working on this project."

The Central Catskills Collaborative (CCC) is a group of designated representatives from seven municipalities along the Route 28 Corridor: The Towns of Andes, Hurley, Middletown, Olive, and Shandaken, and the Villages of Fleischmanns and Margaretville. These communities are working together to protect and promote the resources along the Route 28 Corridor.

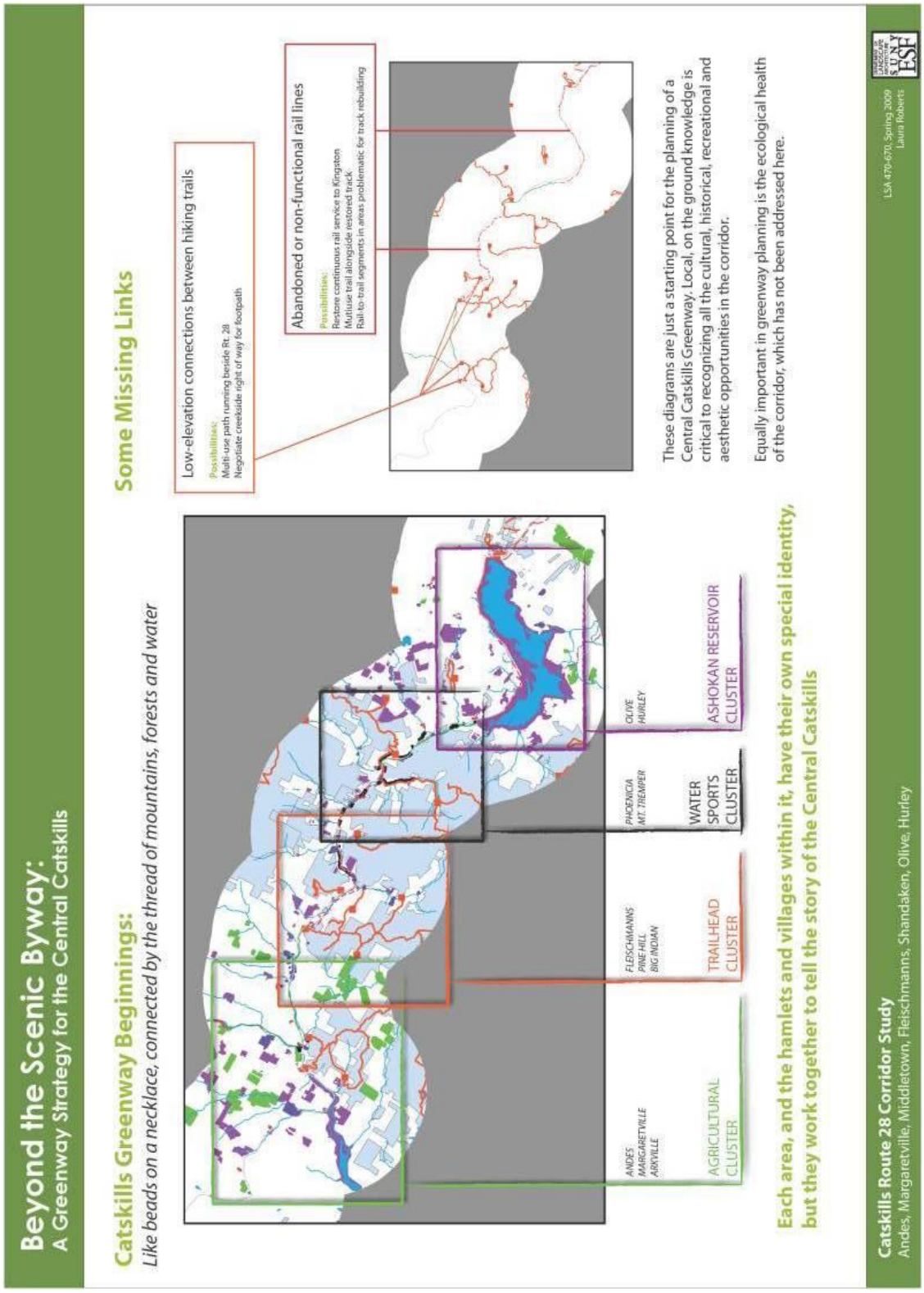
"A breath of fresh air has blown into the Central Catskills region with the establishment of the Central Catskills Collaborative," said Carol O'Beirne, executive director of the Central Catskills Chamber of Commerce. "As an advisor to the CCC, the newly-named Central Catskills Chamber of Commerce agrees with the concept that joining in unifying efforts to improve our quality of life and create a flourishing business climate can be achieved when we work together to support common goals. The Esopus-Delaware Corridor project funded by this state grant will further that effort."

"This is a very exciting opportunity for the municipalities along Route 28 to get to know each other and work together," commented Helen Chase, Olive representative to the Collaborative and a member of the Olive Town Council. "It's important for us to have these connections region-wide," she added, "but this is a small part of the whole Catskill region and this grant gives these adjacent communities the opportunity to see how we work together, to get to know each other, and create a strong partnership that can last beyond this project."

Maren King, who facilitates community design and planning related learning, outreach and research at the SUNY ESF Department of Landscape Architecture, and serves as Assistant Director of the ESF Center for Community Design Research noted, "The faculty and students are building understanding on how communities work together, and helping to further local revitalization through hands-on projects and partnerships such as this one. All who are part of this project will be integral to understanding how to facilitate successful communities in rural areas of New York, with the Catskills serving as a model that can be more broadly shared."

The NYS Department of State Office of Coastal, Local Government, and Community Sustainability will coordinate the grant with the Town of Olive and provide technical assistance to the communities. Funding is being provided through the Department of State with funds from an Environmental Protection Fund Local Waterfront Revitalization Program grant. This grant grew out of the recent designation of the Esopus Creek as a Designated Inland Waterway by the New York State Legislature and signed into law by Governor Paterson in February 2008. Communities along New York's inland waterways are eligible to apply for EPF funding through the Local Waterfront Revitalization Program of the Department of State.

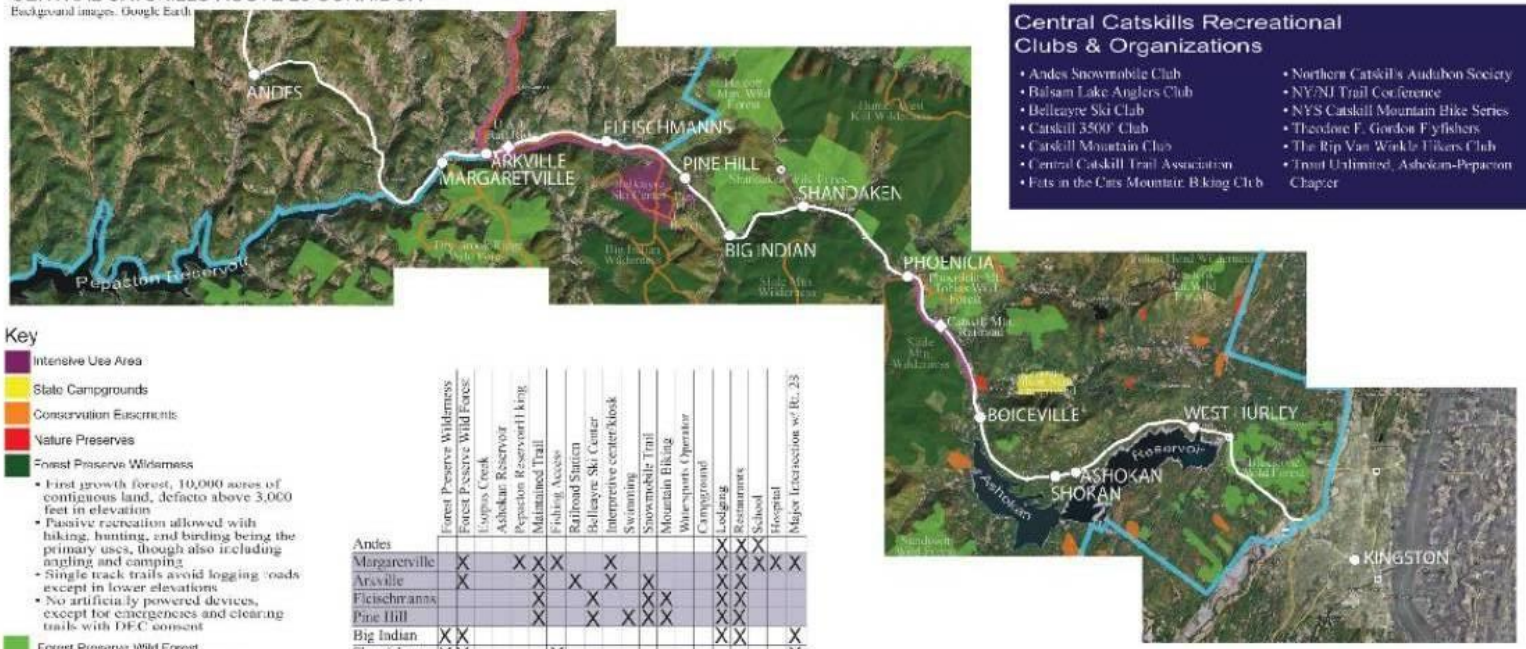
Appendix 7 – SUNY ESF Regional Planning Studio, Select Posters



Recreation

CENTRAL CATSKILLS ROUTE 28 CORRIDOR

Background images: Google Earth



Central Catskills Recreational Clubs & Organizations

- Andes Snowmobile Club
- Balsam Lake Anglers Club
- Belleayre Ski Club
- Catskill 3500' Club
- Catskill Mountain Club
- Central Catskill Trail Association
- Fats in the Cats Mountain Biking Club
- Northern Catskill's Audubon Society
- NY/NJ Trail Conference
- NYS Catskill Mountain Bike Series
- Theodore F. Gordon Flyfishers
- The Rip Van Winkle Hikers Club
- Trout Unlimited, Ashokan-Pepacton Chapter

Key

- Intensive Use Area
- State Campgrounds
- Conservation Easements
- Nature Preserves
- Forest Preserve Wilderness
  - First growth forest, 10,000 acres of contiguous land, defacto above 3,000 feet in elevation
  - Passive recreation allowed with hiking, hunting, and birding being the primary uses, though also including angling and camping
  - Single track trails avoid logging roads except in lower elevations
  - No artificially powered devices, except for emergencies and clearing trails with DEC consent
- Forest Preserve Wild Forest
  - More recently disturbed forest with 2nd and 3rd growth in lower elevations
  - Higher impact uses are allowed
  - ATVs remain banned, though snowmobiles and mountain biking are allowed
  - Preferred for hunting because of better habitat conditions and motorized access and removal
- Catskill Park Boundary
- Public Hiking Trail
- Snowmobile Trail
- In Service Rail Line
- Train Station

	Forest Preserve Wilderness	Forest Preserve Wild Forest	Unique Creek	Ashokan Reservoir	Pepacton Reservoir/Hiking	Maintained Trail	Fishing Access	Railroad Station	Belleayre Ski Center	Interpretive center/kiosk	Swimming	Snowmobile Trail	Mountain Biking	Watersports Operator	Campground	Lodging	Restaurants	School	Hospital	Major Intersection w/ Rt. 23
Andes																X	X	X		
Margaretville		X			X	X	X			X						X	X	X	X	X
Arkville		X				X		X		X		X				X	X			
Fleischmanns						X			X			X	X			X	X			
Pine Hill						X			X		X	X	X			X	X			
Big Indian	X	X														X	X			X
Shandaken	X	X					X													X
Phoenicia	X	X	X			X	X	X		X				X		X	X			X
Boiceville	X		X				X						X		X	X		X		X
Shokan				X			X									X				
Asholan				X			X													
West Hurley				X			X									X				X

RECREATIONAL RESOURCES, ATTRACTIONS & AMENITIES BY TOWN

Areas with Concentrated Recreational Attractions & Amenities

1. Phoenicia

2. Margaretville/Arkville

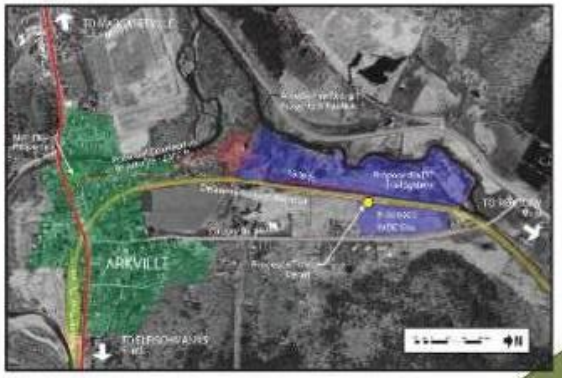
3. Fleischmanns/Pine Hill

Catskills Route 28 Corridor Study
Andes, Margaretville, Middletown, Fleischmanns, Shandaken, Olive, Hurley

LSA 470/670 - Spring 2009
Katy Johnson, Jordan Kelley, Amber Schladebeck

Water Discovery Center Interpretive Trail

Regional Context



The Water Discovery Center (WDC) property is located just north of the intersection of Rt. 28 and Rt. 38 in Arkville. The Delaware & Ulster tourist rail line bisects the property and the E. Branch of the Delaware River is adjacent to the western 34 acres of the property. The combination of these factors make the WDC property a prime location for attracting tourists and for accessibility by local residents. The location of the property and its physical characteristics also make it a perfect place for highlighting and interpreting the importance of having and maintaining fresh water quality in the Central Catskills and the rest of the world.

Pedestrian Connection To Arkville

The NYC Department of Environmental Protection owns a piece of land on Rt. 28 that could serve as a public space and connection to the Water Discovery Center (WDC) and trail. Pavilion Rd. intersects Rt. 28 at this point and then runs north connecting to the Arkville Fire District property and pavilion that is currently open to public use. These spaces could serve as a mutually beneficial link between the WDC and Arkville creating a substantial system for recreation, education, and economic growth.

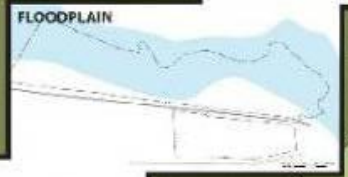
Physical Factors Of The Site

PROPOSED DRAINAGE

EXISTING DRAINAGE

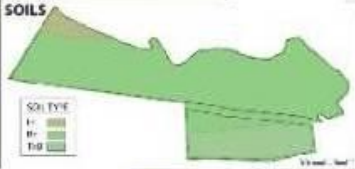
Drainage moves predominantly to the west towards the railroad tracks and then down into the floodplain towards the river. Significant opportunities are available to capture and direct drainage on site for interpretive purposes.

FLOODPLAIN



The 100-year **floodplain** covers the majority of the site that is west of the railroad tracks. Building in the floodplain requires special considerations to prevent damage to its fragile ecosystem.

SOILS

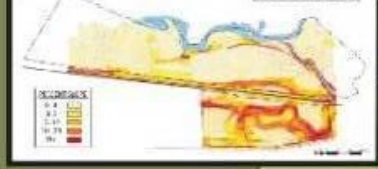


Soils on site include:
- **Ff** - Frequently flooded soils, poor for construction
- **Bc** - Deep, well drained soils, no limitations for growing vegetation, lower layers have poor filtering qualities
- **Tkb** - Very deep, rich soils, somewhat excessively drained

VEGETATION COVER

Vegetation cover on the eastern portion of the site is hayed field. There is a [illegible] of mature trees bordering either side of the railroad tracks. The portion of the site west of the tracks is a mosaic of mature trees, saplings and shrubs that is indicative of a floodplain ecosystem in constant flux. Biodiversity is relatively low throughout the site.

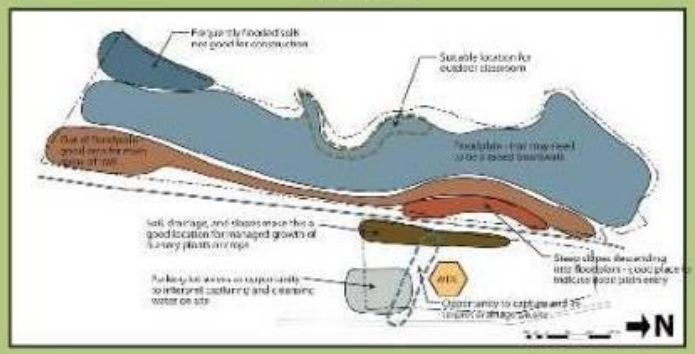
SLOPE



Slopes on the portion of the site east of the railroad tracks are rolling and relatively steep in some areas. Slopes are steep entering the floodplain just west of the tracks and then flatten out in the floodplain. The river has also cut some steep slopes along the stream bank on the northern end of the site.

Determining The Program

Evaluating the physical factors of the site together allowed identification of major opportunities and constraints for creating a "trail system" that would supplement the WDC's efforts to explain natural and man made systems that impact fresh water quality.



Catskills Route 28 Corridor Study
Andes, Margaretville, Middletown, Fleishmanns, Shandaken, Olive, West Hurley

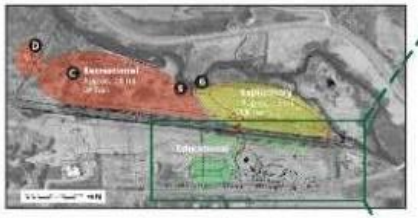
LSA 470-670, Spring 2009
Sean Creighton

Water Discovery Center Interpretive Trail

WDC Trail System

Goals For The Trail System

- **Create educational opportunities to understand fresh water resources by**
  - Highlighting water process & function
  - Making movement of water visible on site
  - Use of materials, landform and vegetation
- **Promote community action to protect water resources by**
  - Providing opportunities for hands on investigation and technical assistance
- **Promote community connectivity by**
  - Creating a pedestrian connection to Arkville
  - Providing opportunities for local schools and organizations to get involved
  - Making the work of these organizations visible to the general public



Interpretive Trail Zones

Educational Zone - exhibits and displays that are focused on teaching the visitor about fresh water resources, water quality, and associated flora and fauna

Exploratory Zone - provides opportunities for exploration through hands on investigation, experimentation, and observation

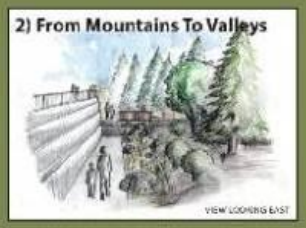
Recreational Zone - provides opportunities for visitors to relax and take in the landscape at their own pace

Design Examples

1) Parking Lot Bioswales

The parking lot is designed to make the movement of stormwater runoff visible and to show how it can be captured, cleansed, and allowed to infiltrate into the soil through the use of bioswales with appropriate vegetation.

2) From Mountains To Valleys



This exhibit is designed to show the change in the character of streams and vegetation moving from mountain tops to valley floors.

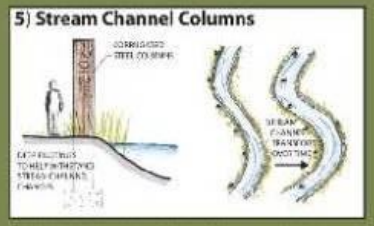
3) Wetland Plaza

The wetland plaza is a gathering place that shows how wetlands function to cleanse water and provide unique habitat.

4) Floodplain Entry

The main connection between the educational landscape and the exploratory landscape is designed to draw attention to the fact that you are entering a floodplain ecosystem.

5) Stream Channel Columns



A series of columns is placed at the river's edge at the time the trail is installed. Over time as the stream channel migrates these columns will show changes that take place in the river's form.

6) Riverfront Classroom

The riverfront classroom provides direct access to the river and space for a variety of activities including education, water quality testing, fishing, birdwatching, and relaxing.

Other Design Ideas

A) Native Plant Nursery
- Community workshops and volunteer opportunities
- Plant materials for research and restoration

B) Stream Bank Treatments
- Demonstrate pros and cons of typical techniques used to treat stream banks

C) Recreation Trail
- Provide opportunities for passive interaction with and learning in the local ecosystem

D) Arkville Fire District Pavilon
- Improve recreational amenities to create a stronger draw to the WDC interpretive trail and a stronger link to Arkville

Catskills Route 28 Corridor Study
Andes, Margaretville, Middletown, Fleishmanns, Shandaken, Olive, West Hurley

LSA 470-670, Spring 2009
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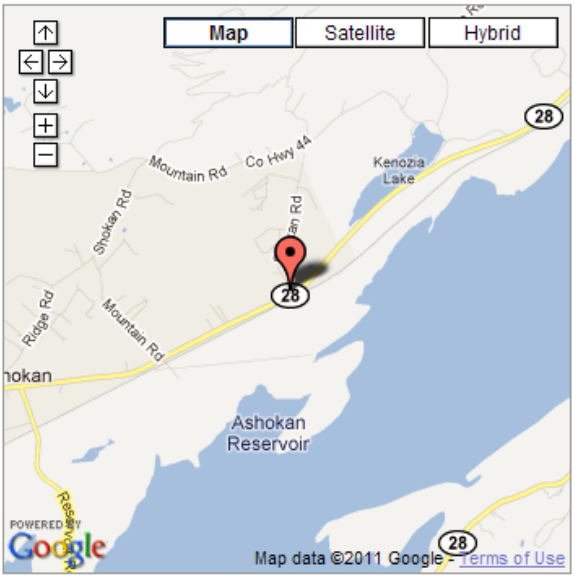
Appendix 8 - Smart Growth Award Descriptions

Awarded Projects

Awardee	Amount Awarded	Project Description	Partner(s)
Village of Margaretville	$83,288	**Margaretville Gateway Improvements** Installation of new trees, context sensitive lighting, welcome signs, and an interpretive kiosk to make key entry locations more attractive and walkable and provide interpretation of nearby resources	
Village of Fleischmanns	$83,100	**Fleischmanns Sidewalk and Park Improvement Project** Sidewalk construction and Village Park enhancement, including installation of sidewalk, replacement of deteriorated iron safety rail and the installation of period lights and rustic benches and railings along historic Wagner Avenue, to connect open space and cultural amenities in the Village	• The MARK Group
Town of Middletown	$83,333	**NYS Route 28 Corridor Improvement Projects** Aesthetic and functional improvements along the NYS Route 28 corridor including sidewalk repairs, the erection of "Welcome" signs, park benches, garbage receptacles, planter boxes and repairs to the facade of the historic town school house	
Town of Olive	$43,000	**Ashokan Roadside Picnic Park** Construction of an attractive resting place for travelers along Route 28, including a pavilion with two picnic tables, a clean water source, toilet facility and a kiosk to provide inforrnation about local history and culture, activities, and nearby attractions	• NYC DEP • Ulster County Planning Dept. • Catskill Mountain Railroad Co.
Town of Andes	$82,390	**Project Calico - Phase 1 & 2** Establishment of a hamlet walking tour, guided by markers, leading to a foot-path and access bridge in the town park, culminating at the historic rail station. Development of a town logo, insignia, flags, banners and historic plaques based on the town's role in America's agricultural Anti-rent Wars	• Andes Society for History and Culture • Catskill Center for Conservation and Development
Town of Shandaken	$83,000	**The Faces of Shandaken** Design and installation of solar-lighted informational kiosks, attractive roadside welcome signs, a small information center to be placed along Route 28 near the eastern entrance into town, and facade improvements to the Shandaken Town Hall	
Catskill Revitalization Corp./ dba Delaware & Ulster Railroad	$51,993	**Delaware & Ulster Railroad Beautification Project** Relocation of historic engine and caboose, installation of landscape plantings and materials, including benches, picnic tables, bike racks, and related amenities to implement a landscape plan for a key gateway location in the historic and increasingly walkable hamlet of Arkville	

Appendix 9 – Off-Premise Sign Inventory

Inv #	Side of Rd.	Cty	Nearest RM	North Pt.1	North Pt. 2	West Pt. 1	West Pt. 2	Description
1	28N	Ulster	28-8601-2112	41°58'	51"	W74°10'	57"	Woodstock Percussion

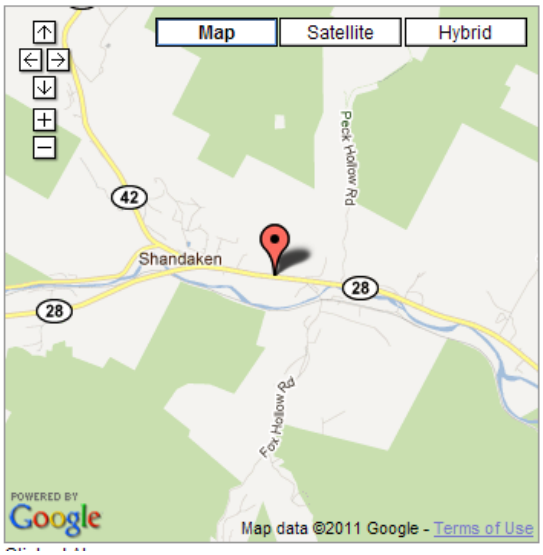


2	28N	Ulster	28-8601-2152	41°58'	56"	74°15'	19"	Ricciardella's & Sportsman's

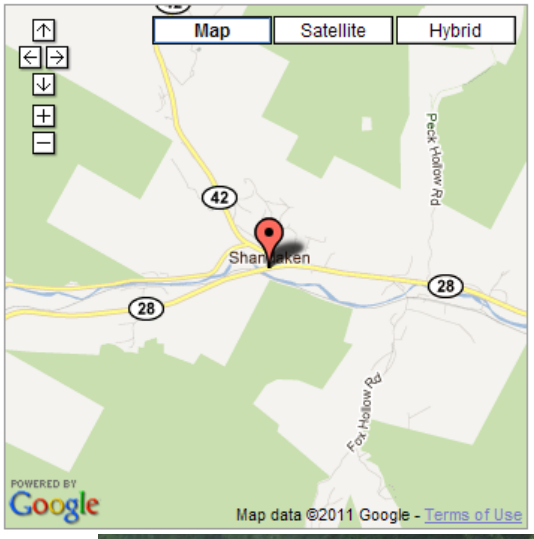
3	28N	Ulster	28-8601-2195	42°02'	02"	W74° 16'	33"	Town Tinker

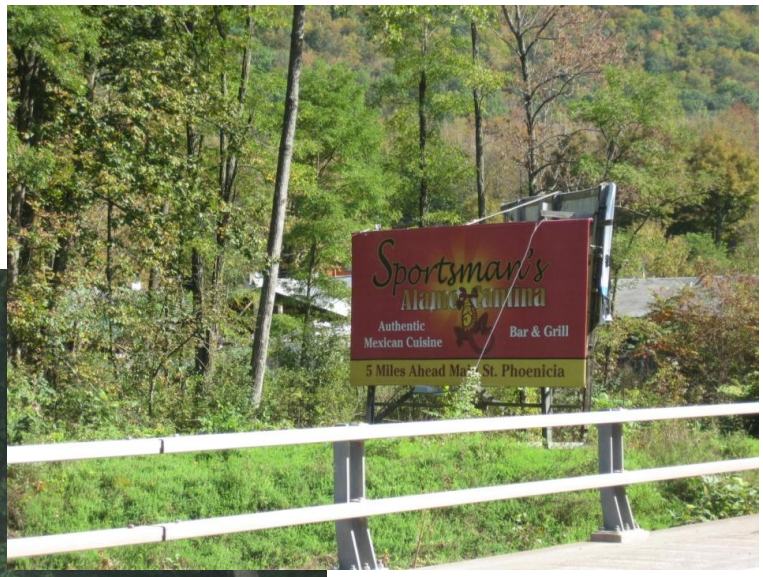
4	28N	Ulster	28-8601-2195	42°02'	02"	W74° 16'	33"	Empty - for lease

5	28N	Ulster	28-8601-2280	42°07'	06"	W74°23'	06"	Catskill Seasons



6&7	28N	Ulster	28-8601-2286	42°07'	08"	W74°23'	25"	Plattekill and Sportsman's



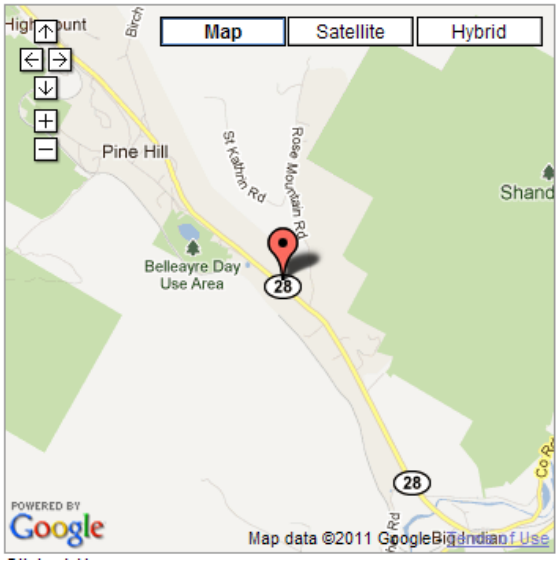


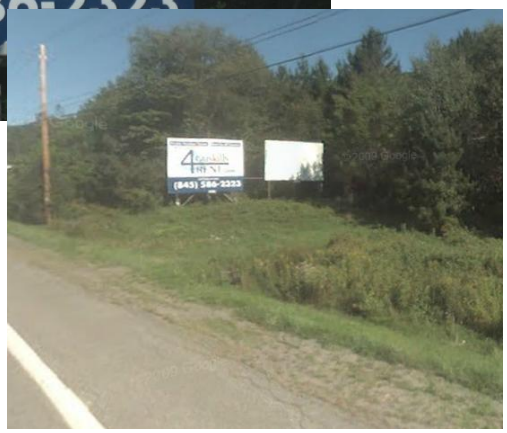
8&9	28N	Ulster	28-8601-2284	42°07'	09"	W74°23'	39"	Tinderbox and Ricciardella's

10	28N	Ulster	28-8601-2318	42°06'	12"	W74°26'	40"	Empty at Big Indian 1

11	28N	Ulster	28-8601-2318	42°06'	21"	W74°26'	55"	Empty at Big Indian 2

12&13	28N	Ulster	28-8601-2336	42°07'	24"	W74°27'	50"	Catskills 4Rent and Empty





14&15	28N	Ulster	28-8601-2336	42°07'	42"	W74°28'	22"	Plattekill and Blank

16	28N	Ulster	28-8601-2285	42°07'	42"	W74° 28'	24"	Empty – across from PH Lake

17	28N	Del	28-9302-1038	42°09'	32"	W74°33'	59"	Flower Shop

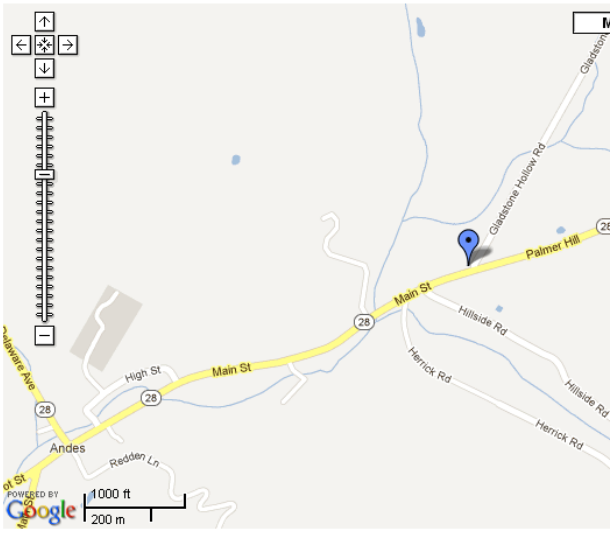
18	28N	Del	28-9302-1046	42°09'	22"	W74°34'	54"	Lumia et. al. (4 Billboards)

19	28N	Del	28-9302-1065	42°08'	52”	W74°37'	10”	Casey Joe’s Cafe’

20	28N	Del	28-9302-1128	42°08'	52"	74°41'	42"	Homestead Farm

21	28N	Del	28-9302-1178	42°11'	42"	74°44'	38"	Coldwell Banker

22	28N	Del	28-9302-1188	42°11'	38"	W74°46'	16"	Bobcat Ski Center



23	28S	Del	28-9302-1058	42°09'	04"	W74°36'	08"	Z Painting and Water Guy

24	28S	Del	28-9302-1058	42°09'	07"	W74°36'	02"	MTC

25	28S	Del	28-9302-1033	42°09'	30"	74°33'	21"	Belleayre Realty

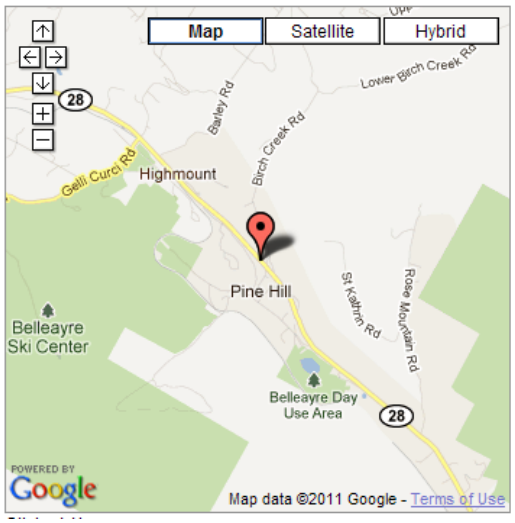
26	28S	Del	28-9302-1009	42°09'	04"	74°30'	37"	Taste of Catskills & Coldwell

27	28S	Ulster	28-8601-2347	42°08'	14"	W74° 28'	51"	Lumia

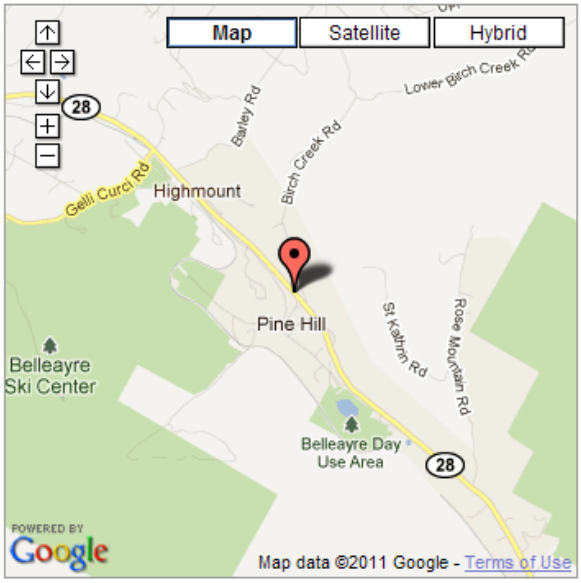
28	28S	Ulster	28-8601-2347	42°08'	14"	W74° 28'	51"	Tinderbox

29	28S	Ulster	28-8601-2347	42°08'	12"	W74° 28'	50"	Margaretville Car Wash

30	28S	Ulster	28-8601-2347	42°08'	11"	W74° 28'	49"	Hanah Resort

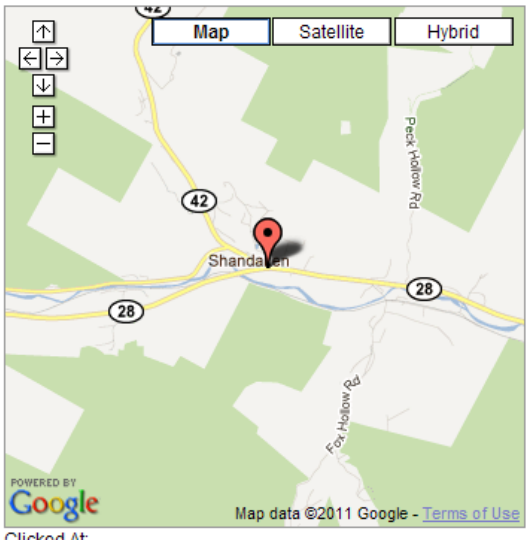


31	28S	Ulster	28-8601-2347	42°08'	10"	W74° 28'	47"	Shock Top

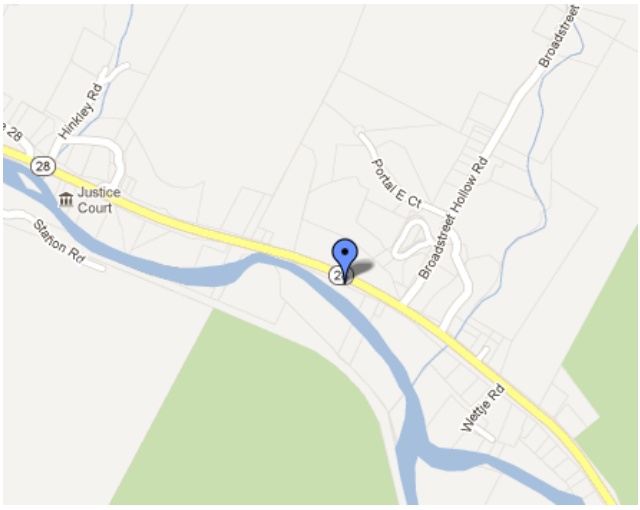


32	28S	Ulster	28-8601-2347	42°08'	10"	W74° 28'	47"	Lupus

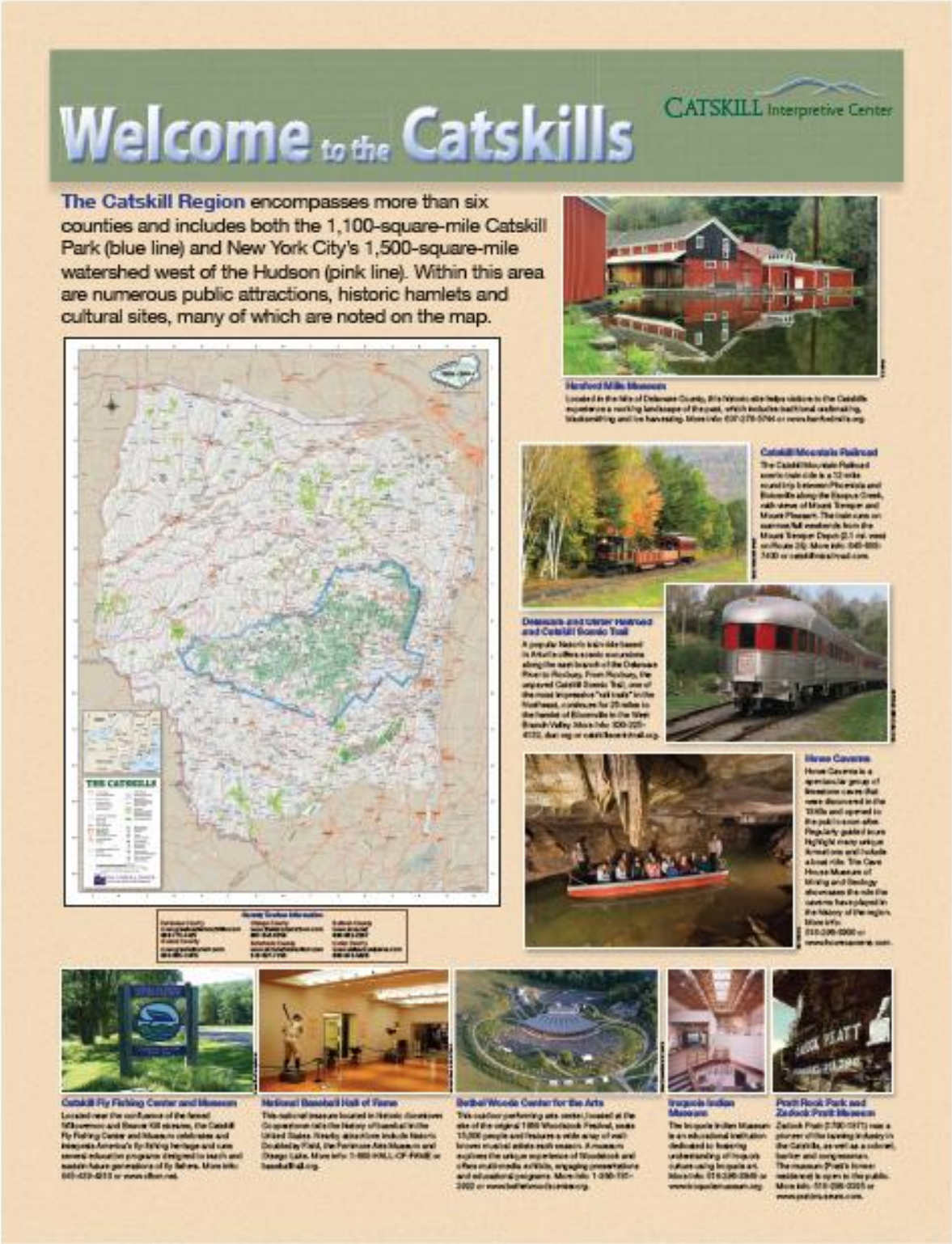
33	28S	Ulster	28-8601-2285	42°07'	09"	W74° 23'	37"	Brio's



34	28S	Ulster	28-8601-2270	42°06'	50"	W74° 21'	43"	Empty



Appendix 10 – Catskill Interpretive Kiosk Panel Displays



Catskill Communities

CATSKILL Interpretive Center

Many villages and hamlets

have retained the qualities that have attracted people to the Catskills for generations—historic, walkable downtowns, local businesses, and access to recreational opportunities in the surrounding forest, rivers and opens spaces. Although all Catskill communities reflect some aspect of the mountainous region they share, each community is distinct in its own way, depending on location, topography, cultural history and other influences. Visitors are encouraged to explore the many villages and hamlets of the Catskills, only a few of which are featured below.

Livingston Manor

Woodstock

Long renowned as a cultural hub for artists, musicians and social activists, this village has a thriving main street with a great variety of shops and eateries, as well as easy access to popular hiking areas such as Overlook Mountain.

Phoenicia

Once a mainstay in the logging, bluestone, and hotel industries, this hamlet along the Esopus Creek offers numerous fishing, tubing, kayaking and hiking opportunities, along with an historic train ride and an eclectic mix of downtown businesses.

Livingston Manor-Roscoe

These communities along the southern edge of the Catskill Park are the birthplace of American fly-fishing. Numerous streams, lakes, campgrounds, and public lands offer a variety of year-round outdoor pursuits.

Andes

This community along the scenic Route 28 corridor has a bustling historic main street, several working dairy farms, and nearby opportunities for fishing on the Pepacton Reservoir and hiking in the Catskill Park. Farther west, several other Delaware County communities offer a mix of quaint downtowns and active agricultural operations in the outlying countryside.

Mountaintop Communities

Several hamlets located on top of the Catskill escarpment contribute to the history, recreation, and culture of the northern Catskills. Ski centers in Hunter and Windham offer year-round activities, while many of the hamlets are in proximity to the wild scenery painted by artists of the Hudson River School and sites of the earliest hotels in America.

What is The Catskill Park?

CATSKILL Interpretive Center

The Catskill Park is a mountainous region encompassing more than 700,000 acres of land in Delaware, Greene, Ulster and Sullivan counties. The boundaries of the park are typically depicted on maps with a blue line, as shown here. However, unlike most parks the Catskill Park is a mix of both public and private land. In fact, public lands make up only about half of it. While many of the park's mountaintops and ridgelines are wild, there are communities throughout the park, including places where people live and work, hotels, restaurants and businesses that provide services to park residents and visitors.

The Catskill Forest Preserve is the 288,000 acres of state-owned public land within the Catskill Park. Constitutional protections ensure the "forever wild" status of these lands, which make up more than 41 percent of the park's total land area.

The Catskill Forest Preserve is characterized by old-growth forests, steep hemlock ravines, and clear free-flowing streams that provide many benefits, including wildlife habitat, drinking water for nearly 9-million New Yorkers, and a broad variety of outdoor recreational opportunities.

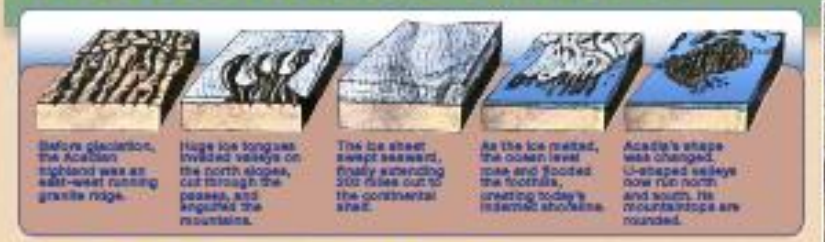
The City of New York manages six large reservoirs, all of which are open to fishing by permit. In addition, the city manages more than 40,000 acres of upland water-supply lands within the park that are open to hiking and hunting as well as fishing. Most upland properties do not require a permit.

Ashokan Reservoir - New York City gets more than 90 percent of its drinking water from the Catskill region.

Catskill Mountains - New York State manages more than 300,000 acres of land throughout the Catskills, open to a variety of activities, including hiking, hunting, fishing, trapping, camping, non-motorized boating, horseback riding, mountain biking and snowmobiling on designated trails.

From the Bottom of the Sea; Mountains Arise!

CATSKILL Interpretive Center



Gray and red sandstone and shale characteristic of this area formed some 360-400 million years ago when the Catskill region was a shallow sea that filled with clay and silt washing off the Acadian Mountains. For millions of years afterward, Geologic processes forced the resulting thick layers of sediment upward to form a plateau high above the sea. As streams eroded deep valleys into this plateau, the Catskill Mountains were formed. Continental and valley glaciers also left their mark, repeatedly covering the Catskills from 2 million to 12,000 years ago. Layers of sandstone and shale that formed in that ancient sea are still visible today.

Glacial topography dominates the Catskill Mountains

Tremper Mountain saddle - formed by glaciers. Southern hardwood valley forest along Esopus Creek (center).

Hunter/Slide Mountain balsam fir and red spruce boreal forests

Boreal flowers (above) Bunchberry (right) Clintonia

From Hardwoods to Boreal Forests of Spruce & Fir

The Catskill Mountains are a transitional area where central and northern hardwood forests meet, and they include unique natural communities where plants and animals from the far north survive. Why?

RAIN: On average, 7 inches more rain falls for every 1,000 feet of elevation in the Catskills. (Slide, Hunter and the highest mountains get twice as much rain as the valleys.)

COLD: For every 1,000 feet in elevation, the temperature drops 3.6 degrees Fahrenheit (6.5 degrees Celsius).

Result: High mountain tops are refuges where plants and animals have survived since the time of the glaciers.

In addition, because of the region's rugged terrain and one of the country's earliest efforts at preservation, some tracts of old growth forest remain. Old growth (or first growth) forests have only natural disturbances, not human ones. With few exceptions, they are found above 2,800 feet in elevation. Below that level, old growth survives in only a few extremely remote, steep and inaccessible places.

Watchable Wildlife

CATSKILL Interpretive Center

Listen for the "ker-ash" call of red-shouldered hawks as they soar overhead. Watch for them hunting, sitting quietly on a low branch and dropping down to capture their prey. These raptors are year-round residents of the Catskills.

At lower elevations, male scarlet tanagers stand out with their bright red plumage. Females are camouflaged by their duller feathers.

Visitors to the Catskills enjoy year-round wildlife viewing

opportunities. Whether from roadsides, hiking trails, or the water's edge, wildlife watchers are sure to see something of interest.

White-tailed deer are common throughout the Catskills. Black bears are the largest mammals found here, with males reaching an average weight of 300 pounds. Porcupines and their only known natural predator, fishers, are residents of the Catskills. While porcupines are often seen, fishers are elusive, so visitors should count themselves lucky to spot one.

Designated New York State Bird Conservation Areas and Audubon Important Bird Areas protect valuable avian habitat within the region and support breeding populations of many species.

Species of special interest include bald eagle, Bicknell's thrush and blackpoll warbler. The region is also home to a variety of reptiles and amphibians.

With the help of a bald eagle recovery program in New York State during the 1970s and 1980s, bald eagles have made a remarkable recovery from near extinction in the state. They may be spotted foraging and nesting near larger water bodies. For the lucky observer, nesting bald eagles and young may be seen during the spring.

Adult black bears have large home ranges, with males occupying areas up to 100 square miles, and females using 20 to 30 square miles. They primarily eat plant matter (acorns, beech nuts, berries, grasses and forbs, agricultural crops, etc.). However, bears are opportunistic and will eat whatever is readily available, including insects (especially ants and bees), amphibians, reptiles, small mammals, fish, carrion and garbage.

Bark stripped from the upper branches of trees or a pile of scat at the base of a hollow tree may indicate the presence of a porcupine. Their quills are a deterrent to predators, except fishers.

The fisher is a large member of the weasel family that grows to be 7 to 12 pounds in mass and up to 3½ feet long. Fishers were nearly extirpated due to unregulated trapping and loss of habitat. Protective measures put in place have supported the return of a healthy population, and the range and number of fishers in New York State is now expanding.

Watchable Wildlife

Catskill Area Locations to see Bald Eagles

NYC Water Supply Reservoirs, including Ashokan, Cannonsville, Neversink, Pepacton, Rondout, and Schoharie

Delaware River system, including the East and West Branch and main stem of the Delaware, the Beaverkill, and the Neversink River

Hudson River between Catskill and Kingston

Sturgeon Pool at the confluence of the Walkill River and Rondout Creek

Bicknell's thrush (left), first identified on Slide Mountain by Eugene Bicknell in 1881, and blackpoll warbler (right) both breed at high elevations within the Catskills.

Recreation

CATSKILL Interpretive Center

Find your Passion in the Park

Whatever your pleasure, whatever the season, the recreational opportunities available within the Catskill Park are diverse and abundant and within a short drive. The boundaries of the park are typically depicted on maps with a blue line, as shown here. Whether you want to pitch a tent in the middle of a majestic hemlock forest, paddle a canoe on a quiet lake, or break trail in the fresh powder on a crisp winter morning, the Catskill Park will not disappoint! In addition to the outstanding hiking and fishing opportunities discussed on the adjoining panels, here are some other ideas to consider:

Swimming

From the developed beaches at North Lake, Mongaup Pond, Little Pond and Pine Hill Lake to undeveloped areas such as Colgate Lake, Alder Lake and Big Pond. There are many great places to cool off.

Hunting

Most public lands in the region are open to both big and small game hunting for NYS-licensed hunters. Popular game species in the Catskills include white-tailed deer, wild turkey, ruffed grouse, and black bear.

Camping

New York State operates eight campgrounds in the Catskills, most of which provide a wide variety of opportunities. In addition, primitive camping is allowed on most state forest preserve land. Bring a tent, or look for one of more than 50 lean-to's throughout the park.

Alpine Skiing

The Catskill Mountains are famous for contributing to the birth of the U.S. ski industry. Today over a million people ski and snowboard the mountain areas: Belleayre Mountain-Ulster County, Plattekill Mountain-Delaware County, Holiday Mountain-Sullivan County, and Hunter and Windham mountains in Greene County.

Canoeing, Kayaking and Tubing

Several streams, including the Esopus Creek and the Delaware River are great for canoeing, kayaking, tubing and rafting.

Road and Mountain Biking

With miles of scenic country roads and developed trail systems, there are many opportunities to pedal throughout the park.

Cross-country Skiing and Snowshoeing

Many hiking trails throughout the park are great for cross-country skiing and snowshoeing.

The Catskill Mountains: INSPIRING THE American Imagination

CATSKILL Interpretive Center

The Imposing presence of the Catskills

beside the Hudson River inspired America's first creative expressions in writing and painting.

In 1825, **Thomas Cole** *(1801-1848)* first painted and sketched the romantic and sublime mountains, clowes and creeks of the Catskill Mountains.

Washington Irving (1783-1859) wrote in *Rip Van Winkle* that "Rip looked down into a deep mountain glen, wild, lonely, and shagged…" describing Kaaterskill Clove, scene of Cole's The Clove.

The ridge of the Catskills from High Point up the Escopus Valley was known as the Shandaken Mountains. Durand's view of High Point depicts the area of the valley near the site of the Ashokan Reservoir.

Asher B. Durand *(1796-1886)* was among many artists who followed Cole into the Catskill Mountains. Their paintings were imbued with a spiritual sense of wonder celebrating nature and are recognized as the Hudson River School of painting, active through the 1800s.

Henry David Thoreau (1817-1862) wrote that a house he visited atop Kaaterskill Clove … seemed high placed, airy, and perfumed, fit to entertain a traveling god…It was the very light and atmosphere in which works of Grecian art were composed, and in which they rest.

The Thomas Cole National Historic Site at Cedar Grove in Catskill offers the Hudson River School Art Trail with an online brochure mapping paintings and present views. Visit www.thomascole.org

Catskill Region Art Colonies:

Drawn by the beauty of the Catskill Mountains, artists arrived and communities formed in favored locations: Palenville in the 1830s, at Cragsmoor near Ellenville, Pakataken in Arkville, Onteora Park and Twilight Park near Haines Falls in the 1880s, Byrdcliffe in Woodstock in 1903, and the Maverick in West Hurley in 1904.

Ralph Radcliffe Whitehead's Byrdcliffe opened in 1903 with the Byrdcliffe School of Art in the present Byrdcliffe Theater building. It was the first art school in the Hudson Valley and is today a National Register site with 30 unique picturesque buildings on 500 wooded acres.

John Burroughs, a Catskills Naturalist

The celebration of nature is felt in the writings of John Burroughs (1827-1921), born in Roxbury in Delaware County. The Catskills helped inspire him to become one of America's great naturalists who helped lead the conservation movement at a critical time in the nation's history. He visited all the Catskill Art Colonies.

In *Locusts and Wild Honey* (1879) he wrote of a Catskill Stream:
My eyes had never before beheld such beauty in a mountain stream. The water was almost as transparent as air—was, indeed, like liquid air, and as it lay in these wells and pits enveloped in shadow, or lit up by a chance ray of the vertical sun, it was a perpetual feast to the eye—so cool, so deep, so pure; every reach and pool like a vast spring.

Hervey White, a Catskills Character

Hervey White

In 1902 artist Bolton Brown brought Ralph Radcliffe Whitehead and Hervey White to Woodstock. In 1904, Hervey White, writer, social reformer and iconoclast, left staid Byrdcliffe to establish The Maverick Art Colony in nearby West Hurley, along what is now Maverick Road.

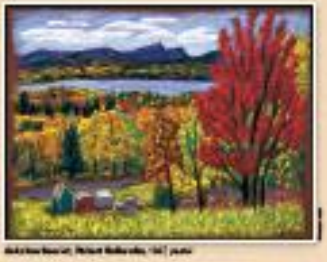
Beginning in 1916 raucous festivals to raise funds for the Maverick Colony presaged the exuberant spirit of the Woodstock Festival.

The Catskill Mountains: Inspiring the American Imagination

CATSKILL Interpretive Center

Paintings of the Woodstock School

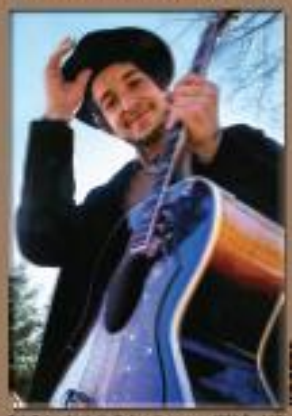
With the establishment of Byrdcliffe and the opening of the Art Students League summer school in 1906, the 20th century Woodstock School style of landscape painting—more modern than the 19th-century Hudson River School style—became influential.



Music in the Catskills: Folk, Rock and Roots

Camp Woodland brought city children to Phoenicia from 1939 to 1962. The progressive, integrated camp stressed folkways and folk music, with annual visitor Pete Seeger teaching, performing and leading songs. Camp Director Norman Studer compiled *Folk Songs of the Catskills* and *Catskill Mountain Songbook*.

While the "Borscht Belt" of the southern Catskills was known for entertainment at hotels like Grossinger's and the Concord in Sullivan County, in the late 1960s, young musicians flocked to the Woodstock area in Ulster County. In 1969, the Woodstock Music and Art Fair which was staged at Max Yasgur's farm at White Lake in Sullivan County took its inspiration from the cultural energy in Woodstock.



Artists, musicians, writers and actors continue to live and work in the Catskills.

Fishing in the Catskills

CATSKILL Interpretive Center

Birthplace of American Fly-Fishing

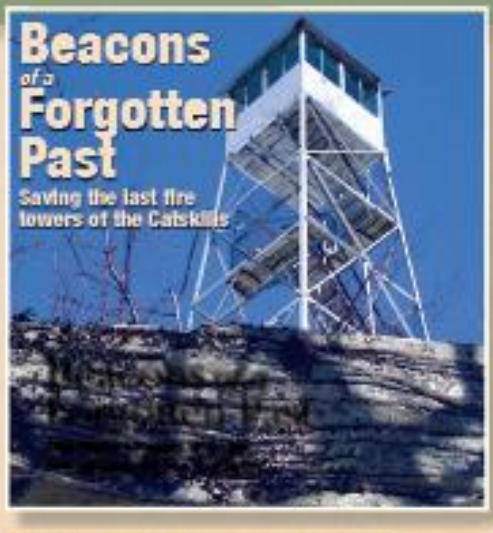
Some of the most famous trout fishing streams in the U.S. are found within the Catskills, long heralded as "the cradle of fly-fishing in America." Many of these streams, including the Beaverkill, the Willowemoc and the Esopus, have played an important role in the history of American sport fishing. The lore and lure of the region dates back to the early 1800s when roads began to improve, and anglers who traveled up the Hudson River by steamboat to Kingston and Newburgh were then able to travel overland by stagecoach. References to the Catskill Mountains and its storied fishing appeared in the earliest publications of sporting literature, and many of the most famous fly-fishers, fly-tiers and fishing journalists have learned or applied their skills by fishing in Catskill waters.

More than 1,500 miles of trout streams exist in the Catskills, 30 of which are greater than 10-miles long. There are also dozens of lakes and ponds, including six large New York City-owned reservoirs that provide excellent fishing for trout and other sport fish.

While many stream segments and some lakes and ponds are on public lands, the State of New York has also purchased easements on private lands allowing for public fishing. Public fishing rights allow the public to use stream banks for the sole purpose of fishing. Easements along stream banks are normally 33 feet wide. Anglers should try to stay as close to the river as possible to avoid encroaching on adjacent private lands. Easements may be along one bank or both banks, depending upon what was purchased. Public fishing rights allow the public to use the stream bed and banks for the sole purpose of fishing.

Firetowers

CATSKILL Interpretive Center



For nearly a century, observers watched the forests of New York State from more than 100 fire towers perched atop the highest peaks, searching for the telltale signs of forest fires. In the Catskill region alone, there were 19 towers.

Beginning in the 1980s, New York began to phase out the use of fire towers, and, in 1990, the last observer ended his watch in the Catskills at the Red Hill Tower. Over time, the towers and observers' cabins began to deteriorate; some were dismantled, others closed for safety reasons. With the support of volunteers and private donations, the five remaining Catskill towers were restored and reopened to the public in 2000. Since then, volunteers help DEC maintain and interpret the structures.

PLEASE CONSIDER BEING A VOLUNTEER. Call DEC at 845-256-3000 or Catskill Center at 607-652-7365 to have a special Catskill experience.

Overlook Mountain

Woodstock—
Elevation 3,140 feet
This is the newest of the five towers left, having been at its present location since only 1950. Great view of the mountains and Hudson Valley.

Hunter Mountain

Town of Hunter—
Elevation 4,040 feet
This tower has the distinction of being at the highest elevation of any fire tower in New York State. Accessible part way by the Hunter Mt. Ski Center chairlift.

Red Hill

Denning—
Elevation 2,900 feet
The Red Hill Fire Tower was constructed in 1921. Shortest hike to a fire tower. The last fire tower staffed in the Catskills, it closed in 1990.

Balsam Lake Mountain

Hardenburgh—
near Arkville
Elevation 3,723 feet
The first forest fire tower in New York State was erected on Balsam Lake Mountain in 1887.

Mt. Utsayantha

Town of Stamford—
Elevation 3,209 feet
Built by the Civilian Conservation Corps (CCC) in 1933. Tower can be accessed by car.

Tremper Mountain

Shandaken—
near Phoenicia
Elevation 2,740 feet
Original structure built circa 1917, was used for fire observation until 1971. A great view over the central Catskill peaks.

Water, Water, Everywhere

"Indeed, the water of all this Catskill region is the best in the world. . . ."

CATSKILL Interpretive Center

Thousands of miles of pristine streams and rivers,

replenished by up to 60 inches of precipitation annually, make the Catskills a verdant region. Native Americans fished these streams, and lumbermen floated logs to market on them. Catskill mountain creeks have watered cattle and crops, inspired artists and writers, and cooled vacationing city dwellers and their country cousins. They have also brought death and destruction in the form of periodic flash floods.

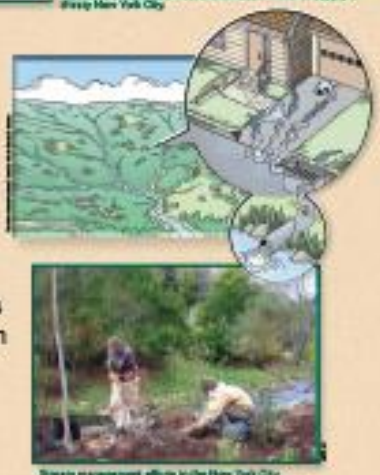
For more than 100 years,

Catskill streams have also been the lifeblood of New York City. Six huge reservoirs supply more than a billion gallons of water each day to 9 million people, half the state's population.

Much of the Catskill Park is included within the 1,600-square-mile Catskill-Delaware watershed which supplies New York City reservoirs. A public and private partnership is at work to protect water quality in this special area.

What Is a Watershed?

It is the land over which rain and melting snow drain to a stream, lake or other body of water. We all live in a watershed, and it's up to each of us to prevent pollutants from contaminating downstream waters. To learn more and to find out how to be an active environmental steward, visit www.catskillstreams.org.



Discover the Hidden Treasures of the Park

Take a Hike

CATSKILL Interpretive Center

With more than 300 miles

of well-marked and easily accessible trails, hiking opportunities are both abundant and nearby. Explore forever-wild landscape comprising woodlands, rushing streams, abundant waterfalls, tranquil lakes and ponds, and balsam-scented summits overlooking a patchwork of forests and farms.

HIKES FOR FAMILIES

Alder Lake Loop - An ideal nature walk around a tranquil lake, where you can enjoy a picnic lunch. Look for the beaver lodge along the shore and spotted newts swimming in the shallow waters in warmer weather. Watch trout rise to the surface at sunset.

Onteora Lake Loop – Watch for signs of old bluestone quarries as you follow old wood roads. These roads were once traveled by oxen-drawn wagons loaded with slabs of bluestone used for sidewalks in Kingston and other cities in the U.S.

Kelly Hollow Loop – Walk through old farm fields, now replanted with pine and spruce, where old stone walls testify to the history of farming in the region. Enjoy the solitude of the lean-to overlooking a beaver pond.

Boulder Ramble at North-South Lake – Search for famous glacial erratics along the Escarpment Trail at the campground. These include Boulder Rock, which looks like a dinosaur egg, Sunset Rock, with its wonderful view of the lake and the awesome Alligator Rock.

WATER, WATER EVERYWHERE

Kaaterskill Falls – Be sure to bring your camera when you visit the highest tiered waterfall in New York and the most photographed waterfall in all the Catskills. Follow Kaaterskill Falls Trail from State Route 23A to the 240-foot waterfall.

Vermoy Kill Falls – Relax or fish at the base of numerous bedrock-lined waterfalls and deep pools; take a dip in a swimming hole; explore the foundation of an old mill, or pitch a tent at one of several remote campsites all in the vicinity of this southern Catskill treasure.

HIKES THROUGH HISTORY

Old Beerbock Turnpike – Relive the last 200 years as you hike past several old bluestone quarries, the Devil's Kitchen and massive hotel ruins, ending at a restored fire tower with a 360-degree view.

Historic Hotels – Turn back the clock 150 years, and explore where presidents and countless dignitaries stayed. Follow the Escarpment Trail past the sites of the Kaaterskill and Catskill Mountain House hotels, Layman Monument, Boulder Rock lookout and around North-South Lake.

HIKES WITH BREATHTAKING VIEWS

Giant Ledge – A short hike with a big payoff! To access this 180-degree panorama of the eastern Catskills, follow the Phoenicia-East Branch Trail to the Giant Ledge-Panther Trail from Ulster County Route 47.

Huckleberry Point – Enjoy views of Plattie Clove, the Hudson Valley, the mountains and Devil's Path as thermal-riding vultures and squawking ravens provide entertainment from above.

WONDERFUL WOODS WALKS

East Branch Neversink – Take an easy stroll through a majestic hemlock forest and alongside one of the most famous and crystal-clear streams in the Catskills. Traverse the Phoenicia-East Branch Trail along the Neversink River from the terminus of County Route 19 in Denning.

CATSKILL Interpretive Center

Plan and Prepare Ahead

- Wear proper footwear and carry essential equipment for your activity.
- Pack essential outdoor survival items for emergencies and hazards.
- Check current weather forecasts and plan accordingly.
- Know land use regulations and obtain any applicable permits in advance.
- Know your capabilities, and don't exceed them.

In Camp

- Use lightweight stoves for cooking.
- Use existing fire rings at designated sites.
- Use only dead and down timber for fires.
- If you build it, break it down.
- Be sure your fire is out and cold before leaving.

Bear Safety

- Store food overnight in a pack hung between trees at least 12 feet above ground and at least 6 feet away from any tree trunk.
- Do not leave food of any kind inside or near your tent; do not eat in your tent.

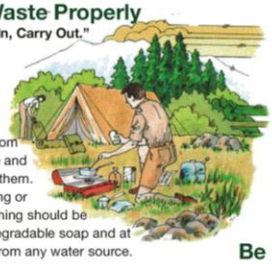
On the Trail

- Travel on marked trails.
- Camp at designated sites OR on durable surfaces.
- Camp more than 150 feet from any trail, water source or road.
- Focus activity where vegetation impact is minimal.

Dispose Waste Properly

Practice "Carry In, Carry Out."

- Human solid waste (feces) must be buried; dig 6-8 inch-deep holes at least 200 feet from water, campsite and trail, and cover them.
- Personal washing or equipment cleaning should be done with biodegradable soap and at least 200 feet from any water source. from any water source.



Leave What You Find

- Leave plants, rocks and other natural objects as you find them.
- Check clothing, equipment and boots to avoid transporting non-native species.

Respect Wildlife

- Take only pictures and memories with you.
- Observe wildlife from a distance.
- Do not feed wild animals.
- Avoid wildlife during sensitive mating and nesting times.

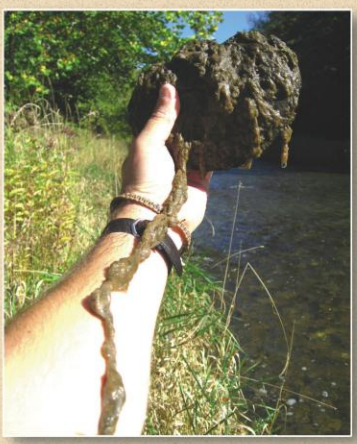
Be Considerate of Others

- Leave you campsite cleaner than you found it. Do not bury garbage; it will only be dug up by animals.
- Be courteous; respect other visitors and their enjoyment.
- Be considerate; avoid making loud noises.
- Avoid large group trips.
- Control pets at all times, and remove their waste.
- Report any emergencies or illegal activity.

Aquatic Invasive species

CATSKILL Interpretive Center

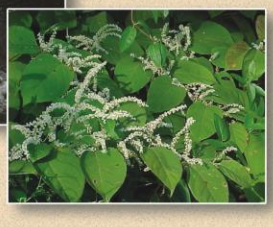
Rock snot (didymo), bad bugs and other "bio bullies" threaten the Catskills' environment, economy and recreational activities. Fish diseases such as Viral Hemorrhagic Septicemia (VHS) and invasive species such as the zebra mussel, Eurasian water milfoil, rock snot and water chestnut can be spread through the use of boating and fishing equipment that has not been properly cleaned, dried or disinfected prior to its use in another waterbody.



Didymo, also known as rock snot, has been documented in the East and West branches of the Delaware River as well as the Esopus Creek.

Never release fish, plants or animals into a body of water unless they came from that body of water.

Invasive species – non-native species that can cause significant environmental or human health harm – are already in the Catslill region, and more will arrive. All of these species were introduced and spread by humans.



Japanese knotweed is taking over native vegetation many streams throughout the Catskills, reducing stream bank stability and impeding access.

HELP STOP THE SPREAD OF AQUATIC INVASIVE SPECIES

REMOVE all mud, plants and other organisms that might be clinging to your boat, boating equipment or fishing gear.

DRAIN AND DRY everything! Many aquatic invasive species and fish diseases are microscopic and can be transported in as little as a drop of water. Dry equipment for at least 48 hours before using it in another waterbody.

DISINFECT all equipment, including the boat, if you do not have the time to dry it before using it in another waterbody. Effective disinfectants include water over 140 F (hotter than most hot tap water), 2% bleach solution (3 ounces of household bleach mixed with 1 gallon of water), or household cleansers such as Fantastik®, Formula 409®, or Spray Nine®.

Invasive species

CATSKILL Interpretive Center

The Asian longhorned beetle (ALB) was first discovered in New York in 1996. Since that time, it has caused the destruction of tens of thousands of trees in New York City and Worcester, Massachusetts.

Although ALB attacks many types of hardwood trees, they seem to prefer maples. If the beetle were to become established in New York State forests and communities, the impact to maples, especially sugar maple, could be devastating.

The emerald ash borer (EAB) is responsible for the death of tens of millions of ash trees in North America. Ash is an important shade tree in urban neighborhoods, a component of our forests and a tree of commercial value. If EAB becomes established in New York, the impact could be devastating.The emerald ash borer has been detected in a number counties in New York State, including Ulster and Greene Counties in the Catskills.

For questions about firewood regulations or to report possible insect infestations, call toll-free 1-866-640-0652.

Asian longhorned beetles and emerald ash borers can destroy forests. They move to new areas via firewood. Help stop their spread by using locally cut or heat-treated firewood.

Welcome to the Future Home of the Catskill Interpretive Center

This kiosk, built in spring 2010 with private funds and donated labor, precedes the full-fledged interpretive center to be built on this site by the New York State Department of Environmental Conservation. The Catskill Interpretive Center (www.catskillinterpretivecenter.org) will provide a gateway to the Catskill Region, including the 700,000-acre Catskill Park, New York State's second-largest park.

What is an Interpretive Center?

The planned interpretive center will include knowledgeable staff, interactive exhibits, displays, and videos to guide you and your family through the natural and human-made wonders, history and culture of "America's First Wilderness." It will be a gateway and guide to the Catskill Park and Forest Preserve and to the Catskill Region.

The Friends of the Catskill Interpretive Center are working to make it a reality by seeking funding from the State of New York, the federal government, local governments and the private sector. They are grateful to the following organizations for creating this kiosk and its panels:

SUNY-Delhi Architectural Design and Building Construction Programs

The New York State Department of Environmental Conservation

The Ashokan Watershed Stream Management Program Ashokan Watershed Stream Management Program (A partnership of Cornell Cooperative Extension of Ulster County, Ulster County Soil and Water Conservation District and the NYC DEP Stream Management Program)

The Catskill Center for Conservation and Development

The Wallace Genetic Foundation

The Central Catskills Collaborative

The Milton and Sally Avery Foundation for the Arts

Jeff Collins Stone Supply and The George Danskin Memorial Fund

Creation of the Catskill Interpretive Center is endorsed by the Shandaken Town Board, the Olive Town Board, the Woodstock Town Board and the Ulster County Legislature