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HRG Consultants, Inc.

*An Enhancement Concept*  
FOR THE  
*Upper Delaware Scenic Byway*

**Prepared for:**

Citizens of the Upper Delaware Scenic Byway

and

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J A N U A R Y 2 0 0 2

*An Enhancement Concept*

F O R T H E

*Upper Delaware Scenic Byway*

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This Enhancement Concept for the Upper Delaware Scenic Byway was produced through the dedicated and thoughtful participation of community members and advisors along the entire length of the byway. In particular, thanks go to:

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**Proposal made possible through a \$120,000 New York State Discretionary Scenic Byway Grant  
and a \$30,000 contribution from the Sullivan County Legislature**

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District 7 – The Honorable Leni Binder  
District 8 – The Honorable Robert Kunis  
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# C H A P T E R

# 1

## **Public Involvement Vision, Goals and Objectives Statement of Significance Inventory of Existing Conditions**





## **Public Involvement**

### **Scenic Byway Committee**

The Scenic Byway Committee (SBC) is the core advisory body for development of the Enhancement Concept for the Upper Delaware Scenic Byway. The SBC has met monthly over the last year to develop a vision statement and goals, identify issues that affect the Scenic Byway, and formulate strategies for enhancement. During the planning process, the Scenic Byway Committee served as the chief vehicle for public input and distribution of information, and the SBC also will fulfill this role during the implementation of the Enhancement Concept.

In addition to the SBC members, a number of local, regional and state representatives provided valuable input and advice needed to develop the enhancement strategies. The following organizations offered assistance and support in the planning process: the Sullivan County Division of Planning, the Upper Delaware Council, the New York State Department of Transportation, and the National Park Service. The continued involvement of these organizations is recommended.

During the planning process, input was also solicited from individuals and organizations that are intimately familiar with particular subjects. For example, each chamber of commerce and tourism organization provided insights into economic development and tourism issues and opportunities while byway stakeholders also showed an interest in the project and may become important stewards. This outreach was a success during the planning process and should be continued so that all interests are involved and supportive.

All SBC meetings have been open to the public and should continue to be. This gave interested parties the opportunity to provide input during all working meetings.

Finally, SBC members have been and will continue to be ambassadors for the byway, to generate public support for the project and answer questions from neighbors and constituents. This is especially important for elected officials on the SBC, who have the opportunity to give regular updates to their constituents and fellow elected officials. It is recommended that members of the SBC continue to serve as advisors during implementation, and they may also become board members of the 501(c)(3) organization that is recommended as a formal management structure for the Upper Delaware Scenic Byway.

### **Public Involvement Actions**

A number of vehicles were used to inform the SBC members and the public during the planning process for the development of the Enhancement Concept for the Upper Delaware Scenic Byway.

S C E N I C B Y W A Y



*Hairpin turns at Hawk's Nest*

Action: Activities of SBC Members

Committee members became familiar with the project, attended meetings, informed their communities about the project and answered questions. Meetings provided opportunity for public input.

Action: Information Distribution

Meeting notifications and progress reports were provided by direct mail, through community organization newsletters and posted on existing websites. HRG

team members prepared meeting notices and minutes, which were distributed by SBC members to appropriate locations in their communities.

Action: Media

Press releases were issued through the Upper Delaware Council (UDC) and the Sullivan County Planning Department, both of which maintain a list of local newspapers and other media. Reporters from local newspapers attended and wrote articles on the progress of the SBC meetings.

Action: Publications

Publications produced on a regular basis were used to provide background information and updates on the byway. The Upper Delaware Council newsletter, which is published quarterly, and the Sullivan County newsletter, published bimonthly, were major conduits for information. However, there are other publications such as the Lumberland Republican Club, which publishes a monthly newsletter that could be used in the future to inform their membership of byway activities.

Action: Local Organizations

Area organizations that hold regular meetings, such as the Kiwanis Club and Rotary Club, among others, can provide a venue for future public involvement and information efforts.

Action: World Wide Web

Several towns and organizations have websites that were used to convey information about meetings and activities, and these will continue to be used in the future. These websites include:

- City of Port Jervis      [www.portjervisny.org](http://www.portjervisny.org)
- The River Reporter      [www.riverreporter.com](http://www.riverreporter.com)

Other sites may also could be used to post updates on the progress of the Upper Delaware Scenic Byway and they include:

- Sullivan County      [www.co.sullivan.ny.us](http://www.co.sullivan.ny.us)
- Town of Highland      [www.town.highland.ny.us](http://www.town.highland.ny.us)
- Town of Tusten      [www.tusten-narrowsburg.org](http://www.tusten-narrowsburg.org)

U P P E R D E L A W A R E



## VISION, GOALS AND OBJECTIVES

*The Upper Delaware Scenic Byway will highlight what is already an exceptional feature of the region's appeal to residents and visitors alike — the highway itself. The most significant and attractive aspects of the byway will continue to be its spectacular scenic highway vistas, access to the Delaware River and its resources, and the uniqueness of the communities along the byway.*

*The economic climate will be enhanced through careful promotion of the byway and its resources. This will enable communities to retain their character and quality of life while reaping the economic benefits of tourism promotion, and will further opportunities for residents to earn a living wage. The byway's communities will have vibrant, revitalized Main Streets.*

*The visitor experience will be heightened through convenient and attractive facilities like turn-offs and overlooks, restrooms and picnic areas. The byway itself will be safe for autos and bicycles but also remain open to commercial traffic so vital to the area. The visitor will have an exceptional year-round experience because of the abundant lodging, dining and recreational choices available and the hospitality of the area's residents.*

## Goals and Objectives

### Public Participation, Support and Implementation

- Achieve the vision through strategies that emphasize local control over land use decisions and do not result in new regulations
- Incorporate strategies that allow individual communities latitude to define the ways in which they will meet the vision and goals

### Transportation

Provide a byway corridor in which autos, bicycles and pedestrians can safely travel

- Increase multimodal accessibility and safety along the byway
- Develop (install) roadway design features that enhance the safety and appreciation of the byway
- Establish the ability of the roadway and bicycle/pedestrian systems to handle current traffic and the potential increase in traffic as a result of tourism development
- Identify potential safety, operational and maintenance impacts of designation, their causes and mitigation measures

Enhance the appearance of the byway right-of-way

- Develop vegetative management practices for the Byway right-of-way
- Explore landscape and streetscape enhancements, road improvements, flexible design standards, vegetation management, and roadside features such as guardrails, signs and shoulder treatments

S C E N I C B Y W A Y

## Stewardship and Interpretation

Promote and protect the scenic beauty of the area, its historic architecture and the pleasant nature of drives along the byway

- Identify opportunities to renovate and rehabilitate historic structures
- Identify ways to preserve the scenic beauty of the area and promote visitor appreciation of it
- Identify interpretive opportunities and techniques by determining the audience and framing interpretive themes from which products, facilities and strategies can then be recommended to engage the traveler in exploration of the byway's resources
- Focus on the cultural landscape, the peoples of the past — their work, their ideals, and their contributions and the natural resources found within the byway corridor
- Ensure that the byway retains the feeling and association of past land use, while reinterpreting that landscape heritage for future generations

Improve the appearance of the byway corridor and revitalize its community centers

- Emphasize community revitalization
- Develop ways to promote local services through means other than large signs along the byway
- Unify and enhance the appearance of public roadside amenities and facilities
- Develop marketing and economic development opportunities and incentives that focus on the community centers and their uniqueness

Create interpretive facilities and material that will engage the visitor

- Develop interpretive materials that will explain and celebrate the unique history and features of the byway
- Identify and/or develop key places where visitors can access information about the byway and its resources

## Tourism Development

Encourage economic development and community viability through increased tourism throughout the year, but in such a way that communities retain their character and livability

- Work closely with local communities to determine tourism priorities
- Increase tourism in the nonsummer months
- Develop tourism approaches that are compatible with the "carrying capacity" of each town
- Provide for the mitigation of impacts to communities created by increased tourism
- Support the creation and retention of small, local businesses

Ensure the adequate provision of visitor facilities

- Evaluate accessibility to and availability of tourist sites (historic and recreational sites and their hours of operation) to determine how well they serve the visitor, where improvements are needed and whether there are gaps in visitor services
- Provide safe and clean visitor facilities at regular intervals along the entire byway
- Encourage the enhancement and establishment of visitor services along the byway

U P P E R D E L A W A R E

Minimize intrusions on the visitor's experience

- Stimulate a review of town development practices and their impact on the byway
- Develop training avenues for hospitality industry workers

#### Marketing and Promotion

Make the byway a recognizable destination and a point of pride in the community

- Expand opportunities to educate residents and visitors about the resources of the area
- Create promotional materials that will entice visitors to the byway year-round
- Develop a recognizable name and image for the byway
- Evaluate current regional, state and local marketing efforts for efficacy and market penetration
- Explore cross-marketing and shared marketing opportunities as well as market shares, tie-ins and other promotional strategies
- Develop strategies to increase the economic impact of tourist dollars, as well as a preliminary three-year marketing plan for the corridor that will be developed in conjunction with local representatives

Promote the many intrinsic qualities and activities found along the byway

- Develop ways to improve access to and awareness of recreational activities, scenic resources and visitor amenities
- Support and promote cultural programming along the byway

#### Management and Financial Resources

Establish a byway management entity that provides for equal, cooperative participation by all byway communities in the implementation of the Enhancement Concept

- Identify an organizational structure that can effectively be the voice of all
- Prepare a management structure for implementing the vision and strategies laid out in the Enhancement Concept
- Explore opportunities for partnerships

Identify long- and short-term financial resources and strategies that will ensure the viability of the Byway

- Establish a structure that will immediately begin to implement the Enhancement Concept
- Develop a strategy that will be successful at achieving goals and funding projects
- Explore federal, state and county funding sources as well as private organizations and foundations



*Southwestern view from Hawk's Nest scenic overlook*

## **STATEMENT OF SIGNIFICANCE**

The Upper Delaware Scenic Byway follows the sinuous curves of Route 97 in New York, once referred to as “the most scenic highway in the East.” The road roughly parallels the Upper Delaware River as it flows through the Delaware River Gorge, along the way offering the visitor stunning mountain scenery, a rich history, communities both lively and quaint, and an abundance of recreational opportunities. The Upper Delaware River not only forms the scenic backdrop to this attractive area, but also the historical backdrop to the communities and land patterns of today. The city of Port Jervis in Orange County anchors one end of the byway and the village of Hancock in Delaware County anchors the other. In between lies Sullivan County, in which the majority of the byway is located. The Upper Delaware Scenic Byway’s 71.35 miles offer a myriad of alluring features — historic, natural, scenic, recreational, and cultural — that tempt the visitor to explore and experience the Upper Delaware River Valley.

*Upper Delaware River*



## **Stunning Scenic Values**

Route 97 was built in the early 1930s to link Port Jervis with the Village of Hancock. It was envisioned from the beginning as both a scenic highway and a means of opening up the Southern Tier counties through which it passed. Route 97 also connected with Route 17 in Hancock, providing a route to Binghamton and points west. Its final route over Hawk’s Nest, 150 feet above the Delaware River, was a significant engineering feat and provided drivers and their passengers with superb scenic vistas.

The scenery that awaits visitors to the byway is shaped by several natural and man-made features. The road alternately winds through the forested hills and glides alongside the Upper Delaware River, two of the byway’s most significant natural features. The hills reflect geological forces as well as glacial action that carved out the Delaware River Gorge and left the landscape littered with mineral deposits. The gorge, which straddles the New York/Pennsylvania border, and was identified by the Pennsylvania Bureau of Topographic and Geologic Survey as one of the outstanding scenic geologic features in the state. The gorge exists along almost the entire length of the byway and provides sweeping views along sections of the road that follow the hilltops as well as the backdrop to broad views across the water from the riverbanks.

U P P E R D E L A W A R E

*Artist at Hawk's Nest*

The abundance of forest and numerous water bodies have made it possible for one of the more spectacular sights along the byway, the bald eagles, to exist. Bald eagles have recently made a remarkable recovery and return to the Upper Delaware River. Their return is testimony to the success of environmental protection policies and practices over the past several decades, and particularly of the success of the 12,000-acre Mongaup Valley Wildlife Management Area that protects critical eagle habitat and ensures exceptional water quality in the Delaware River and its tributaries. Eagle-watching has become a popular pastime along the byway, especially during the winter when the eagles are easily spotted fishing along the icy shores of the river.

The Upper Delaware River ties the entire byway together from one end to the other and, while not always visible, always is a presence in terms of the landscape and the life of the communities that lie along the byway. In 1978, the significance of the river was recognized when it was made part of the National Wild and Scenic Rivers system as the Upper Delaware Scenic and Recreational River. "Scenic" and "recreational" aptly describe the present-day values of the river, but at one time it also was the economic life blood of the region as well. This fact is evident in most of the communities found along the byway which grew up around the various industries that were found in the valley, including timbering, tanneries, and the canal, all of which used the energy of the river and its tributaries.

The communities along the route form the man-made scenery that lends spirit to the byway. Intimately linked to the area's natural abundance and beauty through economic and social history, the communities are scenic in and of themselves. Their historic architecture, relationship to the river and natural setting make the villages, hamlets and cities appealing punctuations in the natural landscape. They appear at nearly regular intervals, offering visual variety to the byway.



*Eagles are abundant along the Upper Delaware River*









*River outfitters offer the recreational enthusiasts what they need*

## **Abundant Recreational Opportunities**

Whether byway visitors are looking for a quiet day of bird-watching or fishing, a rowdy raft trip down the rapids, or a competitive round of golf, they are sure to find what they are looking for somewhere along the corridor. The fact that the corridor lies within the Upper Delaware Scenic and Recreational River boundaries makes it an outdoor lover's paradise, especially for those who enjoy water-based

recreation. There are many places to rent boats and rafts to take advantage of the fact that the Upper Delaware is the longest free-flowing river in the Northeast and features riffles and Class I and II rapids interspersed with calm pools and eddies. Known as one of the best fishing areas in the Northeast, the Upper Delaware also is home to a number of fishing guide services that will provide tackle, boats and expert location finding for the region's best fishing. Others who wish to venture out on their own can take advantage of the numerous boat landings and fishing access sites that are located along the entire length of the river.

For the landlubber, the byway offers opportunities for wildlife observation, cycling and golfing. Although most of the land in the valley is privately owned and off-limits to hikers, there are several places where the hiker can experience the natural wonders of the region on foot. The Tusten Mountain Trail at Ten Mile River and the trail through Bouchouxville Preserve are two of the longer trails, while the Delaware & Hudson Canal Heritage Trail in Port Jervis and several trails at Minisink Battleground Park offer somewhat shorter, more relaxed hiking opportunities. Expert cyclists will find Bicycle Route 17, which runs along Route 97 for its entire length, a challenge and a pleasure. Bicycle Route 17 is a 435-mile cross-state cycling route connecting Lake Erie and the Hudson River. Some of the less traveled and less hilly roads adjacent to the byway present an opportunity for novice cyclists as well. Nine-hole golf courses are available at Eddy Farm Resort and French Woods Country Club, while Villa Roma Resort offers an eighteen-hole golf course.

## **Rich History**

The history of the byway corridor encapsulates the history of our nation in many ways. The region was part of the path of westward migration and many pioneer spirits made their mark here. It was the scene of the struggles for freedom and unity in the American Revolutionary and Civil Wars. And it traces the history of nearly every major transportation innovation our country has seen from the use of natural waterways and Native American trails as transportation routes to the creation of turnpikes, canals, the railroad and the modern highway.

U P P E R D E L A W A R E

*Remnants and artifacts of the Delaware and Hudson Canal built in 1828 can be seen today*

The Upper Delaware River drains the valley and provided natural resources and a transportation corridor for the inhabitants — first Native Americans and then later waves of European settlers. The ridges that flank both sides of the river were natural impediments to movement and funneled people to the river. During the Revolutionary War, the river valley was used as an avenue for invasion by the British and their Native American allies. One notable incident that occurred in the byway corridor itself was the 1779 Battle of Minisink. Twenty-seven Tories and 60 Iroquois Indians under the leadership of Mohawk Chieftain Joseph Brant raided Minisink, killing four settlers and burning houses, barns, mills and the fort. The following day the militia from Orange and Ulster Counties in New York and Sussex County in New Jersey pursued the raiders and a skirmish ensued that killed tens of militiamen and eight men from the raiding party. The Minisink Battleground Park, which is listed on the National Register of Historic Places, now commemorates this battle.



When peace returned, settlers took advantage of the region’s natural resources, especially the vast stands of timber. The river provided the means to transport these resources to market. Rafts of logs were floated down the river and helped to create trading and market centers that furnished supplies to the raftsmen. Communities such as Hancock, Long Eddy, Hankins, Cochection and Narrowsburg grew up around the timber industry and its employees. Timbering would continue in the valley through the dawn of the 20th century, and was the first in a series of natural-resource-based industries that brought prosperity to the region and transformed the landscape. These industries included tanneries that made use of native hemlock stands, and bluestone quarrying, which continues even today.

One of the earliest roads in the region was the Newburgh-Cochection Turnpike, which was a major artery for pioneers moving west and for western farmers shipping their livestock and products east. The turnpike was begun in 1801, completed to the Delaware River in Cochection in 1803 then extended on to Great Bend on the Susquehanna. Both settlement and the economy in the valley were boosted by the construction of this roadway. The turnpike made Cochection the transportation and commercial center of the valley until the construction of the railroad.

Subsequent transportation improvements brought even greater growth and prosperity to the region. In 1828, the Delaware & Hudson Canal was built along the banks of the Delaware and Lackawaxen Rivers to take advantage of a different natural resource: coal. Coal from neighboring Pennsylvania counties was transported from the coalfields by gravity rail, then shipped by barge from Honesdale, Pennsylvania through the Delaware valley and on to New York City. Canal boats crossed the Delaware at Lackawaxen and paralleled the New York shore to Port Jervis. The D& H Canal was the country’s first privately built canal and by 1848 was probably the nation’s largest private corporation. During the canal’s expansion period in the late 1840s and 1850s, John A.



*Although limited, some rail lines are active primarily in the transport of goods today*

Roebling, future architect of the Brooklyn Bridge, designed and built the aqueduct that carried the canal across the Delaware River at Lackawaxen. The bridge, now used as a road bridge, is the oldest existing wire suspension bridge in the United States and is a National Historic Landmark and a National Civil Engineering Landmark.

As was the case with the timber industry and raftsmen who brought growth to the areas they touched, the canal had far-reaching effects on the communities it passed through. New industries such as boat-building, glass-works, and foundries developed, while older ones such as tanneries, lumber mills, and stone quarries prospered with improved transportation. All types of goods and people were transported on the canal, and villages such as Barryville, Pond Eddy, Mongaup, Sparrowbush and Port Jervis grew to serve the canal traffic. As these villages developed, early turnpikes and roads were constructed to meet the needs of the local populace and to connect the region with other areas in New York and Pennsylvania.

*Callicoon Rail station*



The Erie Railroad, which became the first long line railroad in the country, came to the river valley in 1847 when it reached Port Jervis. It was the next transportation type to bring profound changes with it and provided stiff competition for the canal. Two miles north of Port Jervis, the railroad crossed over the river into Pennsylvania because the D&H Canal, which occupied the east bank of the river, obtained a permanent injunction that preempted all rights to the bank upon which the canal was built. The railroad recrossed the Delaware into New York above Tusten. Even more than the canal before it, the railroad boosted the local economy and spurred the development of small towns. This was especially true of those areas in the upper reaches of the valley that were not served by the canal. Callicoon in particular became one of the largest communities in the Upper Delaware valley, with hotels, restaurants, and retail shops that catered to railroad passengers. Port Jervis also became a major railroad center. Irish and Italian immigrants came to the area to work on its initial construction, joining German immigrants already living in the valley. The Erie opened a fast and direct connec-

*Downtown Callicoon*



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*Ukrainian Festival*



tion with New York City and provided both freight and passenger service, bringing tourists who visited the region for its natural beauty and resources.

Through the early part of the 20th century, there was no road that connected the various river communities to each other. Rail was the typical means of travel through the valley. A few towns had segments of roadway that paralleled the river, but they were not connected to each other. As the availability and use of automobiles increased, however, residents of the Upper Delaware region began to lobby for a new highway that would link them together. Although a road along the New York side of the Delaware River had been proposed as early as 1914, it was not until the early 1930s that the plans came to fruition. Route 97 in the 1930s was envisioned not only as a means of local transportation but more important as a scenic road that would bolster and enhance the burgeoning tourist industry.

The construction of the highway had many obstacles to surmount. The project was threatened by the impact of the Great Depression but saved through New Deal funding. Several engineering challenges also had to be overcome. Deep ravines at Narrowsburg, Cochection, Callicoon and Basket Creek had to be crossed, and the road had to pass through the Hawk's Nest, the greatest challenge along the road. The section of the highway over Hawk's Nest was a significant engineering feat that tackled the sheer drop to the river below and a deep fissure in the rock face that was discovered during construction. These challenges were surmounted in the end through ingenuity and skill, and the result was an extraordinarily picturesque serpentine roadway whose stone walls hug the side of the cliff and offer superb scenic views from six "bay windows", as the scenic overlooks were called, on the river side of the highway.

Today, Route 97 — the Upper Delaware Scenic Byway — is just as breathtaking as it was when it was constructed. It is hoped that the Scenic Byway designation will attract more visitors to the area to appreciate its beauty and history and to help reinvigorate the local economy. So it is that 70 years after it was begun, the road is still calling to be enjoyed and benefitted from.

### **Lively and Quaint Communities**

The byway's communities are an essential feature of the area's scenery and history, but they also are the places where the byway truly comes to life. Despite their somewhat rural location, communities along the byway offer an astoundingly diverse selection of cultural events, festivals and celebrations that reflect the uniqueness of the area as well as its connection to places beyond. The influence of the river, the seasonal rhythms of the valley, and the ethnic history of the area's residents are echoed in community celebrations that include the Shad Festival, RiverFest, the Delaware River Sojourn, the Ukrainian Dance Festival, and the Fall Foliage Festival. Communities up

and down the byway show off their artistic heritage through museums, galleries, and arts organizations including the Gillinder Glass Museum, the Delaware Arts Center Gallery, and the Delaware Valley Arts Alliance (DVAA). The DVAA runs the Tusten Theater, home to the Delaware Valley Chamber Orchestra, Delaware Valley Opera, and the Tusten JazzFest. Other cultural events that take place at various times during the year include films at the Callicoon Theater, concerts at the ChurchHouse in Long Eddy, and concerts during the town of Lumberland Cultural Series.

The communities also are the main visitor service nodes, offering byway tourists a variety of restaurants, lodging and travel services to make their visit an enjoyable one. Dining options vary from diners and “down home” restaurants to upscale cuisine, while lodging ranges from camping and basic motels catering to the recreational visitors to bed-and-breakfasts and resorts. There truly is something for everyone here.

U P P E R D E L A W A R E

## INVENTORY OF EXISTING CONDITIONS

### Corridor Identification

In 1920, a road along the New York side of the Delaware River was initiated to link the settlements along the river. This same road, Route 97, now defines the proposed corridor for the Upper Delaware Scenic Byway. The scenic byway boundary is a linear corridor along Route 97 in Orange, Sullivan and Delaware Counties that encompasses the intrinsic qualities found along the road and the Upper Delaware River, and within the river communities. The byway corridor extends along 71.35 miles between and including the city of Port Jervis and the village of Hancock.

Route 97 is classified as a major collector from Orange County to Route 52 and a minor arterial from Route 52 to its terminus at Route 17. In the city of Port Jervis, Route 42 or East Main Street is considered a connector road. The Upper Delaware Scenic Byway is on the following roads:

Orange County - The byway begins in the City of Port Jervis near the I-84 exit ramp at the southeastern city boundary on Route 6 (East Main Street) to the Sullivan County line for 6.8 miles

Sullivan County - Route 97 from the Orange County line to Delaware County line for 49.30 miles

Delaware County - Route 97 from the Sullivan County line through the Village of Hancock and under Route 17 to the entrance ramp to the north of Route 17 for 15.25 miles

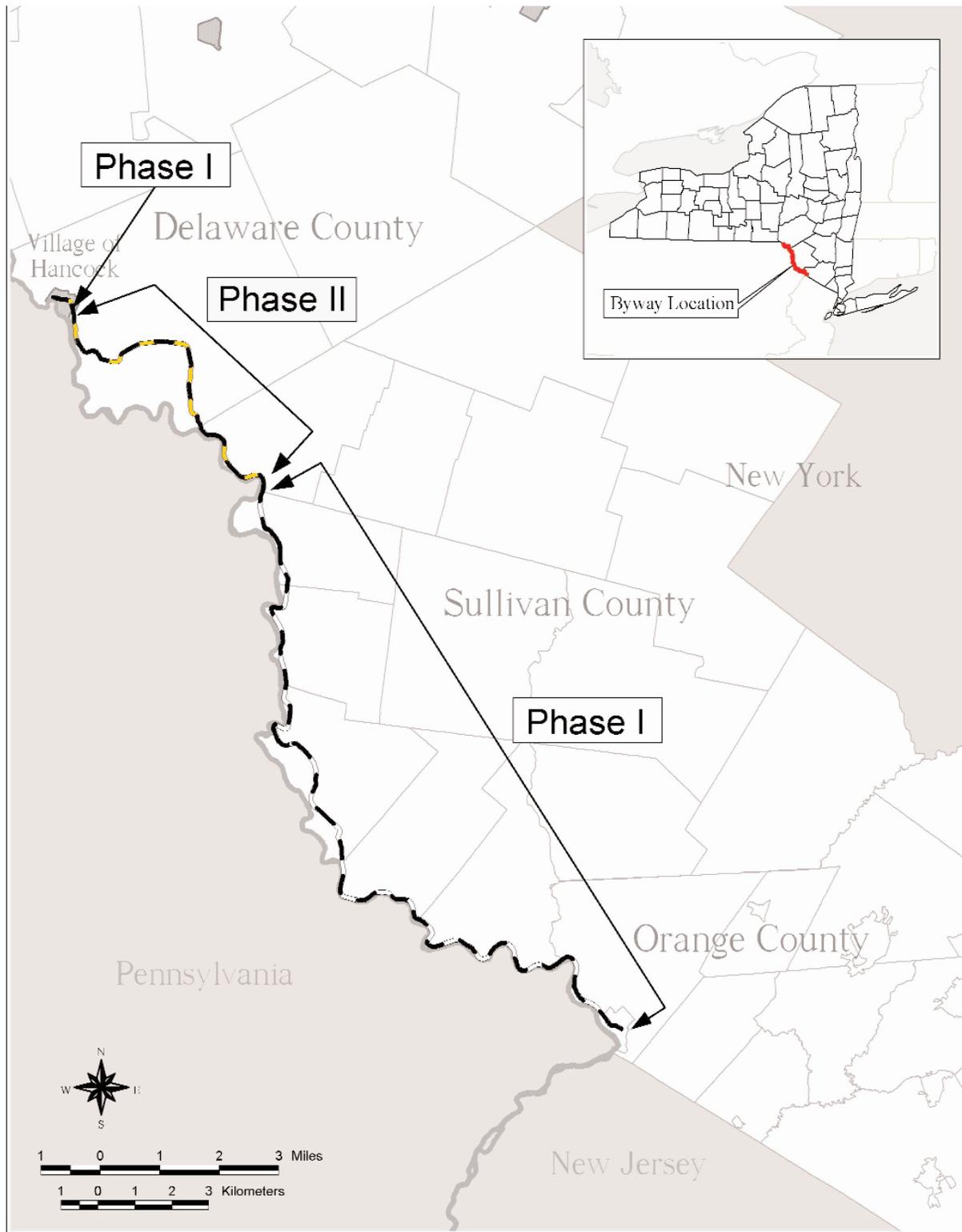
### Initial Designation

The Upper Delaware Scenic Byway Committee is seeking nomination under the New York State Scenic Byways Program the designation for Phase I of the byway route in January 2002 upon completion of the Enhancement Concept. Phase I includes the byway route in Orange County, in Sullivan County with the exception of the town of Fremont, and in the village of Hancock. The map on the following page shows the location of Phases I and II. It is anticipated that Phase II, which includes the towns of Fremont and Hancock will seek State Scenic Byway designation in the near future so that the entire length of the Upper Delaware River in New York will become a Scenic Byway. In addition, the SBC Committee understands that funding will not be available for activities within Phase II until this section of the route has achieved State Scenic Byways designation.

### Local Context

The Upper Delaware Scenic Byway Enhancement Concept builds on local planning efforts, and will utilize them to complement the goals and objectives of the scenic byway. To better understand existing planning along the byway, a survey was done of planning documents from each byway community, as well as the Upper Delaware Scenic and Recreational River Management Plan and Design Handbook. Elements from these plans that bear particular significance to the byway are highlighted below. Local municipal plans, zoning and projects can be found in Appendix D.

S C E N I C B Y W A Y



Nomination Boundary,  
Upper Delaware Scenic Byway,  
January, 2002



## Upper Delaware Scenic and Recreational River Management Plan: A Summary

In 1986, the Conference of Upper Delaware Townships completed the Final Management Plan for the Upper Delaware Scenic and Recreational River (hereafter, the River Management Plan). This was the third plan that had been developed after the Upper Delaware received the Scenic and Recreational River designation.

The third attempt at developing the plan took a more locally-based approach that included significant public participation and four public hearings on the draft. The primary emphasis of the plan was on cooperative agreement with the towns along the Upper Delaware and the retention of local guidance and controls. The use of eminent domain, which had long been a concern, was addressed by the plan in two ways. First, a step-by-step process was laid out that would result in land acquisition through eminent domain only as a last recourse. Second, the National Park Service was limited in the number of acres they could acquire. Only 125 acres could be acquired in total, including any lands that NPS acquired, placed easements on and then resold.

The Upper Delaware was designated a Scenic and Recreational River because of its beautiful scenery and abundant natural, recreational, historic and cultural resources. These are the same qualities that support the designation of the river valley's primary artery, Route 97, as a state scenic byway. As a result, the River Management Plan was designed to protect these resources. Federal, state and local agencies must comply with the land and water use guidelines set forth in the plan when setting policy and making decisions.

### *Principles Established in the River Management Plan*

- 1. Maintain the high water quality found in the Upper Delaware River*
- 2. Provide for the protection of the health, safety, and welfare of residents and visitors*
- 3. Provide for recreational and other public uses while protecting the Upper Delaware River as a natural resource*
- 4. Provide for the continuation of agricultural and forestry uses*
- 5. Conserve river area resources*
- 6. Maintain existing patterns of land use and ownership*

Specific parts of the plan address water resources, fish and wildlife, recreation, and cultural resources. Each section is broken into an overview, a set of objectives, and specific management responsibilities. Recommendations for conserving water resources focus on improving and monitoring water quality, protecting traditional river recreation through flow releases from reservoirs during times of drought, and protecting or improving habitat along the river. The fish and wildlife section likewise calls for habitat improvement on existing public lands, and also reinforces that laws and regulations regarding hunting, fishing, trapping and the taking of eels are not altered by the plan. The protection and interpretation of natural features, including rock promontories such as the Hawk's Nest and river meanders near Long Eddy, are addressed in a section on unique land resources. Recommendations in this section focus primarily on identification and interpretation of these features, recognizing that many of them occur on privately owned land. The plan seeks to protect the valley's cultural resources through volunteerism, private work, and coordination with area organizations with similar interests. Thirteen historic and/or cultural sites were identified for management strategies.

U P P E R D E L A W A R E

*Fort Delaware*

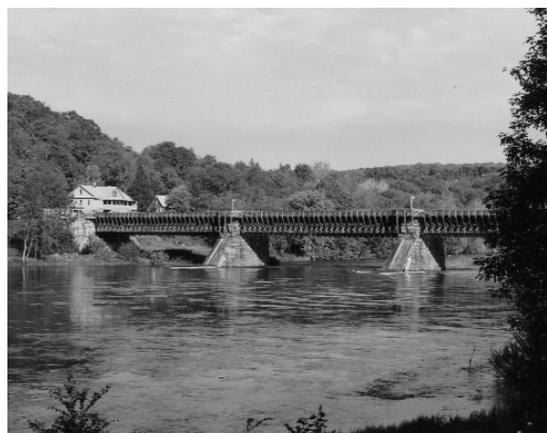
The Cultural Resources Management section of the plan merits more description, since it contains very specific recommendations for a series of significant sites that are also along the Upper Delaware Scenic Byway. It relies upon the cooperative protection and management of sites by the towns, the National Park Service, private nonprofit groups, and individual landowners. Emphasis is placed on education, interpretation, stewardship and nomination to the National Register of Historic Places as the key management strategies.



Site recommendations in the River Management Plan

- Roebling's Delaware Aqueduct Bridge and Toll House – should continue to be managed by the National Park Service, which should continue to provide interpretation of the bridge's significance to the D&H Canal and the field of engineering through exhibits, signs and programs
- Fort Delaware – should continue to be managed and owned by Sullivan County
- Minisink Battleground - should continue to be managed and owned by Sullivan County
- Callicoon Railroad Depot – should be preserved and put to adaptive reuse in situ
- Delaware & Hudson Canal – remains of the canal should be signed and maintained through voluntary agreements with land owners for stabilization, vegetation clearing and debris removal
- Valley Heritage Museum – should be established to interpret the heritage of the entire Delaware Valley through the initiative of local historical societies and the private sector
- Arlington Hotel – should continue to house a National Park Service information center and nonprofit cultural organizations
- St. Joseph's Seminary – should be nominated to the National Register by the current owner, the Department of Labor, due to its historical and architectural significance
- Congregational Church and Graveyard in Barryville – should be preserved by a cooperative agreement between the property owner and the National Park Service to preserve this historic site.
- Tusten Settlement Church - a cooperative agreement should be sought between the property owner and the National Park Service

*Roebling's Delaware Aqueduct Bridge*





Zane Grey Museum

Additionally, the plan advocates for the provision of visitor facilities such as information centers, river access sites, and interpretation. The most significant recommendation is for the establishment of an interpretative visitor's center at the southern end of the valley, near the confluence of the Mongaup and Upper Delaware Rivers. This is the most heavily used point of entry into the corridor. The NPS has acquired land in this area to construct the facility and the selection of an architectural/engineering firm is underway to complete the design. Interpretive facilities were recommended for Roebing's Delaware Aqueduct Bridge, D&H Canal Lock 58 and 72, the Zane Grey House, the Ten Mile River archaeological site, and other scattered sites. River rest stops, where boaters can stop to rest and use sanitary facilities, were recommended for the Ten Mile River archaeological site, the South District ranger station site, and the site of the southern end visitor's center. Access points for boat launch were recommended at Knight's Eddy, Pond Eddy, Handsome Eddy and near the Cedar Rapids Inn.

*It is important to consider the placement of signs, both regulatory and non-regulatory*



Upper Delaware Scenic and Recreational River Design Handbook

Produced by the Upper Delaware Council, this user-friendly handbook provides guidance for those involved in building and development along the Upper Delaware River. It explains technical requirements and jargon, establishes the parameters behind aesthetic considerations, provides illustrations to depict design concepts and is a source of inspiration. The handbook defines sound planning principles that are also applicable to those who are involved with implementing the goals and recommendations stated in this Enhancement Concept.

*What could happen when the location of outdoor advertising is not managed?*



This handbook divides the river corridor into three areas: scenic, recreational and hamlet based upon the amount of development on the shoreline. It states that new development is permitted in all areas, but it should be managed in a way that preserves the integrity of its scenic and natural resources. For each river area, compatible, conditional and incompatible uses are listed.

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The remaining section of the handbook is the most applicable for those who will be implementing this Enhancement Concept for the Upper Delaware Scenic Byway. Under each of the six principles outlined in the River Management Plan, sketches provide an illustrative picture of actions that could be taken.

## Sign Regulations

A sign is any display, device, figure, painting, drawing, message, placard, poster, billboard, or other structure which is designed, intended or used to advertise or inform, any part of the advertising or informative contents of which is visible from the main traveled way of a highway, whether the sign is permanent or portable (taken from "NY DOT Sign Program"). See Appendix C for additional information.

### Outdoor Advertising

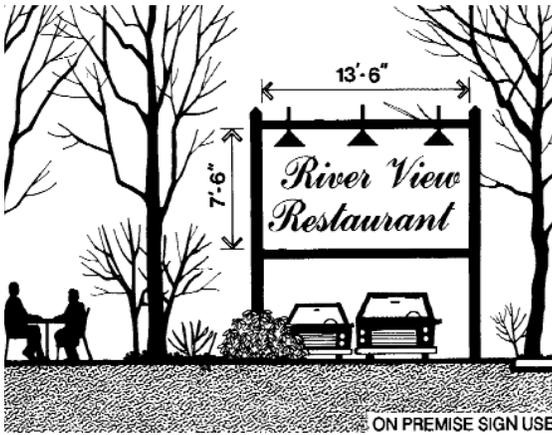
The Federal Highway Beautification Act, 23 U.S.C. 131, prohibits the construction of new billboards (also known as off-premises or outdoor advertising signs) along designated scenic byways that are on the National Highway System. However, there is only seven-tenths of a mile of the byway route that is on the National Highway System where it overlaps Route 52. Sign control for the most part is at the local level. The only exception to this is areas within the state right-of-way, which varies in width but typically is 50 feet along Route 97. All of the signs within the state right-of-way are either official or illegal. An inventory table in Appendix B lists all signs along the byway, many of which are illegal. Route 97 is classified as a major collector from Orange County to Route 52 and a minor arterial from Route 52 to its terminus at Route 17. In the city of Port Jervis, Route 42 or East Main Street is considered a connector road.

Under the Manual of Uniform Traffic Control Devices, outdoor advertising signs should not be permitted within 500 feet of any intersection, which may fall outside the state right-of-way. As a result, there is the potential that outdoor advertising signs could occur within 500 feet of an intersection if the local sign regulations permit them. In addition, the practice of clearing vegetation so that a sign can be seen from the road often is done without consideration of the aesthetic impact. It is important that local government and the management entity for the Upper Delaware Scenic Byway inform property owners and businesses about maintaining vegetation that enhances and protects the scenic quality of the byway. The vegetation management of signs along the byway is recommended as part of Action II.2.1 - Landscape Enhancement Plan and Program.

Local sign regulations vary. The towns of Lumberland and Highland prohibit off-premises signs. The town of Deerpark is revising their regulations and the Town of Hancock permit off premise signs for businesses located in the town or adjoining municipalities. All other towns do not specifically address off-premises signs but have requirements that generally support the character of the byway by limiting the number and size and addressing the type of sign that can be permitted.

The following communities have sign regulations that prohibit off-premises signs:

- Lumberland: Off-premises signs are prohibited in all districts
- Highland: Prohibits off- premise signs
- Deerpark: Prohibits in all districts signs unrelated to permitted uses on a property. However, this does not mean that off-premises signs are prohibited. These regulations are being updated

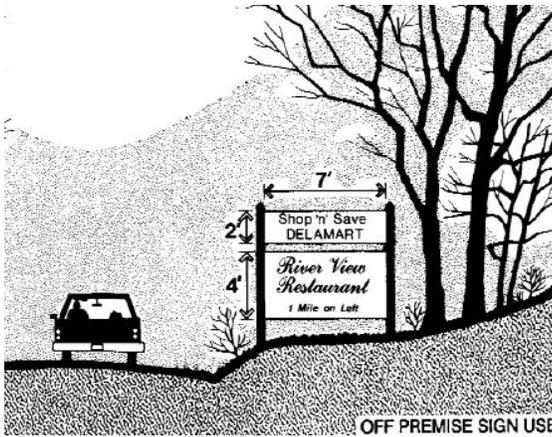


On-Premises Sign

The following towns have sign regulations that do not regulate or have some regulations regarding off-premise signs:

- Tusten: No regulations for off-premises signs
- Cochection: All signs greater than 24 square feet and all free-standing signs must be reviewed and approved by the planning board but they do not refer to outdoor advertising specifically
- Delaware: Permits off-premises signs in the B-1 District. However, the erection of an off-premises sign or billboard shall not be permitted unless an off-premises sign or billboard of equal or greater size is removed from another location in the town. These signs are limited in area to 150 square feet, with a maximum height of ten feet and length of 15 feet. The total projection height of the sign may not be taller than the maximum building height in that zone. This provision could potentially be inconsistent with the goals of the River Management Plan and the Enhancement Concept
- Fremont: No regulations on off-premises signs
- Hancock: Business or trade signs in the Delaware River Districts apply only to businesses or trades located on the premises, cannot exceed six square feet in area or, be directed toward the Delaware River nor advertise a business located outside the Town of Hancock or adjoining municipalities. These signs were to be limited to one per county or state

Off-Premises Sign



access road leading to the location of the business and would not exceed six square feet each or one per 1000 lineal feet of frontage. This provision could be revised to include signs along the Upper Delaware Scenic Byway

Objective 4 in the River Management Plan is the prevention of unnecessary sign proliferation, particularly on the riverfront, by limiting advertising (off-premises) signs through one of the following measures:

- Prohibiting off-premises advertising signs, excepting those informational signs which may be recommended by the Council for purposes of directing visitors to public access areas
- Making advertising signs conditional uses/special uses with design standards requiring such signs harmonize with the surrounding landscape, and with no flashing, oscillating or illuminated signs permitted
- A 32-square-foot maximum size and limit of such signs to one per 1000 linear feet of frontage or two per advertiser, whichever is less. River frontage signs should be restricted to one per riverfront facility and related to providing direction, for reason of health and safety, to such a facility, with no flashing oscillating or illuminated signs permitted

U P P E R D E L A W A R E

C H A P T E R

2

**INVENTORY OF INTRINSIC QUALITIES,  
TOURISM RESOURCES AND VISITOR SERVICES**



S C E N I C B Y W A Y



View along Route 97 in Delaware County



## INTRINSIC QUALITIES

The Upper Delaware Scenic Byway corridor is replete with scenic, natural, recreational, historic, and cultural resources. It also demonstrates the transportation routes that connected communities before Route 97 was constructed and the evolution of the byway itself, including the engineering accomplishments that made it possible and the stunning views it reveals. Together, these resources offer the visitor a multitude of ways to explore the corridor, learn about its people and history, and catch a glimpse of its future.

## Scenic resources

The natural beauty of the Upper Delaware River Valley is in itself a significant attraction for visitors. This scenery is especially striking when viewed from Route 97, which alternately hugs the river through the broad valley and wends its way through the forested mountaintops above. The exaggerated hill and valley topography in the region sets the stage for stunning and sublime views from the byway. Down in the valley, there are serene vistas across the flat water sections of the river, rugged views to roiling rapids and river boulders, and picturesque scenes of quaint communities with historic buildings. Ascending through the hills, one is treated to the dappled light dancing off the road and the mystery of what lies around the next bend. And then a spectacular vista unfurls as the byway reveals an imposing forest-covered hillside, the sweep of the river valley below, an austere rock wall towering above, or the gentle undulations of the tree-lined road fading off into the distance. These are the experiences that define the byway's scenic resources and, if they are carefully managed, will continue to attract people to the region for generations.

### *Scenic Views*

A visual assessment of the byway identified at least 58 points along the byway where scenic views occur. Although all of these views are lovely, some are more striking than others and bear special mention. If not otherwise indicated, the views are from Route 97.

#### *Delaware County*

- In the village of Hancock, views along the river and to the village can be obtained from the bridge that carries Route 97 over the Delaware River
- Just south of Stockport Road, a long view to the north offers a vista of forest-covered hills
- East of Lordville Road, a long view to the east encom-

Approaching from Pennsylvania, the view to Narrowsburg is reflected in the River





*Long view across the Upper Delaware River in the Town of Lumberland*

passes fields, forests, and the road disappearing into the distance

- A long view occurs in the vicinity of Swope Road, looking west
- A more serene landscape makes up the view just north of the Delaware County/Sullivan County line, where the road parallels the Pea Branch

*The byway between the Upper Delaware River and steep slopes in the Town of Highland*



#### *Sullivan County*

- One of the most spectacular views occurs at the bridge over Basket Creek, where a 360 degree panorama extends to the forested hills that enclose the valley and down into the river valley 200 feet below
- South of Hankins at Cross Road, a broad, pastoral view of fields and forests with the hills in the background is revealed going north
- A charming view of Callicoon, nestled among the forested hills with St. Joseph's Seminary presiding over the village, can be seen from northbound Route 97 just south of the village
- Just north of Cochecton, a bend in the road reveals a lovely view along the river, across wooded islands to the forested hills beyond in Pennsylvania.
- South of Cochecton, a long, linear view to the south follows the road into the distance
- Just before the northbound lanes begin to descend into the valley around the Tusten settlement, a gorge-

geous view of the curving road, rock outcrops and the forested hills in the distance unfolds

- South of Tusten, just before the border between the towns of Tusten and Highland, a view from southbound Route 97 encompasses the tree-lined road descending down to the river and the forest-covered hills in the distance
- Route 97 hugs the Delaware River just north of Minisink Ford, offering lovely views across the water at close range
- A series of views along the river, with the forested hills in the background, unfold in both directions along Route 97 between Pond Eddy and Knights Eddy. Just west of Pond Eddy, the view includes the historic Pond Eddy bridge, while further to the east views include the bubbling Staircase Rapids

#### *Orange County*

- Perhaps the most famous scenic view along the byway is at Hawk's Nest, where the grandeur of nature is complemented by the beauty of man's craftsmanship. Here, the road clings to the cliffside 250 feet above the Delaware River, thanks to the beautiful stone walls and scenic overlooks on the river side that offer panoramic views of the surrounding hills and down into the valley

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*Point Peter offers a stunning panorama of Port Jervis and High Point State Park, NJ*

- Just west of Sparrow Bush, the byway enters a relatively flat, open area, providing a very long view to High Point State Park several miles in the distance. The obelisk in the park marks the highest point in the state of New Jersey and is the focal point of the view
- Another broad, sweeping view can be found just off the byway at Elks-Brox Park in Port Jervis. By following the park road to the top, visitors can reach Point Peter and a view of Port Jervis, High Point State Park and the tri-state valley

There are many areas along the byway where selective clearing of trees and brush could open up additional views. The amount of clearing needed varies from the removal of a few saplings or trimming of shrubbery to the selective removal of larger trees. Although the removal of mature trees is not ideal, there are two locations in particular where this action would significantly improve the visitor experience. These are at the only official pulloff along the byway just south of Handsome Eddy, and at the former pull-off located adjacent to the Delaware Valley Central School. Other areas where selective clearing might be undertaken are noted on the inventory maps.

### *Visual Features*

In addition to the many views afforded from the byway to surrounding areas, a number of natural features located along the byway itself enhance its visual appeal and general scenic character. These include rock outcrops, tree canopy over the road, seasonal waterfalls, and hills that have an undulating effect on the road. It should be noted that rock outcrops, while scenic, also can pose a hazard if certain areas are prone to falling rocks.

Many of the byway's communities and historic structures also comprise charming and scenic views. Nestled amongst the hills or lying along the river, communities such as Callicoon and Port Jervis present the approaching visitor with a vignette that hints at the towns history and the services a visitor might find there. Other communities such as



*Narrowsburg's main street*



*Sparrowbush reveals its quaint streets and quiet pace*





*Rock outcrop*

Hancock, Hankins, Narrowsburg, Pond Eddy and Sparrowbush reveal themselves only once the visitor has arrived, offering them a pleasant surprise as they round the bend. Historic buildings all along the byway are an attraction in and of themselves and help to entice visitors to explore the communities in more depth. Structures such as the many stone and truss bridges or Hawk's Nest also add to the visual charm of the byway.

- Rock outcrops
  - at Baudenistle Road
  - south of the Delaware Central School
  - in Hankins
  - at Cohecton
  - north of Narrowsburg
  - south of Tusten
  - just south of Grassy Swamp Road
  - between Pond Eddy and Knight's Eddy
  - at Hawk's Nest
  - adjacent to the Observatory in Port Jervis
- Tree canopy
  - just north of Narrowsburg
  - just south of Narrowsburg
  - just south of Grassy Swamp Road
- Seasonal waterfalls
  - near the Delaware Central School
  - below York Lake

## **Natural resources**

### *The Upper Delaware River*

Perhaps the single most significant natural resource found along the byway corridor is the Upper Delaware River. The river has shaped the landscape for eons, influenced the industries that grew up around it over the last several centuries, and continues to be a major force in the region's biodiversity, recreational pursuits and scenic beauty. The Upper Delaware is the longest free-flowing river in the Northeast and was designated a National Wild and Scenic River in 1978. It has riffles and Class I and II rapids along its length, interspersed with pools and eddies. Big Eddy in Narrowsburg is the deepest of these at 113 feet. In other parts of the river, the average depth is four to five feet, though holes as deep as 12 to 18 feet occur frequently as well.

U P P E R D E L A W A R E

#### *River views*



The Upper Delaware River provides habitat and spawning grounds for many fish species. The colder water temperatures north of Callicoon have made this stretch of the river one of the best trout fisheries in the Northeast. The Upper Delaware River also supports one of the best eel fisheries in the world during the fall eel migration. American shad migrate to the Upper Delaware River to spawn and raise their fry, taking advantage of the Delaware's relatively unobstructed and pollution-free environment.

The Upper Delaware River's tributaries play an important role in maintaining the health of the river and its ability to support these important fish species and other wildlife. The water quality is only as good as the quality of water flowing into it, so protecting the tributary water quality has been a major focus of the River Management Plan. Particular emphasis has been placed on regulating flows from tributary reservoirs so that extreme fluctuations in water levels or temperatures do not impair the health of the Upper Delaware River.

#### *Wildlife*

The Upper Delaware River Valley and surrounding hills contain abundant wildlife, which is one reason why the area is so popular with sportsmen and nature-lovers. Of the passive recreational pursuits, eagle-watching is one of the most popular. Thanks to protection measures and habitat preservation, eagles are once again becoming abundant in the valley, particularly during the winter months (mid-December through mid-March). Viewing areas with parking and public river access are located at Callicoon and Minisink Ford. Additional viewing areas are located at Lordville, Pond Eddy, and Mongaup Falls. Eagles also can be seen just off the byway in the Mongaup Valley Wildlife Management Area (WMA) around the Rio and Mongaup Reservoirs. The Mongaup Valley WMA was purchased in 1976 by New York State primarily to protect breeding and wintering habitat for bald eagles and is home to the largest wintering population of bald eagles in the Northeast. It contains 11,967 acres of state land that borders the Mongaup River from the Delaware River to Cliff Lake (about four miles north) and is a prime eagle-watching area. The ecosystems in the area include uplands and wetlands. Recreational opportunities include hiking trails, boat access, parking, scenic vistas, cross-country skiing, snowshoeing, hunting, fishing, and trapping. The area also is home to several species of endangered animals and rare plants.

Part of the success story of the bald eagle in the Upper Delaware is attributable to the very good water quality that allows many species of fish to thrive in the area. Among these species are brook, brown and rainbow trout, shad, small and largemouth bass, walleye, striped bass, muskellunge, pickerel and American eel. These fish also provide the basis for one of the valley's more popular active recreational sports, fishing.

Whether out on the water fishing or along the shore eagle-watching, visitors to the byway will likely see many other species of wildlife as well. Birds that might be sighted include osprey, great egrets, great blue herons, kingfishers, turkey vultures, hawks, owls, and mergansers; black, teal, mallard, goldeneye, bufflehead and wood ducks; Canada geese, wild turkey, and numerous migratory songbirds including warblers, finches and orioles. Other inhabitants of the area include muskrats, minks, raccoons, beavers, snapping turtles, white-tailed deer, skunks, porcupines, and snakes including timber rattlesnakes, and copperheads. Occasionally, visitors might be lucky enough to spot a black bear wandering the hills as well.

### *Eastern Forest Land & Vegetation*

The Upper Delaware Scenic Byway is graced with a border of abundant forest land for most of its length. These forests are mostly populated by soft maple, eastern hemlock, beech, hard maple, eastern white pine and eastern red pine. Sullivan County, which has the longest section of the byway, is 71% forested, and 62% of this forest is considered to be fully stocked or over stocked according to the U.S. Forest Service. This has not always been the case, as much of the land in the valley and surrounding hillsides was timbered for lumber or use in leather tanning. Large timber rafts were floated down the river during the mid 19th-century, at one point over 50 million board feet of pine and hemlock annually. As the forests were depleted, these industries became less significant, but there is still small scale logging that occurs throughout the byway corridor.

Much of the land along the byway is privately owned. All but 10,700 acres of the 456,500 acres of timberland in Sullivan County are owned by corporations or individuals. This includes timberland on farms, which provides an additional source of income to farmers. The forest land also brings money to the county in the form of tourists who come to view the beautiful fall foliage.

The largest area of undeveloped, forested land along the byway occurs at Ten Mile River, where the Boy Scouts of America own several thousand acres. One of the few public hiking trails along the byway, the Tusten Mountain Trail, is located in this area. It is a three-mile trail owned and maintained by the Boy Scouts that takes hikers through forests typical of the region.

Two nonnative invasive plant species, Japanese knotweed and purple loosestrife, are present in the Upper Delaware River Valley. The National Park Service is working with the New York State and Pennsylvania Departments of Environmental Conservation to control the impact of these plants on the native species found in the valley.

### *Bluestone*

Another special natural resource is the bluestone rock found among the hills. This stone is a sedimentary rock that was formed in the Upper Devonian geological period about 400 million years ago. At that time, the Upper Delaware River Valley was part of a shallow sea that received sediment from the mountains. This soft rock was later scoured

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*Agricultural field*



and eroded by water and glacier action to form the valleys we see today. The Catskill area was a major source of bluestone for the East Coast, where bluestone was used in cities for sidewalks, buildings and steps. Extraction of the mineral had reached its peak between 1870 and 1920. Today, bluestone is quarried in areas along the byway, particularly in southern Delaware County, and remnants of the industry from years past can be seen in areas carved out of the hillside and scattered piles of surplus rock.

### *Agriculture*

There are only a few areas where productive farms actually front on the byway. These are clustered just south of Hankins and around Cochection along the river. However, very few of these farms actually can be seen from the road. It should be noted that there are several places along the route where open, uncultivated fields contribute to the rural character of the area

Poultry and dairy farming predominate, making up about 75% of the agricultural sales in Sullivan County. The poultry sector accounts for \$9,225,000 in sales, of which \$7,500,000 is attributed to one farm that produces hand-raised ducks for foie gras. This farm is one of only two in the U.S. that produce foie gras. The second most productive sector in Sullivan County is devoted to dairy products, specifically milk. Cattle and calves ranked third in the county, and crop farming, including hay, corn, nursery products, fruit and vegetable ranked fourth.

## **Recreational Resources**

### *Recreational Publications*

Because of the heavy emphasis on recreation along the byway corridor, several publications are available to inform visitors of the recreational opportunities in the area and precautions they should take when participating in them. A series of pamphlets produced by the National Park Service address the following topics:

- "Upper Delaware - River Safety" - provides advice about preventing drowning and hypothermia
- "Upper Delaware - Planning Your River Trip" - provides advice about how to be prepared for boating and camping trips, including detailed information about distances and

*DEC sign - Kellams Bridge*





*Family rafting*

times between river access points

- "Upper Delaware - Fishing the Upper Delaware in 1999" - describes fishing license information, public river access points, and fish species

The New York State Department of Environmental Conservation produces a brochure entitled "Fishing Regulations Guide," which applies to the whole state but also contains information about special regulations by county.

### *Recreation Areas*

Although the Upper Delaware is rich in forest land, rivers and recreational opportunities, there are no large county, state or federal park lands located along the byway route itself. The byway route is almost entirely within the Upper Delaware Scenic and Recreational River corridor, with the exception of a section in Delaware County between French Woods and just north of the county line, and a section in Sullivan County from east of Narrowsburg to just north of Minisink Ford. This corridor, however, contains very little public recreation land. Public recreation areas exist in the city of Port Jervis at Elks-Brox Park and West End Beach.

### *River Access*

Despite the relative lack of public recreation areas along the byway route, public access to the Delaware River is fairly good. Public river access points, including fishing access points, exist in Delaware County at Hancock and Lordville, in Sullivan County at Long Eddy, Basket Creek, Kellams, Callicoon, Skinners Falls, Narrowsburg, Ten Mile River, and Highland, and in Orange County at Sparrow Bush. Areas with boat launch facilities include Callicoon, Cohecton, Narrowsburg, Ten Mile River, and Sparrow Bush. River rest stops, accessible only from the river, are located in Hankins and Quicks Eddy and provide river users with sanitary, picnicking and camping facilities.

One of the primary attractions for the byway is the abundance of outdoor recreational opportunities.

*Fishing in the Town of Fremont*



*Canoe along shore*



These are made possible in large part by the numerous private boat rental and fishing guide services in the area, since so much of the land along the route is in private ownership. The following is a list of outfitters and guide services available along the byway:

#### *Sullivan County*

- Boat Rentals
  - Kittatinny Canoes (Barryville)
  - Lander's Delaware River Trips (Narrowsburg)
  - Jerry's Three River Canoe Corp. (Pond Eddy)
  - Silver Canoe Rentals (Pond Eddy)
  - Whitewater Willie's Raft and Canoe Rentals (Pond Eddy)
  - Wild & Scenic River Tours & Rentals (Barryville)
  - Catskill Mountain Canoe and Jon Boat Rentals (Hankins) - canoes, jon-boats, tubes; at Red Barn Family Campground
  - Cedar Rapids Kayak & Canoe Outfitters (Barryville)
  - Indian Head Canoes & Campground (Barryville)
  - Upper Delaware Campgrounds, Inc. (Callicoon) - canoes, combination horseback riding/canoeing trips
- Fishing Guides
  - Gone Fishing Guide Service (Narrowsburg)
  - Sweetwater Guide Service (Narrowsburg)
  - Upper Delaware Outfitters (Hankins)
  - Outback Outfitters (Cochecton)

#### *Delaware County*

- Boat Rentals
  - Smith's Colonial Motel & Canoe Rentals (Hancock)
- Fishing Guides
  - Indian Springs Flyfishing Camp (Lordville)

#### *The Eagle Institute*

The Eagle Institute in Barryville is one of the few public recreation-related facilities found along the byway. It offers workshops, school/scout programs, and guided eagle watches, as well as onsite interpretive programs. It acts as an information clearing house for migratory and breeding eagle data and conducts a volunteer eagle monitoring project. Its Lackawaxen field office is open only during the winter months. All other times of the year, the Eagle Institute has no permanent place where visitors can go.

#### *Camping and Cabins*

All of the camping and cabin facilities along the byway route are privately owned and operated. They include the Inn at Twin Lakes in Port Jervis and the following facilities in Sullivan County:

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- Red Barn Family Campground (Hankins)
- Cedar Rapids Inn (includes camping) (Barryville)
- Indian Head Canoes & Campground (Barryville)
- Upper Delaware Campgrounds, Inc. (Callicoon)
- Ascalona Campground (Minisink Ford)
- Deer Run Rustic Campground (Narrowsburg)
- Lander's Narrowsburg Campground (Narrowsburg)
- Minisink Campground (Barryville)
- Skinner's Falls Campground (Narrowsburg)
- Jerry's Three Rivers Canoes & Campground (Pond Eddy)
- Roucken's Cabins (Port Jervis)

### *Golf*

Golf courses that are open to the public are found in Orange County at Eddy Farm Hotel in Sparrow Bush, in Sullivan County at Villa Roma Country Club in Callicoon, and in Delaware County at French Woods Country Club in French Woods and Hancock Golf & Country Club in Hancock. Eddy Farm, French Woods and Hancock both offer nine-hole courses, while the Villa Roma has an 18-hole course.

### *Horseback Riding*

For those visitors who are interested in exploring the byway corridor on horseback, New Hope Farms and Windy Hollow Hunt operate out of Port Jervis.

### *Hiking and Bicycling*

Very few hiking opportunities exist along the byway route. Sullivan County contains the majority of them.

- The Tusten Mountain Trail at the Ten Mile River Scout Camp in Tusten is approximately three miles round trip through forests and past old mill settlement ruins. The Boy Scouts of America have granted permission for public access to the trail, and the NPS has produced a trail brochure that is available at the Ten Mile River public access area.
- Three trails at the Minisink Battleground Park provide the other hiking options in the area. The Old Quarry and Rockshelter Trails are .27 miles and .53 miles long respectively, and offer an interpretive trail experience that represents man's use of the park over the centuries (including quarrying, farming, hunting, lumbering). The Woodland Trail is a .82-mile-long interpretive trail describing the flora and fauna of the area. The Battleground Trail is a .56 mile long trail describing the Battle of Minisink. Trail brochures for all of these trails have been produced by Sullivan County Park and Recreation Commission.
- Hiking trails also exist in Port Jervis at Elks-Brox Park, the Delaware & Hudson Canal Trail, which follows the old D&H Canal towpath for 2.5 miles, and the five-mile long Delaware River Heritage Trail. A very short trail along the D&H Canal near Minisink Ford has been cleared by NPS using volunteers. This

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area is not marked or interpreted, however.

- Bicycle Route 17 follows Route 97 for its entire length as a Class III shared-use bicycle route. This means that there is no dedicated bicycle lane and cyclists must ride along the road.
- The "Sullivan County Biking Guide," produced by the Sullivan County Visitor's Association describes one route (Boces Education Complex to Roebling Bridge) that goes along Route 97 from Barryville to Lackawaxen Road, just over the Tusten town line. It then completes the 65-mile loop to the north of the byway.

### *Hunting*

Hunting in New York State takes place for the most part on private land through the consent of the landowner. Public lands such as Wildlife Management Areas also offer hunting and trapping opportunities in many instances. Cooperative Hunting Areas, which are located on private land but provide for public hunting access through cooperative agreements under the state's Fish and Wildlife Management Act. Along the byway, hunting is permitted through a cooperative agreement at the Ten Mile River. Mongaup Valley Wildlife Management Area, located just north of the byway, permits hunting and trapping as well. Several large blocks of Pennsylvania State Game Lands are located on the other side of the river and offer additional opportunities for hunting in the region.

## **Historic Resources**

Hancock – Three settlers were living in the vicinity of the confluence of the Delaware River and the East Branch of the Delaware River prior to the American Revolution. Originally known as Shehawhen, its name was changed in 1806 to Hancock, for John Hancock, signer of the Declaration of Independence. The lumber industry was largely responsible for its growth. Hancock was an important stop for the raftsmen who guided the rafts of lumber down the Delaware. Many raftsmen are said to have lived in Hancock.

Village of Lordville – Originally settled by John Lord and his family, though the exact dates are unknown. The Lords were rafters and lumbermen and at the turn of the 19<sup>th</sup> century engaged in the bluestone quarrying business. Lordville served as a rafting stop. When the New York and Erie Railroad was built it came through Lordville. In the 1890s, Lordville benefited from the increase in tourism in the area.

French Woods Church and Cemetery – This frame church was built about 1903 as a Methodist church and the adjacent cemetery was created about the same time. The church no longer has an active congregation but is used for special occasions. French Woods derives its name from the early settlers of this area who were of French descent.

Village of Long Eddy – Basket Brook and the Delaware River converge at Long Eddy. Deliverance Adams and John Dusinberry settled the area prior to 1776, with the latter



*Riverside Cemetery ca. 1885*

building a sawmill in 1800. John Geer, whose family purchased the sawmill from Dusinberry, built a tavern at Long Eddy that was a favorite resting point for raftsmen. Long Eddy generally was the first night's stop for upriver crews.

Riverside Cemetery (1885) – Listed on the National Register of Historic Places (NRHP). The Riverside Cemetery is locally significant as a distinctive expression of late 19<sup>th</sup>- and early 20<sup>th</sup>- century cemetery design. Established through the philanthropy of New York City businessman Robert Halsey, the cemetery embodies a typical landscape design for this period consisting of a rectilinear layout, a wrought-iron roadside fence, a bluestone sidewalk and a small but prominently situated chapel building designed in the Queen Anne style. The cemetery and its historic components are well maintained and retain their historic setting and distinctive visual qualities to a remarkable degree.

Hankins Stone Arch Bridge (1905) – Listed on the NRHP. The Hankins Stone Arch Bridge, built in 1905, is an intact and representative example of a traditional construction technique rarely employed in the 20<sup>th</sup>- century. Due to the topography and the presence of the railroad, a road was not built in this area until 1905 when local quarryman John B. Inman was hired to build bridges across Basket Creek and Hankins Creek. When Route 97 was constructed, the Basket Creek Bridge was bypassed and eventually washed away in a flood. The Hankins Bridge remained in use until 1973.

Village of Hankins – Although the earliest settler in this area arrived in 1780, Hankins was not permanently settled until 1835 when John Hankins established a store, blacksmith shop, and sawmill here. In the late 19<sup>th</sup>- century, Hankins was an important shipping station for the bluestone that was quarried locally and shipped via the Erie Railroad to metropolitan areas where it was a popular material for sidewalks and curbing.

Anthony Manny House (ca. 1890) – Listed on the NRHP. The Manny House is significant as an intact and representative example of vernacular Victorian residential architecture. Its original owner, Alfred Manny, operated extensive bluestone quarries in the area. Its second owner was a foreman on the Erie Railroad, which the house overlooks, and after his death, his widow ran a boarding house here that catered to railroad passengers.

Hankins District No. 1 Schoolhouse (1845) – Listed on NRHP. The Hankins District No. 1 Schoolhouse is a rare and highly intact example of a vernacular rural schoolhouse and is one of only six such schools that survive within the Upper Delaware River Valley. John Hankins, for whom the village of Hankins, was responsible for the construction of the school.

St. Joseph's Seminary (1901-1942) – Listed on NRHP. St. Joseph's Seminary is a historic educational complex with significant Romanesque style buildings and early 20<sup>th</sup>- century landscape elements. Sited on a hill overlooking the Delaware River and ham-

*Hankins Stone Arch Bridge*



let of Callicoon, it includes the largest native bluestone building in the river valley and visually dominates the immediate geographic area. Begun in 1901 and completed in 1910, the main building is a massive U-shaped, four-story, masonry building with central bell tower and a 200-foot-long façade. St. Joseph's is significant as a distinguished example of an early 20th century religious educational campus. St. Joseph's, largely developed by 1940, contains regionally significant examples of Romanesque Revival architecture.

Village of Callicoon – Joseph Ross, an agent for absentee landowner Joseph Greswold, initially settled Callicoon in 1760. A Tory, Ross was forced to leave during much of the American Revolution but returned afterwards. Callicoon grew slowly, with only three houses as late as 1840. It was not until the arrival of the New York and Erie Railroad in 1848 that the town developed. In 1874 when the Erie doubled its track, Irish and Italian immigrants came to the area to work on the railroad, joining German immigrants already living in and around Callicoon. A disastrous fire in 1888 wiped out much of Callicoon and most of the built environment of present-day Callicoon postdates the fire. In 1906, the name of the village was shortened from Callicoon Depot to just Callicoon, which is thought to be derived from early Dutch references to the wild turkey found in the watershed of the Callicoon Creek.

Callicoon National Bank (1913) – Listed on NRHP. The bank is significant as a distinctive and largely intact vernacular interpretation of early 20<sup>th</sup>- century Neoclassical bank architecture. Designed by a local lumberman and builder, William Kohler, and built in 1913, the two-story masonry building features a native bluestone façade with Neoclassical architectural elements including a pedimented entrance with Ionic columns and modillioned cornices. The bank represents one of Callicoon's most substantial historic commercial buildings and is one of the region's few examples of native bluestone construction.

Callicoon Methodist Church and Parsonage (1817-1916) – Listed on NRHP. The Callicoon Methodist Church and Parsonage is significant as an intact example of vernacular religious architecture in the Upper Delaware River Valley dating from the late 19th century and early 20th century. The church ensemble consists of a frame church building, constructed in 1871 with Romanesque inspired details, a connected church hall built in 1916, a parsonage built in 1889, and a carriage barn built in 1894. The church is typical of Protestant meeting houses of the post-Civil War era in rural New York. Overall, the church complex appears much as it did during the growth years of the railroad boom in Callicoon and remains as one of the valley's most distinctive examples of vernacular church architecture.

St. James Church and Rectory (1912-1928) – Listed on the NRHP. The St. James Church and Rectory is a distinctive and unaltered early 20<sup>th</sup>- century religious ensemble.



*Curtis Drake House ca. 1810*

ble dating from the final period of sustained growth in the railroad hamlet of Callicoon. The church and rectory form a unique grouping significant in the architectural development of the Upper Delaware River Valley.

Old Cochection Cemetery (1774-1942) – Listed on the NRHP. The Old Cochection Cemetery is located between the railroad tracks and the Delaware River at the part of the river known as Taylor’s Eddy or

Curtis Eddy. Uphill and to the east of the road, the small community of Old Cochection looks down on the cemetery. An accurate count is no longer possible but it is believed to contain approximately 150 burials – there are 40 intact monuments and 91 partial fieldstone markers. At the time of the cemetery’s establishment, there was no railroad or road; the cemetery overlooked the river and was surrounded by virgin forests. Ebenezer Taylor built an inn/residence/store adjacent to the site in the 1790s. It is believed to be the oldest extant burying ground in the river valley. It is closely associated with the area’s first white settlers, especially the Tyler and Calkins families.

Cochection Station (ca. 1850) – Listed on NRHP. The Greek Revival-style Cochection Railroad Station, built by the Erie Railroad, is a rare and largely intact example of an early railroad station. It is believed to be one of the oldest railroad-related buildings in New York State. The building was moved from its original location to its present site in order to save it; however, it still remains adjacent to the railroad.

Curtis-Drake House (ca. 1810) – Listed on NRHP. The Curtis-Drake House is a one-and-a-half story vernacular frame dwelling of the Federal period, overlooking the route of the old Newburgh-Cochection Turnpike. The Curtis-Drake House is significant for its association with the early turnpike-related development of Cochection and for its architecture as the Upper Delaware’s finest example of a vernacular Federal-style dwelling. The oldest section of the house was built shortly after the turnpike was constructed. It is also associated with local politician and Judge James Clark Curtis who resided and conducted business in the house between 1835 and 1872.

Valleau Tavern (1829) – Listed on the NRHP. Built in 1829, the tavern is located on the west side of the old Newburgh-Cochection-Great Bend Turnpike. Situated on a steep hillside, it has a commanding view of the river valley. The Tavern is significant for its association with the historical development of the community and for its association with the Newburgh-Cochection-Great Bend Turnpike. It is an important example of vernacular Federal-style architecture in the Upper Delaware River Valley.

Village of Cochection – Cochection village was the most important population center in the Upper Delaware River Valley in the early part of the 19<sup>th</sup>-century, primarily due to the Newburgh-Cochection-Great Bend Turnpike built between 1804 and 1810. The village was the transportation and commercial center of the valley until the coming of the New York and Erie Railroad in the late 1840s that bypassed the village.

*Village of Cochection*

Cochection Bridge (1950) – Built by the Triple Cities Construction Company in 1950, this is a polygonal top chord Warren truss bridge with a standard plan. The steel bridge is a three-span, riveted-through truss.

Cochection Historic District – A potential National Register historic district was recommended for Cochection as a result of a cultural resource survey of the Upper Delaware National Scenic and Recreation River completed in 1982 by the Public Archaeology Facility, Department of Anthropology, State University of New York-Binghamton.

Parsonage Road Historic District (1820-1902) – Listed on the NRHP. The Parsonage Road Historic District is a residential area of dwellings and associated buildings along a single, narrow street dominated by natural landscape. The buildings represent 19<sup>th</sup>-century architectural styles with a high level of integrity. The Parsonage Road Historic District is significant as a rare and unusually intact rural residential enclave characteristic of housing developed in the small hamlets of the Upper Delaware River Valley during the 19th century. It reflects the turnpike and railroad era of development in Cochection.

Reilly's Store (1860) – Listed on NRHP. A highly intact late-19th century store building detailed in a picturesque manner. Located along the path of the Newburgh-Cochection-Great Bend Turnpike and adjacent to the Erie Railroad, it is associated with the transportation of the area. It was an active store from 1860 to 1942.

Ellery Calkins House (ca. 1850-1890) – Listed on NRHP. The Ellery Calkins House is a highly intact and representative example of Queen Anne style residential architecture. Its most notable features are its three-story tower and stylish wraparound porch. With its location within sight of the Erie Railroad near the Cochection station, it is associated with the transportation context. Its period of significance is a period of railroad-inspired development and prosperity in Cochection and coincides with the career of Ellery Calkins.



*Reilly's Store ca. 1860*





*Cochection Presbyterian Church 1903*

Cochection Presbyterian Church (1903) – Listed on NRHP. The Cochection Presbyterian Church is an intact local example of later 19<sup>th</sup>-century, early 20<sup>th</sup>-century ecclesiastical architectural style inspired by the Akron Plan. Serving a community historically dominated by the Newburgh-Cochection-Great Bend Turnpike and the Erie Railroad, it also is associated with the transportation context.

Standard Oil Pump House – In 1881, the Standard Oil Company built an oil pipeline from Olean, New York to Bayonne, New Jersey. Pumping stations were constructed at 35-mile intervals along the line. This pump house was abandoned by 1926.

Page House (1892) – Listed on NRHP. The Page House is a large Queen Anne-style dwelling characterized by asymmetrical massing, picturesque roofline, domed corner tower, decorative shingled surfaces, and an elaborate veranda. It is an outstanding example of Queen Anne-style residential architecture in the Upper Delaware River Valley.

Located adjacent to the railroad and a short distance south of the ruins of the 1881 Standard Oil Company oil pipeline pumping station, the former residence and boardinghouse is also associated with the history of industry and transportation in the Upper Delaware River Valley. The house accommodated rail passengers and workers employed at the nearby pumping station. This symbiotic relationship between the plant and the Page family ended in 1926 when the pumping station was dismantled and abandoned. The boardinghouse ceased operation shortly thereafter.

*Skinners Falls Bridge 1902*



Skinners Falls Bridge (1902) – Listed on the NRHP. This is a two-span, single-lane iron bridge with a single mortared stone pier. Its construction is a variation of a Baltimore (Petit) through truss. It was built in 1902 by the American Bridge Company for the Milanville Bridge Company and linked the industrial and commercial center of Milanville with New York and the Erie Railroad. Its construction spurred a minor development at Skinner's Falls with the construction of a station and creamery. It was a toll bridge from 1902 to 1928.

Narrowsburg Bridge (1953) – The Narrowsburg Bridge is a combination through arch and rolled beam, multi-girder bridge with a single main span and two approach spans.

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Arlington Hotel (1894) – Listed on NRHP. The Arlington Hotel is significant for its association with the early economic and social history of the Upper Delaware River Valley. The only major 19<sup>th</sup>- century hotel structure in Narrowsburg or the immediate vicinity that possesses integrity, the Arlington Hotel recalls the growth and vitality of this important transportation corridor. The Arlington Hotel is a significant landmark in the community and a conspicuous survivor of Narrowsburg’s prosperous era.

Kirk House (1840s/1875/1920) – Listed on NRHP. The Kirk House is architecturally significant for its exterior decoration, executed by German emigrant Karl Paul about 1920 shortly after his arrival in America. Unique in Sullivan County, the exterior is significant as an exceptional example of vernacular architectural design in stucco. Skillfully using the inherent working characteristics of stucco, Paul transformed an undistinguished frame house into one with distinctive architectural character. Architects have used stucco to accomplish grander transformations; however, it is unusual to find work of Karl Paul’s sophistication and craftsmanship in small, vernacular buildings. Paul’s work demonstrates a keen awareness of the use of contrasting textures and knowledge of classical architectural detail, scale, and proportions.

Narrowsburg Methodist Church (ca. 1856/1879/1930) – Listed on the NRHP. The Narrowsburg Methodist Church is one of the Upper Delaware River Valley’s oldest surviving religious buildings. The church is an important illustration of a 19<sup>th</sup>-century meetinghouse arranged and detailed in the Greek Revival style. Moved to its present location in 1879, the interior dates from a 1930 remodeling of the church. The interior, with its darkly stained woodwork and early 20th-century stained glass, reflects the collaboration of local builders and craftsmen in adapting their work to an existing structure while reflecting the general popularity of Craftsman and Colonial Revival-style designs.

Village of Narrowsburg – Narrowsburg was settled prior to the Revolutionary War by Benjamin Homans and was originally known as Homan’s Eddy. The village’s name was later changed to Big Eddy and, finally, Narrowsburg. By 1840, it boasted two hotels but only three other buildings. Narrowsburg, located at a narrow point in the Delaware River, developed first as a resting place for Delaware River traffic, then as a junction of the Mount Hope and Lumberland Turnpike, and later as a station on the New York and Erie Railroad. Narrowsburg became a regional commercial and hotel center. Despite the significance of the river narrows, the village did not prosper significantly until the advent of the New York and Erie Railroad.

Village of Neweiden – The village of Neweiden was the site of several historic industries including a sawmill, a brickyard, a powder works, and an excelsior mill that supported the tanning industry.

Ten Mile River Baptist Church (Tusten Baptist Church/First Baptist Church) (1856) – Listed on the NRHP. The small frame building, constructed in 1856, is a vernacular mid-19<sup>th</sup>-century meetinghouse with references to the Greek Revival style in its rectilinear form and fenestration. It rests on a mortared fieldstone foundation. The façade is gabled and includes a central doorway with paneled two-leaf door with an eared cas-



Narrowsburg Bridge 1953

ing. The church is oriented south toward a historic dirt road that leads to the Ten Mile River and center of the now nonexistent community of Tusten. The cemetery, containing approximately 100 graves, is located immediately north of the church. It is believed that the cemetery was opened in 1840 or earlier. The Ten Mile River Baptist Church is significant in representing the lost 19th century river community of Tusten. The church is also architecturally significant as a rare and largely unaltered example of a vernacular mid-19th century Protestant meetinghouse. A cemetery believed to pre-date the church building, adjacent 19<sup>th</sup>- century stone walls, and a privy contribute to the context and setting of the church.

D & H Lockhouse



Tusten Stone Arch Bridge (1896) – Listed on the NRHP. Built in 1896, the Tusten Stone Arch Bridge is a rare intact example of traditional stone arch bridge construction and is the only remaining double-arched stone bridge in the Upper Delaware River Valley. Constructed of native bluestone from area quarries, the bridge spans the Ten Mile River. William H. Hankins, a timber raftsman and stonemason built the bridge. All that remains of the now-vanished village of Tusten is this stone arch bridge and the nearby Baptist Church.

D & H Canal overgrown with vegetation



Delaware & Hudson Canal (1825-1898) – Designated National Historic Landmark (NHL) The Delaware & Hudson Canal was constructed from 1825 to 1829 to transport anthracite coal from mines in northeastern Pennsylvania to markets on the Hudson River including New York City. The 108-mile-long canal had 108 locks and 16 miles of gravity railroad. Canal boats, pulled by mules, made the round trip in seven to ten days. During a period of expansion in the late 1840s, four aqueducts were designed and built under the supervision of John A. Roebling, future architect of the Brooklyn Bridge. The Delaware & Hudson was the first privately built canal in the United States and by 1848 was probably the nation's largest private and first million-dollar corporation. The construction of the canal through what was then virtual wilderness created many small communities

and stimulated population growth and economic development. The largely German and Irish immigrants who built and enlarged the canal increased the cultural diversity of an area populated mainly by Dutch and English settlers.

Roebling Bridge (1847) – Listed on the NRHP as part of the Delaware & Hudson Canal NHL. The Delaware Aqueduct, or Roebling Bridge as it is now known, was begun in 1847 as one of four suspension aqueducts on the Delaware and Hudson Canal. It was designed and built under the supervision of John A. Roebling. The aqueduct was built to carry the canal across the Delaware River to avoid collisions with timber rafts headed down the river. Compared to conventional bridges, the suspension design allowed more room for ice floes and river traffic. It was an immediate success, reducing canal travel time by one full day. After the canal ceased operating in 1898, the three other Roebling-designed aqueducts were abandoned but this one was converted to vehicular traffic, which it continues to handle today.

Minisink Battlefield (1779) – Listed on NRHP. The Minisink Battlefield site is associated with a Revolutionary War battle waged on July 22, 1779, between Indians and Tory Rangers led by Mohawk Chieftain Joseph Brant and American militiamen from New York and New Jersey led by Colonel John Hathorn. The battlefield is located approximately 4,000 feet east of the confluence of the Delaware River and the Lackawaxen River in southern Sullivan County, a short distance from a historic fording place on the Delaware River later known as Minisink Ford. The Battlefield site occupies a wooded and rocky hilltop ranging in elevation from 1,000 to 1,160 feet. The Minisink Battlefield is significant as an intact battlefield site associated with the American Revolution and the British campaign to harass American frontier settlements, cut off food supplies, and divert American military attention away from strategic areas.

Barryville Bridge (1940) – This is a Parker through-truss bridge with four spans that was built in 1940.

Berne Church Historical Trail – This tour encompasses several cultural and historical sites in the Pond Eddy vicinity. The trail includes several homes associated with local leaders, people connected to the Delaware & Hudson Canal, the Erie Railroad, boarding/rooming houses, a store, an early 19<sup>th</sup>-century cemetery, and the site of a school.



*Roebling's Delaware Aqueduct Bridge*



Pond Eddy School Site – now a park, this was the site of School District No. 1 that housed eight grades. It operated from about 1867 to 1949.

A.M. Montgomery House – A. M. Montgomery was a local bridge commissioner, carpenter and farmer. The house is a good example of the early homes of the Upper Delaware River Valley.

Johnston Farm – W. Johnston was the agent for the Erie Depot at Pond Eddy.

Berme Church Road Cemetery - established in the early 1800s, this cemetery is one of the earliest in the town of Lumberland and includes many flagstone-marked graves.

Sacred Heart Roman Catholic Church – Built about 1915, it is a simple but elegant church.

Pond Eddy United Methodist Church – Constructed about 1882 by George W. Maney, it contains beautiful stained glass windows.

Orchard House – This house served as a boarding house operated by A. McCaffrey in the 1930s.

Altington House – Built about 1880, it served as the McCaffrey home for 70 years.

Maxwell House – Also built about 1880, the Maxwell family were owners of a Bluestone quarry in the area.

Martin House – The house, built about 1895, served as a lock house for lock #63 on the Delaware & Hudson Canal.

Thomas Adams Homestead – Originally built about 1850, the house sustained additions in the late 19th and early 20th centuries.

Maney's Store and Rooming House – This was one of the last canal rooming houses built at the close of the Delaware & Hudson Canal. An 1860 dwelling stands to the rear.

Cornelius Foley House – Cornelius Foley was a Delaware & Hudson Canal boatman and farmer who built this house about 1840.

Pond Eddy (1905) – This is a two-span Pennsylvania (Petit) Parker through-truss iron bridge with mortared stone pier and abutments. Built in 1905 by Oswego Bridge Company for \$28,900, it was a toll bridge until 1926 when the Interstate Bridge Commission purchased it from the town of Lumberland. It was the only easy access to the outside world for residents on the Pennsylvania side of the Delaware River after rail passenger service ended through the valley.

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Decker's Dock – Lock 65 of the Delaware and Hudson Canal survives at Decker's Dock.

Hawk's Nest – The Hawk's Nest is a sheer mountain wall that rises 300 feet out of the Upper Delaware River. It posed an obstacle to the construction of both the Delaware & Hudson Canal in the early 19th century and Route 97 in the third decade of the 20th century. The canal wall was built up 40 feet hugging the base of the cliff. The highway was initially planned to use the old canal bed but objections from the Erie Railroad forced it to be constructed over the mountain instead. By the fall of 1933, the Hawk's Nest section of Route 97 was nearing completion and included six overlooks of the Delaware River.

Sparrow Bush – Sparrow Bush was apparently settled soon after the end of the Revolutionary War and it appears in a 1792 map of Pennsylvania bearing the name Deckers. The construction of the Delaware and Hudson Canal was the main impetus for the growth of the village. Its name was changed in 1830 to honor Henry Sparrow, a large landowner and local manufacturer of ship's hips.

Elks Brox Park – This park, located on the Twin Mountain Tract, or Point Peter and Mount William, overlooks Port Jervis with views of the Shawangunk and Kittatinny mountains and the Delaware and Neversink river valleys. Its establishment came at a time when open spaces were disappearing and a movement to preserve some open space gained popularity. The Catskill and Adirondack preserves were created by New York State during this period. As early as 1911, Port Jervis residents expressed concern about the future of the property that overlooked the city. When the property became available for sale, the city turned down the opportunity to purchase it. In 1914, the Elks raised the funds to purchase the land for a park and established the Elks Park. In the following years, Skyline Drive, a four-mile drive, was built along the crest of the two mountains. In 1932, Sarah Belle Thorne made a substantial donation in the memory of Charles Brox and the property was conveyed from the Elks to Port Jervis and became known as the Elks-Brox Memorial Park. It was later used as a Girl Scout camp and a public campground. In 1996, it was reopened with new picnic areas, trails, and bathrooms.

Observatory (1934) – Built by the Works Progress Administration and is probably related to the construction of Route 97 and Hawk's Nest.

City of Port Jervis – Port Jervis, located at the junction of the Delaware and Neversink Rivers and the states of New York, Pennsylvania, and New Jersey, developed as a transportation and industrial center. Although Port Jervis was incorporated as a village in 1853, settlement had occurred much earlier, first by the Minisink Indians and then by Europeans about 1689. The State of New Jersey, which built a fort here in 1756, initially claimed the area. The Old Mine Road was an early transportation artery that connected Port Jervis with other points north and south and in 1809, two turnpikes across the Shawangunk Mountains converged at this point. Port Jervis was named for John B. Jervis, who was the chief engineer on the Delaware and Hudson Canal. It was here that the canal left the Delaware River and turned northeast along the Neversink River. The main line of the renowned New York and Lake Erie Railroad reached Port Jervis on



Erie Depot Train Station ca. 1892/1912

December 31, 1847. The Erie's Delaware Division shops and headquarters were located in Port Jervis. It is estimated that by 1922 some 2,500 men worked for the Erie in these shops. The railroad continued to provide jobs for Port Jervis residents into the 1940s but with the departure of the Erie's shops in the 1950s and 1960s, Port Jervis entered a period of decline. Stephen Crane, author of *The Red Badge of Courage*, among other books, was a one-time Port Jervis resident and later frequent visitor

to the city where his father had been minister at the Drew Methodist Church and where his brother continued to live. Crane's *Sullivan County Sketches* and *Whilholmvilleville Stories* were based on his camping trips throughout the region. He also authored articles for the local newspaper when he was in town. Port Jervis boasts an interesting array of architectural styles from the late-19<sup>th</sup>- and early-20<sup>th</sup>-centuries. Many of the city's churches and large homes were designed by New York City architects. Numerous examples of Gothic Revival, Italianate, Stick, Second Empire, Queen Anne, Shingle, and Colonial Revival styles are evident in the residential architecture of the city. Its surviving historic commercial buildings were also built during this period using the latest trends and styles. Many have premolded sheet steel cornices, elaborate cast iron entries, and carved window molds. Notable commercial buildings of Port Jervis include the Elks Building (1908) Port Jervis Free Library (1903), the United States Post Office (1914), the Masonic Building (1882) and the YMCA Building (1912).

Fort Decker (1760/1779) – The stone house was built in 1760 and was burned by Joseph Brant and his men during their raid on Port Jervis in July 1779 during the Revolutionary War. The house was rebuilt by Martinus Decker and served as a tavern and hotel during the construction of the Delaware and Hudson Canal. John B. Jervis, stayed here in the 1820s.

U.S. Post Office (1914) – Listed on the NRHP. The U.S. Post Office was built during the heyday of Port Jervis. It is among the collection of architecturally significant buildings constructed during the city's boom period from the mid-1880s to the mid-1920s.

Erie Railroad Station (1892/1912) – Listed on the NRHP. The Erie Depot was built in 1892 (and enlarged in 1912) as a passenger station and headquarters for the Delaware Division of the Erie Railroad. It closed as a passenger station in 1974. It has been restored through the efforts of the Minisink Valley Historical Society, the Depot Preservation Society, and the Port Jervis Development Corporation.

Old Mine Road (1720s) – One of the earliest roads in the country that extended over 100 miles, the Old Mine Road followed a north-south route through the western part of Orange County. Although its origins are not well documented, it was known to exist by the 1720s, if not earlier, and was used by Dutch traders and settlers who were seeking valuable minerals. It linked the New York village of Esopus (now Kingston) on the Hudson River with the copper mines of the Pahaquarry area near the Delaware Water

Gap, and was the route taken by many settlers into the southern portions of the Upper Delaware River Valley. Port Jervis was one of the towns that developed along the route of the Old Mine Road.

### *Historic Attractions and Museums*

Many of the historic sites identified in the historic resources inventory above are open to the public and interpret the area's history and culture for visitors.

### *Sullivan County*

In Sullivan County, two sites provide historic interpretation. The Fort Delaware Museum of Colonial History, located in Narrowsburg, is a reconstruction of a colonial fort that provides living history demonstrations of frontier life in the Upper Delaware River Valley. It also hosts military encampments and craft demonstrations. The museum is open Memorial Day through Labor Day.

## **TOURISM RESOURCES AND VISITOR SERVICES**

Route 97 offers the visitor a variety of things to see and do, places to shop, dining experiences and lodging options. Area tourist brochures and tourism websites summarize some of these choices, while a drive down the road itself provides another way to identify the visitor services and tourism resources along the byway.

### **Maps, Guides, Calendars of Events**

#### *Upper Delaware Scenic and Recreational River Publications*

- Map and Guide for Touring the Upper Delaware Scenic and Recreational River
- Upper Delaware River Guide
- Upper Delaware River Driving Tours and Map
- National Park Service Upper Delaware Official Map and Guide

The Upper Delaware Council has produced a number of publications for visitors to the area. The "Map and Guide for Touring the Upper Delaware Scenic and Recreational River" includes general descriptions of recreational activities and safety tips, as well as a map listing visitor services and showing the location of public lands, river access sites, National Park Service sites, points of interest, rapids, railroad bridges, and hamlets. The "Upper Delaware River Guide" includes a calendar of events, driving tours, walking tours of Callicoon and Hancock, and a listing of visitor services. UDC's "Upper Delaware River Driving Tours and Map" describes major attractions and outlines three driving tours that together cover the entire length of the Upper Delaware Scenic Byway except between Minisink Ford and Ten Mile River. Tour #1 (Green) is a loop tour from Hancock to Callicoon, with a side trip to Lordville and Basket Creek. It goes through

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Equinunk in Pennsylvania also. Tour #2 (Blue) is a loop tour from Narrowsburg, across the Delaware River to Milanville, Pennsylvania, and back across the river to Cochecton and Fosterdale, with a side trip to the Stone Arch Bridge on the Ten Mile River. Tour #3 (Red) is a linear tour along the byway between Port Jervis and Minisink Ford, with a side trip through Glen Spey. The National Park Service has produced an "Upper Delaware Official Map and Guide," which includes area history, attractions, and a map with service locations (camping, picnicking, restrooms, boat launches, access areas, ranger stations).

The National Park Service maintains a website for the Upper Delaware Scenic and Recreational River, which can be found at [www.nps.gov](http://www.nps.gov). The site provides information on planning a trip to the Upper Delaware, recreational opportunities, camping areas and river safety. It also includes a short history of the area and a listing of upcoming events.

Tours of the byway and its attractions are difficult to come by. A guided bus tour called the "Magical History Tour" is offered sporadically by Eddy Farm Resort. It takes visitors to historic sites along Route 97 and is very popular, especially among the local residents, when offered.

### *Orange County*

Orange County Tourism, located in Goshen, has six tourist information centers, including one in Port Jervis. Their Port Jervis Tourist Information Center, administered by the Tri-State Chamber of Commerce, is located at the junction of Routes 6 and 23, and is open Memorial Day to Columbus Day. Information also can be accessed through their website at [www.orangetourism.org](http://www.orangetourism.org). Orange County Tourism produces two useful publications. The "Orange County Visitor's Guide and Map" is a booklet and map describing various area attractions and contains a calendar of events. A seasonal "Orange County Events Guide" lists concerts, festivals, craft fairs, and holiday celebrations.

A brochure entitled "A Look Into The Past: Orange County Museums" presents a selective cross-section of historic museums located in the county. Although none of the museums listed in the brochure are located along the byway, the D&H Canal Park and Neversink Valley Area Museum are located a short distance away in Cuddebackville and relate thematically to the history along the byway.

Port Jervis maintains a city website located at [www.portjervisny.com](http://www.portjervisny.com), with extensive information on the city and its attractions.

"A Map of the Town of Deerpark" includes points of interest descriptions, a description of the Upper Delaware Scenic and Recreational River, and tips for being on and around the river.

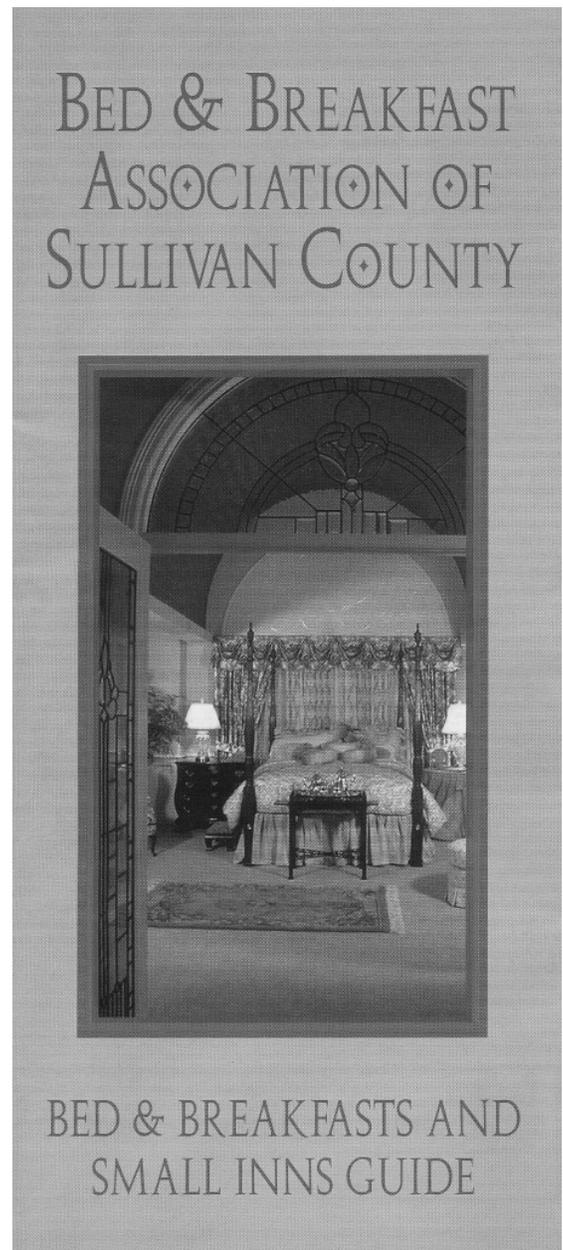
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*Sullivan County*

The Sullivan County Visitor's Association (SCVA) is located in Monticello and provides much of the tourism information for the county. They have several satellite information centers, but these are all located in towns along the Route 17 corridor. SCVA produces the "Sullivan County: Catskills Map and What to See" guide, which gives locations and descriptions for scenic and recreation areas, special attractions, historic sites, parks, museums, and theaters. They also publish the "Sullivan County Catskill Region, NY Travel Guide," a description of things to do, places to stay, driving tours, shopping and dining options, fishing information and bird-watching areas. SCVA also produces target interest brochures, including the "Sullivan County Cultural Map & Guide," which gives the location and descriptions of area museums, visual and performing arts organizations, and galleries, and "Fall in Love in Sullivan County: Fall Garden Harvest Market and Festival," which includes a description of the festival in Bethel, a calendar of events and suggestions for other fall-related activities. SCVA provides visitor information online at [www.scva.net](http://www.scva.net).

Two other publications provide visitors with information about where to lodge and things to do. The "Bed & Breakfast Association of Sullivan County - Bed & Breakfasts and Small Inns Guide" offers visitors a choice of lodging. There is only one B&B in this brochure that is located on the byway itself, though others do exist. The "Sullivan County Cultural Directory: Guide to Performing Arts, Visual Arts, Museums, Cultural Events, Arts Festivals, Entertainment" provides information to the tourist on these types of activities and also includes three scenic and two attraction driving tours. One scenic tour and one attraction tour go through the town of Tusten along the byway.

The communities of Narrowsburg and Callicoon maintain websites providing information about their history and the attractions and visitor services that can be found there. Narrowsburg's website, sponsored by the Narrowsburg Chamber of Commerce, is located at [www.narrowsburg.com](http://www.narrowsburg.com). Callicoon's website is located at [www.visitcallicoon.com](http://www.visitcallicoon.com) and is sponsored by the Callicoon Business Association.



## **Festivals**

There are a number of special events and tours that attract tourists to the Upper Delaware Scenic Byway year-round. Visitors can experience the byway on a local level by enjoying one of the festivals that take place in the communities along the route. Early May in Narrowsburg brings the Shad Festival, which features fishing demonstrations and contests, music & games, and the Tusten JazzFest, which offers weekly jazz concerts. In July, RiverFest takes place in Narrowsburg as well, offering art, food, music, crafts, ecology activities, stilt walkers, and a poster auction. July is also when the Deerpark Family Festival takes place, which typically draws 40,000-50,000 people. Another river-related event, the Delaware River Sojourn, is an annual event that combines boating, camping, cultural events and history all along the river from Hancock to the Delaware Water Gap. Encampments and other historic demonstrations take place from Memorial Day to Labor Day at Fort Delaware in Narrowsburg. Glen Spey is host to the Ukrainian Dance Festival in July, where dancing, entertainment and ethnic food provide a glimpse of another culture. The Fall Foliage Festival in Port Jervis is held in October and offers crafts, rides, games, and food.

## **Arts Activities and Nonhistoric Museums**

The Upper Delaware Scenic Byway offers a number of opportunities for visitors to enjoy the arts and nonhistoric museums. These activities provide an alternative to the abundance of recreational and historic activities in the area, making it a good destination for families or groups of people with diverse interests.

In Port Jervis, the Gillinder Glass Museum and Factory Store offers tours of its factory and a chance to purchase items from one of America's oldest glass companies. The Port Jervis Firemen's Museum is located in the restored fire house on Orange Street. Sullivan County offers visitors the chance to take in a wide variety of theater, music and films. The Tusten Theater in Narrowsburg is run by the Delaware Valley Arts Alliance (DVAA). It is home to the Tusten JazzFest as well as the Delaware Valley Chamber Orchestra/III Winds Chamber Ensemble and the Delaware Valley Opera, which produces two operas and several recitals each year. The DVAA provides services to artists and arts groups, develops programs in visual, film, literary and performing arts, and funds cultural projects in Sullivan County. It shares space in the Delaware Arts Center in Narrowsburg with the Delaware Arts Center Gallery, which hosts juried exhibitions by contemporary artists. From September through June, the Callicoon Theater in Callicoon shows alternative and foreign films on a monthly basis. The ChurchHouse in Long Eddy produces four free concerts each year featuring artists from New York City to the Delaware Valley. The town of Lumberland Cultural Series in Glen Spey is a series of fall concerts featuring a variety of music performed at the Lumberland Town Hall.

## Nearby Attractions

The Upper Delaware Scenic Byway offers a multitude of attractions and diversions for tourists to enjoy. Yet, visitors undoubtedly will consider taking side trips to other attractions in the general vicinity. Although these attractions might compete with the byway's attractions, they also can be considered additional reasons for people to visit the area or stay longer and thus could be a benefit to the byway.

Just across the Delaware River via the Roebling Bridge lies the Zane Grey Museum. The Museum was the former home of author Zane Grey, most noted for his novels about the American West as well as his fishing prowess. The Delaware Water Gap is located along the Delaware River from Stroudsburg to Matamoras, Pennsylvania. It provides abundant outdoor recreational activities. Adjacent to the Water Gap are other attractions, including Bushkill Falls, a spectacular series of waterfalls along Little Bushkill Creek in Bushkill Falls, Pennsylvania. Honesdale, Pennsylvania is the home of the Stourbridge Rail Excursion Train Rides, themed train excursions that include dinner theater rides, Halloween and Christmas rides, as well as four and one-half-hour fall foliage rides along the Lackawaxen River in October. The Dorflinger Glass Museum is located between Honesdale and Hawley in White Mills, Pennsylvania. The Grand Army of the Republic Highway in Pennsylvania passes through this area as it links Matamoras to the far western reaches of the state. Route 6 is being promoted as a heritage destination where there is a collection of coal-related museums and tours in Scranton including the Lackawanna Coal Mine Tour, the Steamtown National Historic Site, the Anthracite Heritage Museum, and the Everhart Museum. In Sussex, New Jersey, High Point State Park has trails, camping, swimming, boating and fishing, and offers panoramic views that include Port Jervis.

## Shopping, Lodging, Dining

Visitor services play an important part in shaping the visitor experience. For the most part, these services are concentrated in the communities along and adjacent to the byway. These and others services offer a wide range of places to shop, dine and lodge. Listed below are some of the choices that visitors have to find shopping, lodging or dining services.

### *Orange County*

#### Shopping

- Gardner Antiques (Port Jervis)
- Tunney's Lamp Shop (Sparrow Bush)

#### Lodging

- Comfort Inn (Port Jervis)
- Eddy Farm Hotel (Port Jervis)
- Erie Hotel (Port Jervis)
- Scully's Restaurant & Motel (Sparrow Bush)

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#### Dining

- Arlene & Tom's (Port Jervis)
- Cornucopia Restaurant (Port Jervis)
- Flo-Jean's (Port Jervis)
- Gino's (Port Jervis)
- Hawk's Nest Restaurant (Sparrow Bush)
- Homer's Coffee Shop (Port Jervis)
- Len & Joe's (Port Jervis)
- Robin's Nest (Port Jervis)
- Scully's Restaurant (Sparrow Bush)
- Texas Lunch (Port Jervis)

#### *Sullivan County*

#### Shopping

- Antique Center of Callicoon (Callicoon) - multidealer shop
- Antiques at Millbrook (Pond Eddy)
- Arlene Lawrence Antiques & Collectibles (Narrowsburg)
- Bear Paw Antiques (Barryville)
- Callicoon Flea Market & Antiques (Callicoon)
- Narrowsburg Antiques, Art & Collectibles (Narrowsburg)
- Reilly's (Cochecton) - ice cream parlor, art gallery and museum
- The Squires Barn (Pond Eddy) - also with petting zoo, mini-golf and farm museum
- Tusten Mountain Antiques (Narrowsburg)

#### Lodging

- All Breeze Guest House (Barryville)
- Barryville Hotel (Barryville)
- Hickory Haven Lodge (Barryville)
- Lander's Ten Mile River Lodge (Narrowsburg)
- Lava Farms Bed & Breakfast (Narrowsburg)
- Mount Pleasant House Bed & Breakfast (Barryville)
- Narrowsburg Inn (Narrowsburg)
- Nolan's River Inn (Pond Eddy)
- Rolling Marble Guest House (Long Eddy)
- Seagull Restaurant and Motel (Barryville)
- Victoria's Rose Bed & Breakfast (Pond Eddy)
- Villa Roma Resort (Callicoon)
- Western Hotel (Callicoon)

#### Campgrounds

- Red Barn Campground
- Kittatiny Canoes
- Upper Delaware Campground

#### Dining

- The 1906 Restaurant (Callicoon)
- Barryville Coffee Shop (Barryville)
- The Bridge Restaurant (Minisink Ford)
- Callicoon Depot (Callicoon)
- Callicoon Saloon & Beanery (Callicoon)
- Cedar Rapids Inn (Barryville)
- Chatterbox Café (Narrowsburg)
- Club 97 (Callicoon)

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- The Club at Villa Roma (Callicoon)
- Cochection General Store & Restaurant (Cochection)
- Costello's Pizza (Callicoon)
- Douglas City Deli (Long Eddy)
- East Ridge Organic Country Store (Hankins)
- Il Castillo Restaurant (Barryville)
- Lisa's Autumn Inn (Callicoon)
- Michele's Restaurant (Callicoon)
- The Mill Brook Inn (Pond Eddy)
- Nolan's River Inn (Pond Eddy)
- Tre Alberti (Barryville)
- Western Hotel (Callicoon)

### *Delaware County*

#### Lodging

- Beagle B&B (Hancock)
- The Cranberry Inn B&B (Hancock)
- Delaware Inn (Hancock)
- Green Acres Motel (Hancock)
- Point Mountain Lodge (Hancock)
- Smith's Colonial Motel (Hancock)
- Timberline Motel (Hancock)

#### Dining

- Country Bake Shoppe, Deli & Restaurant (Hancock)
- Hancock House of Pancakes (Hancock)
- La Salette Restaurant (Hancock)
- Towne House (Hancock)
- Delaware Inn (Hancock)

### *Upper Delaware River Communities in Pennsylvania*

#### Shopping

- Angler's Roost and Hunters Rest (Lackawaxen)
- General Store and Deli (Lackawaxen)

#### Lodging

- Bluestone Inn (Equinuck)
- Milanville House (Milanville)
- Pegasus Bed & Breakfast (Shohola)
- Roebling Inn (Lackawaxen)
- Sault Falls Inn (Braman)

#### Campgrounds

- Soaring Eagle Campground (Stalker)
- Reflections Lakes (Equinunk)

#### Dining

- Clearwater Cafe (Lackawaxen)
- Le Garille (Shohola)
- Rohman's Inn (Shohola)

Upper Delaware Scenic Byway:  
Points of Interest

MAP NUMBER	RESOURCE	DESCRIPTION	INTRINSIC QUALITIES				DATA SOURCE
			SCE	NAT.	HIST.	CUL. REC.	
ID_04 (4-6-2001)							
1	Delaware River Fishing Access - Village of Hancock	Future fishing access location				x	HRG Field Survey
2	Village of Hancock	Small town with Main Street; visitor services include dining, gas, liquor store, bank, lodging, antiques, etc.; walking tour			x		HRG Field Survey
3	Point Mountair	Prominent Natural Feature	x	x			HRG Field Survey
4	Traveler Service	Chamber of Commerce sign - map and listing of businesse					HRG Field Survey
5	View	Views to the Delaware River from bridg	x				HRG Field Survey
6	Wedding of the Waters	where the two branches of the Delaware River meet	x	x			HRG Field Survey
7	View	View to hills; trees pull away from the roa	x				HRG Field Survey
8	Upper Delaware Scenic and Recreational River	Entry sign		x		x	HRG Field Survey
9	Delaware Rive	Fishing, boating, rafting	x	x		x	HRG Field Survey
10	View	Long views to hills	x				HRG Field Survey
11	View	Short views	x				HRG Field Survey
12	View	Short views	x				HRG Field Survey
13	Village of Lordville	Small historic town; popular 4th of July parad			x		HRG Field Survey
14	View	Long view	x				HRG Field Survey
15	View	Views across fields to wooded hillside	x				HRG Field Survey
16	View	View down road to forested hill	x				HRG Field Survey
17	View	Long view to hills	x				HRG Field Survey
18	French Woods Church and Cemetery	Ca. 1895			x		HRG Field Survey
19	French Woods Golf & Country Club	French Woods Golf & Country Clut				x	HRG Field Survey
20	View	Long view	x				HRG Field Survey
21	View	View towards hills	x				HRG Field Survey
22	View	View across wetlands to hill	x				HRG Field Survey
23	Bouchouxville Preserve	NYS DEC preserve with trail and vie	x	x		x	HRG Field Survey
24	View	View down hill along roa	x				HRG Field Survey
25	View	Nice views to brook alongside roa	x	x			HRG Field Survey
26	Village of Long Eddy	Once bustling industrial town; incorporated in 1860's; Basket Creek Historical Society			x		Sul. Co. Plan. Dept.
27	Riverside Cemetery & Chapel	Ca. 1885			x		HRG Field Survey
28	Basket Creek	Basket Creek, suitable for trout fishing, access from CR 13	x	x		x	Sul. Co. Plan. Dept.
29	View	Stunning panoramic view	x				HRG Field Survey
30	Traveler Service	Soaring Eagle Campground				x	HRG Field Survey
31	Kellams Bridge River Access	Delaware River, suitable for trout, bass, walleye, shad, panfish, access from Mills Bridge Road			x		Sul. Co. Plan. Dept.
32	View	View to river and hills	x				HRG Field Survey
33	Stone Arch Bridge	Park is being planned around bridg	x				HRG Field Survey
34	Village of Hankins	Historic village; recreational outfitters and outdoors suppli	x		x		HRG Field Survey
35	Anthony Manny House	National Register property, on Hankins Roa				x	NY OPRHP

Upper Delaware Scenic Byway:  
Points of Interest

MAP NUMBER	RESOURCE	DESCRIPTION	INTRINSIC QUALITIES				DATA SOURCE
			SCE	NAT.	HIST.	CUL. REC.	
ID_04 (4-6-2001)							
36	Red Barn Campground						HRG Field Survey
37	Hankins District No. 1 Schoolhouse	National Register property, on Hankins Road			x		NY OPRHP
38	View	Short view	x				HRG Field Survey
39	View	View	x				HRG Field Survey
40	View	Stone wall			x		HRG Field Survey
41	View	View through trees (needs clearing)	x				HRG Field Survey
42	View	Sweeping view across fields toward wooded hill	x				HRG Field Survey
43	View	Short view	x				HRG Field Survey
44	Traveler Service	Callicoon Welcome sign					HRG Field Survey
45	Village of Callicoon	Historic town; visitor services include dining, lodging, shopping, gas Formerly a school for Franciscan Friars, now site of the Jobs Corp an historic district	x		x		Sul. Co. Plan. Dept.
46	St. Joseph's Seminary				x		Sul. Co. Plan. Dept.
47	Callicoon National Bank	National Register property, 133 Main Street			x		NY OPRHP
48	Callicoon Methodist Church and Parsonage	National Register property, NY 97 south of Seminary Road			x		NY OPRHP
49	St. James Church and Rectory	National Register property, NY 17B north side, E of NY 9			x		NY OPRHP
50	Villa Roma and North Branch Cider Mill	Golf resort and cider mill				x	HRG Field Survey
51	Potential Eagle Viewing Area	Callicoon area - eagle view		x			Sul. Co. Plan. Dept.
52	Delaware River Access	State Boat Launch at Callicoon (carry-in), CR 13				x	Sul. Co. Plan. Dept.
53	View	View across river	x				HRG Field Survey
54	Callicoon Bridge	c. 1962			x		HRG Field Survey
55	View	View across Callicoon to Seminar	x				HRG Field Survey
56	Upper Delaware Campground					x	HRG Field Survey
57	Traveler Service	Hospital					HRG Field Survey
58	View	View along hill	x				HRG Field Survey
59	Cochecton Station	Cochecton Station - relocated; in the process of being restored by Cochecton Preservation Society; possible visitor's center	x		x		HRG Field Survey
60	Cochecton Historic District	Proposed National Register District, properties on both sides of river included					NPS
61	Old Cochecton Cemetery	Historic cemetery, between railroad and river			x		HRG Field Survey
62	View	Views across railroad to river, islands and wooded hill	x				HRG Field Survey
63	Curtis-Drake House	National Register property, CR 114, E of NY 9			x		NY OPRHP
64	Valleau Tavern	National Register property, CR 114 and NY 9			x		NY OPRHP
65	Interpretative Marker	Heirsville historic marker			x		HRG Field Survey
66	Interpretative Marker	New Jersey claim line historic marker			x		HRG Field Survey
67	Village of Cochecton	Small, historic town with general store, art gallery, post office, ice cream parlor; an historic district	x		x		HRG Field Survey
68	Parsonage Road Historic District	National Register district, Parsonage Road			x		NY OPRHP

Upper Delaware Scenic Byway:  
Points of Interest

MAP NUMBER ID_04 (4-6-2001)	RESOURCE	DESCRIPTION	INTRINSIC QUALITIES				DATA SOURCE
			SCE	NAT.	HIST.	CUL.	
69	Rally's Store	National Register property, CR 114, W of NY 9			x		NY OPRHP
70	Ellery Calkins House	National Register property, CR 114, E of Delaware River bridge			x		NY OPRHP
71	Cochecton Presbyterian Church	National Register property, CR 114, E of Delaware River bridge			x		NY OPRHP
72	Cochecton Bridge	c. 1950			x		HRG Field Survey
73	View	Long, linear view	x				HRG Field Survey
74	View	View across fields and river to wooded hillside	x				HRG Field Survey
75	Standard Oil Pump House	c. 1881; abandoned by 1921			x		HRG Field Survey
76	Page House	National Register property, 59 C. Meyer Road			x		NY OPRHP
77	Skinner's Falls Campgrounds & Lander's River Trips	Camping, Outfitter				x	HRG Field Survey
78	Delaware River Access	Public river access site; information boot					HRG Field Survey
79	Delaware River Access - Skinner's Falls	Delaware River, suitable for trout, bass, walleye, shad, panfish, access from Skinner's Falls Road				x	Sul. Co. Plan. Dept.
80	Skinner's Falls Bridge	c. 1902			x		
81	View	Views to river and wooded hill	x				HRG Field Survey
82	View	Views to river and wooded hill	x				HRG Field Survey
83	Traveler Service	Town of Cochecton Welcome sign					HRG Field Survey
84	View	Short view to wooded hillside - descending road	x				HRG Field Survey
85	Traveler Service	Private campgrounds					HRG Field Survey
86	Fort Delaware Museum of Colonial History	Owned by Co. Public Works; restrooms, snack shop, picnic areas			x		HRG Field Survey
87	Traveler Service	Commercial node - restaurants, convenience stores, gas					HRG Field Survey
88	Narrowsburg Bridge	c. 1952; site of narrowest and deepest (113 ft.) part of river			x		HRG Field Survey
89	View	View across bridge to hamlet, river	x				HRG Field Survey
90	Potential Eagle Viewing Area	Narrowsburg area - eagle viewing			x		Sul. Co. Plan. Dept.
91	Delaware River Access	State Boat Launch at Narrowsburg (ramp), CR 24 behind Town Hall				x	Sul. Co. Plan. Dept.
92	Arlington Hotel	National Register property, Main Street			x		NY OPRHP
93	Kirk House	National Register property, Kirk's Road			x		NY OPRHP
94	Narrowsburg Methodist Church	National Register property, Lake Road			x		NY OPRHP
95	Village of Narrowsburg	Historic town with Main Street; visitor services include dining, shopping; Tusten Theater & Delaware Valley Arts Alliance; library has historical collection	x		x		HRG Field Survey
96	View	View to lake	x				HRG Field Survey
97	View	Enclosed, wooded canopy over road - deciduous forest	x				HRG Field Survey

Upper Delaware Scenic Byway:  
Points of Interest

MAP NUMBER ID_04 (4-6-2001)	RESOURCE	DESCRIPTION	INTRINSIC QUALITIES				DATA SOURCE
			SCE	NAT.	HIST.	CUL. REC.	
98	Village of Neweiden	Historic industrial community from mid-19th century; Excelsior Mill with original machinery still intact; potential for interpretation	x		x		HRG Field Survey
99	Ten Mile River Area	Visitor service area - dining, lodging, public phone, Lander's River Trips, camping				x	HRG Field Survey
100	Ten Mile River Baptist Church	Small, historic church (c. 1840/1856) and cemetery; aka Tusten Baptist Church/First Baptist Church			x		HRG Field Survey
101	Tusten Mountain Trail	owned and maintained by Boy Scouts of Americ				x	HRG Field Survey
102	Delaware River Fishing Area - Ten Mile River	Delaware River, suitable for trout, bass, walleye, shad, panfish, access from Ten Mile River Road		x			Sul. Co. Plan. Dept.
103	Potential Eagle Viewing Area	Ten Mile River Road may provide eagle viewi					Sul. Co. Plan. Dept.
104	Tusten Stone Arch Bridge	Stone arch bridge - damaged in August 2000 floo			x		HRG Field Survey
105	Delaware River Boat Launch	State Boat Launch at Tusten (ramp), Ten Mile River Roe				x	Sul. Co. Plan. Dept.
106	View	View up hil	x				HRG Field Survey
107	View	Long view across to wooded hills; road descending into valley	x				HRG Field Survey
108	View	Significant views to river (needs selective clearin	x				HRG Field Survey
109	View	Nice views across rive	x				HRG Field Survey
110	Roebling Bridge	Historic Roebling Bridge and tollhou			x		HRG Field Survey
111	Delaware & Hudson Canal remains	remains of D&H Canal along river from here south to Port Jervis			x		HRG Field Survey
112	Trail	NPS trail along canal remains from here to Roebling Bridg				x	HRG Field Survey
113	Potential Eagle Viewing Area	Minisink Ford area - eagle viewin		x			Sul. Co. Plan. Dept.
114	Minisink Ford Eagle Viewing Area	Pull-off - eagle-viewing area; information kios	x	x			HRG Field Survey
115	Delaware River Boat Launch	State Boat Launch (car-top), Route 9					Sul. Co. Plan. Dept.
116	Minisink Battleground Park	Site of 1779 battle; an historic district; trails, picnic area, restrooms			x		HRG Field Survey
117	Traveler Service	Kittatiny Canoes - campgrounds and outfitter				x	HRG Field Survey
118	Traveler Service	Cedar Rapids - numerous outfitters and private campgrounds centered around the rapids on the river				x	HRG Field Survey
119	Barryville Eagle Viewing Area	Pull-off; eagle-viewing are;	x	x			HRG Field Survey
120	Montoza Cemetery	contains the bodies of two Confederate prisoners who died as a result of the July 15, 1864 train wreck in Shohola			x		HRG Field Survey
121	Barryville Bridge	c. 1941			x		HRG Field Survey
122	Village of Barryville	Visitor services include restaurants, gas, flea mark					HRG Field Survey
123	Potential Eagle Viewing Area	Barryville area - eagle viewin		x			Sul. Co. Plan. Dept.
124	Delaware & Hudson Canal Access	Good canal remains accessible from river onl			x		HRG Field Survey
125	View	Potential good view (needs selective clearin	x				HRG Field Survey
126	Traveler Service	Town of Highland Welcome sign					HRG Field Survey

Upper Delaware Scenic Byway:  
Points of Interest

MAP NUMBER	RESOURCE	DESCRIPTION	INTRINSIC QUALITIES			DATA SOURCE
			SCE	NAT.	HIST./CUL. REC.	
ID_04 (4-6-2001)						
127	Traveler Service	National Park Service Ranger Station - visitor parking and information, picnic tables, port-a-johns				HRG Field Survey
128	View	View across river (needs selective clearing)	x			HRG Field Survey
129	Delaware & Hudson Canal	Good canal remains - relatively remote		x		HRG Field Survey
130	View	View	x			HRG Field Survey
131	View	View down road	x			HRG Field Survey
132	Scenic Pull-off	Pull-off - this is the only formal, identified parking area along the route; needs selective clearing to open up views	x			HRG Field Survey
133	View	View	x			HRG Field Survey
134	Decker's Dock	Historic canal tower		x		HRG Field Survey
135	Berme Church Historical Trail	walking/driving tour of historic homes, churches and inns located along Berme Church Road				
136	View	View to bridge	x			HRG Field Survey
137	Traveler Service	Lumberland Welcome Sign				HRG Field Survey
138	Pond Eddy Bridge	Historic bridge, on National Register		x		HRG Field Survey
139	View	View across river	x			HRG Field Survey
140	View	View to rock bluff	x			HRG Field Survey
141	Potential Eagle Viewing Area	Eagle viewing		x		HRG Field Survey
142	Traveler Service	Canoe liver			x	HRG Field Survey
143	View	Views across river - includes the Staircase rapid	x	x		HRG Field Survey
144	View	Views across river	x			HRG Field Survey
145	Delaware & Hudson Canal	Old dry dock and canal remain:		x		HRG Field Survey
146	Cemetery	Cemetery		x		HRG Field Survey
147	Potential Eagle Viewing Area	Mongaup area - eagle view		x		Sul. Co. Plan. Dept.
148	Trail	Trail leading to Mongaup/Delaware confluence			x	HRG Field Survey
149	View	View along Mongaup to Delaware	x			HRG Field Survey
150	View	View down road	x			HRG Field Survey
151	View	View	x			HRG Field Survey
152	Hawk's Nest	Hawk's Nest - serpentine portion of route with stone walls and scenic overlooks built by CCC	x		x	HRG Field Survey
153	Scenic Pull-off	Series of scenic pull-offs through Hawk's Nes	x			HRG Field Survey
154	View	Spectacular views across river valley to wooded hill	x			HRG Field Survey
155	View	View to High Point State Park in New Jersey	x			HRG Field Survey
156	Sparrowbush	Small, historic canal tower	x		x	HRG Field Survey
157	Eddy Farm Resort	Eddy Farm Resort - dining, lodging, golf			x	HRG Field Survey
158	Traveler Service	Port Jervis Welcome Sign				HRG Field Survey
159	Elks-Brox Park	Picnic areas, restrooms, trails		x		HRG Field Survey
160	Point Peter	Beautiful views over Port Jervis and across to High Point State Park in New Jersey	x			HRG Field Survey

Upper Delaware Scenic Byway:  
Points of Interest

MAP NUMBER ID_04 (4-6-2001)	RESOURCE	DESCRIPTION	INTRINSIC QUALITIES				DATA SOURCE
			SCE	NAT.	HIST.	CUL. REC.	
161	Park Avenue Observatory	Views across Port Jervis; 1934 Works Progress Administration project	x		x		HRG Field Survey
162	City of Port Jervis	Historic canal and RR town; visitor services include gas, food, lodging, shopping, museums	x		x		HRG Field Survey
163	Delaware & Hudson Canal Towpath	Walking trail along old canal towpath			x	x	HRG Field Survey
164	Fort Decker	National Register property, 127 W. Main Street			x		NY OPRHP
165	Erie Railroad Turntable	oldest operating turntable in U.S.; recently restored by City and community			x		HRG Field Survey
166	Port Jervis Free Library	Ca. 1903 City Library, one of the Carnegie Libraries			x		HRG Field Survey
167	US Post Office - Port Jervis	National Register property, 20 Sussex Street			x		NY OPRHP
168	Erie Railroad Station/Erie Depot Museum	National Register property, Jersey Avenue and Fowler Street			x		NY OPRHP
169	Laurel Grove Cemetery	historic cemetery designed by B.F. Hathawa			x		HRG Field Survey
170	Tri-State Rock	an historic marker delineating the boundary between New York, New Jersey and Pennsylvania			x		HRG Field Survey
171	Old Mine Road	very early regional road (c. 1660's)			x		HRG Field Survey



**WESTERN HOTEL**

SINCE  
1852

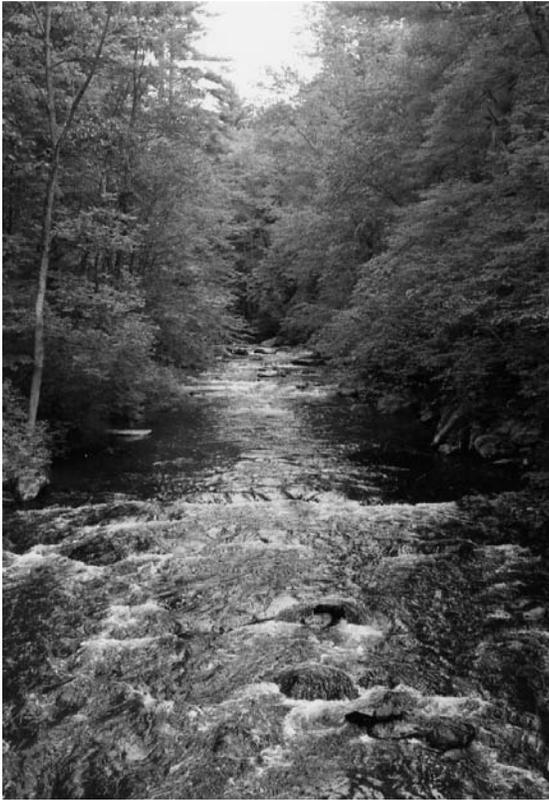
LIQUOR STORE

C H A P T E R

3

**INTRINSIC QUALITY AND EXISTING CONDITIONS ASSESSMENT**





Ten Mile River

## ASSESSMENT OF INTRINSIC QUALITIES TO BE PROTECTED AND ENHANCED

The current initiative to gain Scenic Byway designation for the Upper Delaware Scenic Byway continues aspirations that have their origin in the early 20th century. At that time, a scenic route along the Upper Delaware River was envisioned that would link all of the river communities. The route became Route 97, which today maintains the qualities of the original scenic drive - taking the traveler away from the hustle and bustle of the city to small river communities, natural resources and a slower pace of life.

One of the most influential features along the byway is the Delaware River and its tributaries that has shaped the land and industries in the region throughout history, and continues to do so today. It is the one continuous thread that follows the byway from start to finish, and it forms the backdrop for the byway's many spectacular views. The river also

plays host to the abundant wildlife and recreational opportunities that draw countless visitors to the area and supply much of the economic activity along the corridor. Maintaining the health of and access to the river will be essential to the long-term success of the byway.

### Scenic Resources

As the inventory of scenic resources demonstrates, the Upper Delaware Scenic Byway is replete with views that can be breathtaking or serene, expansive or linear. The byway's initial appeal comes from the pleasurable experience of driving along the road and enjoying the scenery. Enhancing and protecting the byway's scenic resources will be important to maintaining its ability to attract new and repeat visitors.

The surest way to protect scenic views is to preserve the land that is within them. This can be accomplished through various means, including volunteer and individual stewardship, local land use policies and regulations, conservation easements, and land donations. Preserving agricultural land and forests also can be accomplished by maintaining the profitability of these operations while providing the additional benefit of protecting scenic qualities.

Many of the views from the byway are of land that is neither developed nor in active farmland production. Furthermore, the forested hills that predominate the views in both New York and Pennsylvania are almost entirely in private ownership. From Ten Mile River south, thousands of acres of land are owned by private camps and clubs. For the most part, though, these areas are not visible from the byway except where long or

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*Creating scenic pull-offs is a byway priority to establish safe and enjoyable places for the traveler to stop*



expansive views include the New York side of the river. Certainly, the continued existence of these camps will be important to maintaining the scenic qualities in the area because the camps are heavily forested. They also are important to maintaining the character of the byway, because if they were made available for development the resulting increase in housing, traffic and need for commercial development could have a degrading effect on the byway.

The description of town planning practices in Appendix D and the Upper Delaware Management Plan reveals the variety of land use approaches within the corridor. Several towns including Deerpark, Lumberland, Tusten, Delaware, and Fremont, contain provisions in their zoning laws and/or master plans that are designed to protect views of and from the Upper Delaware River. These consist mostly of planning board review of special uses for compatibility and consistency with the objectives of the River Management Plan. The town of Deerpark's master plan also suggested exploring the use of Transferable Development Rights (TDRs) as a land preservation technique, which could result in the preservation of land that is visible from the byway. Other methods of land preservation, such as the Purchase of Development Rights (PDRs) and tax credits might also be explored by towns to maintain the scenic quality of the road and the rural landscape. The town of Tusten's scenic overlay district applies to a 500-foot-wide corridor along Route 97 and seeks to protect the scenic qualities of the roadway while still allowing for development. In this district, building height, front yard area, vegetation retention, and uses are geared toward minimizing the impact of development on the view from the road. Most of the towns along the byway allow their planning boards to approve cluster or conservation subdivisions, which encourages open space protection because much of a property can remain in its natural state. This technique could help protect the views along the byway while still allowing for development to occur.

The construction of scenic waysides are recommended so that a traveler can rest, take a photograph or simply enjoy the view. It is important that these significant vistas are protected and that cell towers, utility lines or other telecommunication facilities are appropriately located to minimize any intrusion. Applications will be reviewed by local government.

### *Scenic Overlooks*

The preservation of scenic views is essential to the longevity of the scenic byway. Providing the visitor with opportunities to comfortably enjoy the scenery at designated viewing areas is important as well. The first step to accomplishing this already has been taken with this inventory, which is to identify the locations where views are most significant or have the potential to be significant with a little selective clearing. The next step will be to identify these views on visitor maps and along the road, where directional signs can warn the tourist of an upcoming view and/or pull-off. Finally, convenient, safe and attractive scenic overlooks and trails will need to be created and maintained.

Creating scenic pull-offs should be a high priority if the byway is to take full advantage of its scenery and the potential to draw tourists because of it. In addition to the eagle-viewing areas, the only officially designated pull-off that is maintained by the State Highway Department is located in the vicinity of Handsome Eddy. It offers no views, though with selective clearing views could open up. There are a number of informal gravel areas located along the side of the road where motorists can and do stop, but there is no notice of the approach of these areas so stopping becomes a safety concern. Converting some of the informal pull-offs into formal scenic overlooks or interpretive waysides with trash receptacles, restrooms and signs telling of their approach could greatly enhance the visitor's ability to enjoy the scenic views. Several of the more remarkable scenic views, such as the panoramic view from the Basket Creek bridge, have no place where people can safely pull over to the side of the road to enjoy them. The New York State Department of Transportation could verify existing right-of-way at this location to begin discussions with the SBC and others to determine the best possible solution for creating a safe and attractive pull-off.

There are at least 17 areas along the byway where the selective clearing of trees and/or shrubs could open up views to the river and hills. A detail examination of the right-of-way should be conducted to determine whether this vegetation is within the Route 97 or railroad right-of-way or is located on other public or private property. A former pull-off exists across the road from the Delaware Valley Central School just south of Hankins. Vegetation has been allowed to grow and obscure the view, but the opportunity exists to restore the overlook and reopen the view through selective clearing.

One of the more complex issues relating to scenic views along the byway has to do with the viewshed in Pennsylvania. Because the Upper Delaware Scenic Byway generally lies between the river and steep hillsides, many of the views obtained from the byway are across the river to Pennsylvania. Protecting the quality of these views will be of great importance to maintaining the integrity of the byway. The byway offers significant opportunities for the river communities in Pennsylvania as well. A cursory survey of the lands across the river in Pennsylvania indicates that for the most part they are not owned by any state or federal agency. A closer examination of land ownership will need to be conducted and discussions with Pennsylvania stakeholders initiated to determine the best way to approach retaining the quality of the viewshed here.

### **Natural Resources**

Natural features provide recreational opportunities as well as the setting for the byway and its beautiful scenery. So integral are these three qualities, they are equal in their significance. The rich forest and water resources in the byway corridor provide the necessary habitat for a wide variety of wildlife to thrive. Because these activities take place year-round, emphasizing in promotional material the variety of wildlife resources that visitors can enjoy would help to extend the tourist season into some of the shoulder months or into the winter.

The return of the bald eagles to the Upper Delaware from December to March already has attracted many visitors. Pull-offs and interpretive displays have been constructed at various points along the byway where eagle viewing is best. These areas could be enhanced through the installation of additional amenities such as picnic tables, restroom facilities and eagle blinds. The right-of-way for Route 97 in certain areas along the byway is wide that makes it conducive for creating scenic and interpretive pull-offs. Additional eagle-viewing areas could be evaluated if there are other locations where eagles are found to fish. Directional signage should be installed to direct people to the nearby Mongaup Valley Wildlife Management Area (WMA), home of the largest wintering population of bald eagles in the Northeast and a major recreational facility, and then back to the byway. This would take advantage of the proximity of the Mongaup Valley WMA, and physically and thematically establish the link between it and the Delaware River.



The rebounding bald eagle population and healthy variety of fish species can be attributed in part to the good water quality in the Delaware and its tributaries. If the recreational activities associated with the birds and fish are to continue attracting visitors to the byway, water quality will need to remain good and habitat will need to continue to be able to support these populations.

Another natural resource that presents good interpretive potential is the bluestone deposits found throughout the area. Because bluestone was used extensively throughout the East Coast during the late 19th and early 20th century, visitors most likely will easily relate to the story of bluestone quarrying along the byway. The Minisink Battleground Park provides interpretive displays of this nature on the Old Quarry and Rockshelter Trails. An interpretive display at one of the abandoned quarries found along the byway, such as that adjacent to the entrance for the Ten Mile River Access site, also could enhance the visitor's understanding of the quarrying process and its influence on the region's landscape and economy.

Protecting the natural resources found along the byway will be essential to maintaining its visitor appeal. There are various ways in which this can be done so that the visitor has the kind of experience they come seeking and the landowner continues to be able to make economic use of their land. Active bluestone quarries present a unique opportunity to display this industry's operations through tours and other interpretive materials. Most of the towns along the byway have regulations that limit the amount and type of tree removal, grading or excavation that can be undertaken before review is required. Also, development with the flood plains generally is restricted to agriculture or very low-impact uses that would not be damaged extensively in the event of a flood. These types of regulations help to protect the integrity of the natural resources that make the byway such an attractive place. Towns might consider conducting regular reviews of their environmental regulations to ensure that they continue to be effective.

Private conservation organizations often play a pivotal role in preserving agricultural and natural resources where government intervention is not desired or feasible. The Delaware Highlands Conservancy is a local land trust operating in Wayne, Pike, Sullivan and Delaware Counties. They accept donations of land and negotiate conservation easements so that lands in the area can be preserved for future generations. They act as stewards of the land they own and monitor easement lands. The Delaware Highlands Conservancy, as a qualified holder of easements and land donations, could be a good partner in protecting natural resource lands.

### *Agriculture and Forestry*

Preserving farmland and promoting byways can be mutually supportive in several ways. In maintaining agriculturally productive lands, an authentic landscape in which to relate the history and heritage of the region also is maintained. The rural scenery becomes an attraction in and of itself, especially for visitors who are unaccustomed to that type of environment. At the same time, visitors to the byway can help support farming as a viable livelihood and add to the local economy through the purchase of local produce and products at farm stands, area stores and restaurants.

Farming and forestry are important to maintaining the cultural landscape, rural scenery and local products that visitors to the byway will want to learn about and experience. Even if farmland is not visible along certain parts of the byway, preservation of the industry and the land it depends upon is important to the byway. Maintaining the agricultural nature of the area helps to support a healthy natural environment, prevent sprawl development, and foster tourist attractions such as farm markets, all of which contribute to the visitor experience. As a result, it is essential that the byway effort support initiatives that are aimed at finding new and expanded markets for local farm products, investigating ways to add value to existing products, and developing local policies and laws that support the farming industry's continued viability. The Sullivan County Agricultural Development and Farmland Protection Plan includes a number of recommendations.

Also included in this plan is a recommendation to promote farm tourism, and this segment of the tourism market presents great potential for the byway. Interest in agritourism has gained momentum as more and more travelers are looking for "authentic" experiences. Farms that double as bed-and-breakfast lodging not only offer tourists the opportunity to experience a few days of "life on the farm," but also can gain additional income from the operation. The substantial natural resources and scenic beauty that often exist on the farms themselves offer tourists additional levels at which to experience the area's heritage.

The establishment of area farm markets, roadside produce stands, and onsite retail of farm products is compatible with the byway effort. Tourists seeking to bring a piece of their vacation back with them will frequent these places, providing the farmer with an additional market and giving the tourist a connection to the region's local products. Bed and breakfast's, restaurants and markets also can capitalize on the local heritage by offering and using these products.

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Timbering rates in Sullivan County are sustainable for the overall continued health of the forest. The Sullivan County Agriculture and Farmland Protection Plan also indicates that the most commonly cut species of pine, red oak and white oak are being cut at a rate that exceeds replacement. Given the assessment of the U.S. Forest Service that the county's forests are generally fully stocked or overstocked, this may not be entirely bad. Forests that are allowed to maintain understory and maturing trees through succession provide more habitat and support a greater amount of wildlife. Nevertheless, it is important that the higher quality species do not become over-timbered and lost from the diversity of the forest if recreation, scenery and tourism are desired goals for the regional economy.

New York State already aggressively markets the beauty of its rural areas during fall foliage season. Developing the byway expands the potential to market to the fall tourist because of the byway's abundant deciduous forests.

Marketing the byway's agricultural and forestry resources hinges upon the continued protection of the resources and mitigation of any negative impacts. After all, agriculture and forestry are industries that are part of a working landscape.

### **Recreational Resources**

The Upper Delaware Scenic and Recreational River is the primary recreational resource offering many recreational diversions, although there is virtually no public land on which these take place. Private organizations and/or landowners provide the majority of fishing, boating, hunting and hiking opportunities in the area. Public river access areas and a few hiking trails are the only places where the general public can take advantage of the recreational possibilities for free. Future development of National Park Service areas is limited by the River Management Plan, which requires them to contain their land acquisition to 125 acres. As a result, recreation along the byway will need to continue to rely on the availability of private canoe liveries, fishing guides and other recreational service providers.

Of all of the recreational activities available, hiking and bicycling are the most difficult to do. Identifying additional opportunities for hiking, whether through agreements with private property owners or on lands

*The Upper Delaware River is well known for fishing*



*Boating abounds on the Upper Delaware River*





*River rest stops between Barryville and Hawk's Nest have yet to be fully implemented*

owned by public agencies, would provide a more varied choice of recreational outlets for the visitor. Bicycling along Route 97 presents safety concerns. Bicycle Route 17 follows Route 97, but it is a Class III bicycle route with no separated or dedicated place for cyclists to ride. Relatively high speeds, blind curves and hills make this a hazardous route both for the cyclist and the motorist. Closer examination of the bicycle route may be warranted to determine if it should be designated, whether it should be promot-

ed, and whether an investigation into creating a bicycle lane along the road is desirable. The New York State Department of Transportation is widening the shoulder to five feet on one side of Route 97 in Delaware County and from Orange County to Minisink Ford.

The River Management Plan recommended river rest stops every four to six miles and river access points every 10-12 miles. These recommendations have not been fully implemented, but for the most part there are river access points within these parameters all along the river except in the area between Barryville and Hawk's Nest. River rest stops, areas with sanitary facilities and picnicking that are accessible only from the river, specifically were recommended for the Ten Mile River site, the South District ranger station site and the proposed visitor's center site. None of these stops have been created, though there are river rest stops just south of the South District Ranger Station at Quick's Eddy and on the northern half of the river in Hankins. Signs along the road and on the river indicating these access points and rest stops continue to be a much needed enhancement. Because of the popularity of river recreation and its compatibility with the goals of the scenic byway, it will be important to implement these recommendations to improve the visitor's experience and ease of accessing the river.

Existing publications that describe recreational opportunities and precautions that should be taken when fishing or boating provide very useful information for the visitor. These could be more widely distributed to increase visitor awareness of the options available to them for outdoor activities and the preparations they should make if they choose to take advantage of them.

## **Historic Resources**

### *Route 97*

Unlike many parkways designed in their entirety as an experience unto themselves, Route 97 lacks the common design elements often found along scenic parkways such as the Palisades Interstate and Taconic State Parkways. Providing for unified design elements that retain local charm offer a tremendous opportunity to capitalize on its design intent as a scenic route. Signage, stone walls, guide rails, pull-offs and landscaping features, if carried through the length of the byway, can visually connect and unify this linear corridor. Stone walls and overlooks in the Hawk's Nest area are a good starting point from which to draw upon local design elements.

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### *Communities*

One of the byway's greatest resources is its communities. Each community contains its own collection of historic buildings, traditions and attractions. The communities have functioned for centuries as the places where people went to shop and be entertained, where visitors could find lodging and a meal, and where the supplies for daily life could be found. They continue to be hubs of activity along the route, as they have been for centuries. Promoting the vitality of the communities not only keeps them thriving but eases pressure for development in other areas along the byway, thus helping to maintain its scenic and natural beauty. The historic character that many of these villages and small cities have retained gives them charm and connects them to region's rich history, but it is important that buildings be adaptable to the changing spatial needs of families and businesses. The town of Delaware's zoning law recognizes this dilemma and encourages the adaptive reuse of pre-1940 residential buildings that are too large for today's families. These buildings, when located in the R-1 and CAL-R-1 districts, can be converted to uses such as art galleries, B&Bs, offices, restaurants or schools. The effect is that the town's large historic homes may find a second life as a profitable business rather than be converted into apartments or deteriorate because owners can not afford to maintain them. Other towns with similarly large stocks of historic homes might consider adopting similar provisions for adaptive reuse, which would help protect the town's history and encourage economic development.

### *Public Sites*

There are a number of significant historic and cultural resources located along the byway. While the vast majority are privately owned, a few are under the management of public agencies and are open to the public. The Cultural Resources Management section of the River Management Plan highlighted several resources that merit ongoing or enhanced stewardship. The continued pursuit of these actions will benefit the visitor's experience on the byway. St. Joseph's Seminary, which was recommended for nomination to the National Register of Historic Places, has achieved this status since the plan was written.

There are several historic and cultural sites open to the public where stewardship and interpretation could be enhanced. Fort Delaware provides the only living history demonstration along the byway, yet it is only open during the summer. Extended hours could take advantage of the increasing numbers of people coming to the area in the fall and winter. Demonstrations relating to seasonal activities on the frontier will provide a year-round point of interest.

The National Park Service (NPS) manages several historic areas that also could be enhanced. The Roebling Bridge Tollhouse in Minisink Ford, is one few places along the byway which interpret the history of the area, especially the role of the D&H Canal in the region's development. This site is not staffed, however, so visitors must rely solely on the information presented to learn about its history. An additional opportunity for interpretation of the D&H Canal exists just south of this area, where the NPS, with the

help of volunteers, has developed a wood-chip trail along the canal. This recent construction did not include interpretive material developed at this point. Trail markers, interpretive material and ways to maintain the trail's accessibility for visitors will need to be developed. In keeping with the River Management Plan, the NPS and others might link this project with canal remains located on privately owned land by working with land owners to sign and voluntarily stabilize and clear vegetation and debris from these other areas. In particular, Locks 54 and 72 have been noted as meriting interpretive facilities. Interpretive material also could highlight the archaeological significance of the Ten Mile River area. Although most of the archaeological sites are located on private property, the Ten Mile River public river access location presents a good opportunity to describe the influence of earlier inhabitants of the region. Another opportunity to provide historical interpretation exists at the NPS information area just outside of Barryville in a location that has ample parking, existing information booth and picnic facilities make it well-suited to the creation of an interpretive wayside area for the byway. Improved directional signs will be needed to alert visitors to its location and the kinds of services and information available.

Historical interpretation also is lacking at one of the byway's most popular attractions, the Hawk's Nest. The visitor's understanding of the difficulties encountered along this section of the road and the technical and artistic contributions of members of the Civilian Conservation Corps (CCC) to its completion would be greatly enhanced with interpretive material. A safe area to pull over and read about this beautiful accomplishment and view the stunning scenery could be created at either end of the Hawk's Nest or integrated into one or more of the pull-offs already available. The latter may prove more difficult, however, owing to the small size of these pull-offs. A pull-off also is needed at the historic marker that denotes the New Jersey Claim Line, just outside of Cochecton. This marker is located at a dangerous intersection and motorists who wish to read it have no opportunity to do so safely.

The city of Port Jervis also has the opportunity to enhance the visitor's appreciation of the byway's history. The Park Avenue Observatory, a 1934 Works Progress Administration (WPA) project, is not only historic, but (with some selective clearing of brush) presents a view to Port Jervis that could be a good initiation into the city's historical significance. Interpretive panels also are needed to tell visitors about the events that took place and people who settled here. The city also owns the Erie Railroad Turntable and surrounding property, which has been under renovation for several years. It is the largest operating turntable in the United States and holds tremendous potential for interpreting the history of the railroad and the significance of the turntable from an active perspective. The Depot Preservation Society and the city are strong supporters of the renovation project, but additional funding is still needed to complete the desired work.

The River Management Plan proposed that a Valley Heritage Museum be created through the initiative of local historical societies and the private sector. Given the dispersed nature of many of the heritage resources and the relative lack of available interpretive materials, the development of a Valley Heritage Museum would be most beneficial to the byway visitor. Creating such a facility would enable the visitor to access one

*Tusten Church and Cemetery*

central place for an introduction to the valley's history and culture and to obtain more detailed information about specific sites or topics of interest. The location of the facility would need to be evaluated to determine the most desirable site. The Cochection Train Station is one potential location to consider.

### *Private Sites*

Most of the historic resources along the byway are in private ownership, but they still contribute greatly to the visitor's appreciation and understanding of the byway's heritage. The recommendations that are contained in the River Management Plan for fostering stewardship of these resources provide the best approach to addressing this issue and should continue to be pursued. Additional interpretive material is needed to describe these sites to the visitor, as well as to educate them that they are privately owned and not open to the public.

Tusten Church and Cemetery, owned by the Tusten Settlement Association, is identified in the River Management Plan as an historic site that should be preserved through a cooperative agreement between the owner and the NPS. Its historic significance, simple beauty, and high visibility from the byway make it worthy of protection and interpretation for the visitor. On the opposite side of the byway and further up Ten Mile River is the Old Excelsior Mill and Neuweiden settlement. This collection of buildings and ruins present an excellent opportunity to interpret the early industrial history of the region, particularly as it relates to the timber and tanning industries. While various groups have shown an interest in tackling this project, none have made much progress. Another opportunity for preservation and interpretation is becoming a reality at the Cochection Station, where the Cochection Preservation Society is in the process of restoring the station as a result of local fundraising efforts. Assistance with the final funding needs and development of programmatic use of the station and site would be extremely useful to making this a prototypical rehabilitation project.

The canal town of Sparrow Bush, at the opposite end of the byway, presents another excellent opportunity to describe the history of the area to the visitor. Its collection of highly-intact 19th-century commercial and residential buildings, while all privately-owned, have wonderful potential to interpret life along the canal and could be linked thematically, and possibly physically, with the Port Jervis D&H Canal Heritage Trail. In Port Jervis, efforts to restore the original design of Laurel Grove Cemetery are underway. Maintenance, preservation and interpretation of Laurel Grove should be pursued. Similar efforts should be made to preserve and interpret Tri-State Rock, the boundary line between New York, New Jersey and Pennsylvania which is located adjacent to the cemetery and just below the I-84 bridge.



*Neuweiden Mill*



## ASSESSMENT OF TOURISM RESOURCES AND VISITOR SERVICES

### General Information Sources and Promotion

Visitors to the byway have a variety of ways to access information on things to do, places to shop and dine, and lodging. However, these sources are dispersed and sometimes difficult to find. Typically, information is fragmented by county or town and, with the exception of the Upper Delaware Scenic and Recreational River information, do not provide visitors with a complete picture of the visitor services or activities that are available to them along the entire byway. This is a gap that the Enhancement Concept for the Upper Delaware Scenic Byway intends to fill by recommending promotional and information materials specifically geared toward the byway. Development of two proposed facilities, the Valley Heritage Museum and the Upper Delaware Visitor's Center, might be able to serve as clearinghouses for byway information so that visitors can have one central area to begin their exploration of the byway and its resources. These facilities also would help to fill the void for public facilities such as restrooms and picnic areas due to the lack of public parks or other public recreation areas along the byway.

Access to visitor information at the county level varies. Orange County Tourism has a satellite office in Port Jervis through the Tri-State Chamber of Commerce. The office is only open during normal business hours on weekdays, which makes it difficult for weekend visitors to get information. The Sullivan County Visitors Association has satellite offices along the Route 17 corridor but not along Route 97. Tourism in Delaware County is promoted through the Delaware County Chamber of Commerce and the Catskill Association for Tourism Services, neither of which have offices along the byway. In general, tourism information and the avenues for obtaining it are heavily oriented toward the Catskills. By working with the organizations responsible for promoting tourism in Orange, Sullivan and Delaware Counties, it may be possible to enhance their awareness of the Upper Delaware Scenic Byway and its offerings. This may lead to better exposure for the byway and easier access to information about and along the byway. Providing information about the byway on the organizations' websites also would enhance access to visitor services information. Two websites for the Upper Delaware Scenic Byway planning process could be integrated with or linked to the websites of tourism agencies.

Guides published by the Upper Delaware Council are useful visitor tools because they cover the entire byway. However, the Upper Delaware River Guide, which provides the most comprehensive information including driving and walking tours, was last updated in 1996. The Calendar of Events in this publication is most certainly out of date, and some of the service information may be as well. Frequent updating would keep this publication an extremely useful one.

Currently there is no coordinated marketing plan for Route 97 and its visitor services. Promotional and information materials specifically geared toward the Upper Delaware Scenic Byway will need to be developed to increase awareness of the byway and entice visitors to explore it. These materials should be circulated regionally, including in

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Pennsylvania and New Jersey, to capture the widest audience possible. Developing a promotions and marketing plan that identifies distribution avenues and partnerships would begin to define the target markets and the ways in which information will reach potential visitors. It is important to note that all tourist publications should be updated on a regular basis to provide current phone numbers, rates and addresses. A regular inventory of these publications should be taken at all of the distribution locations as well, so that stocks can be replenished as needed.

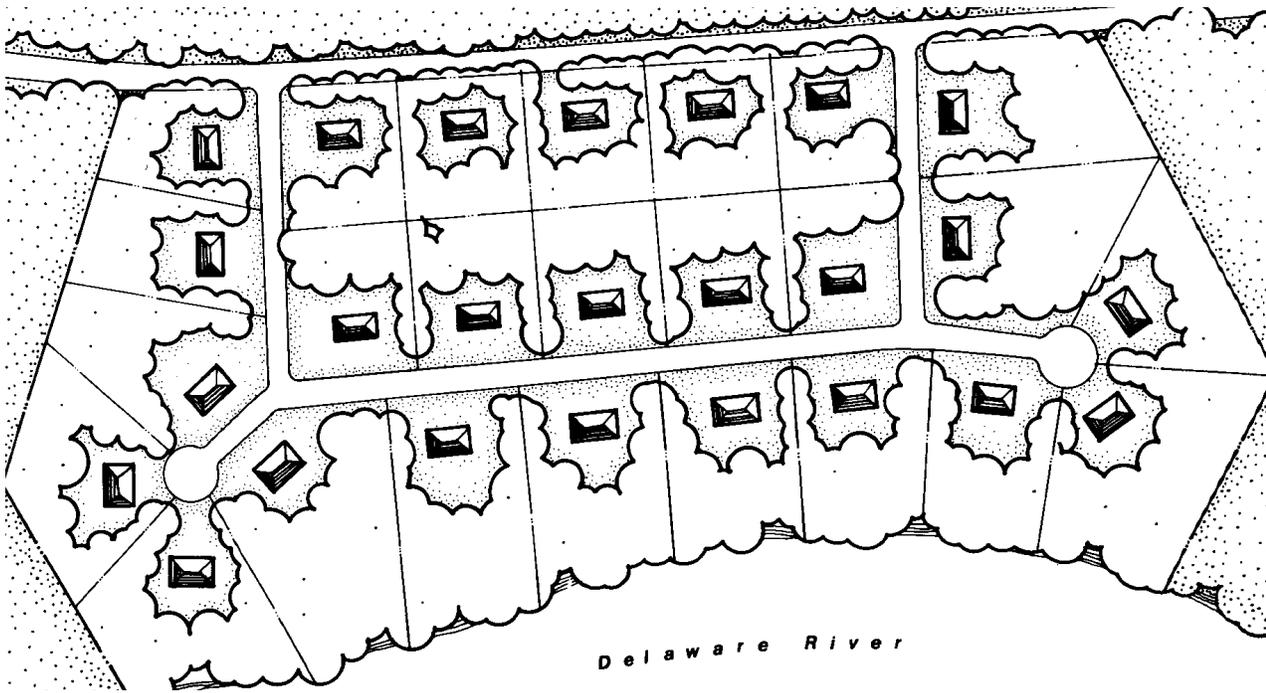
### **Visitor Services**

The byway communities are the hub of life along the route and predictably offer the greatest concentration of dining, lodging and shopping options. Because these services remain clustered around the communities, the economic vitality of the communities is strengthened and commercial sprawl along the byway is minimized. Encouraging this to remain the case will help to ensure that the byway remains scenic. Local zoning and land use policies support this in every town, where commercial uses generally are restricted to hamlet or commercial districts centered around the larger communities.

Shopping, dining and lodging options run the gamut from large resorts to small bed & breakfasts and rustic camping, and from pizza parlors to fine dining. Continued diversification of these visitor services would ensure that all tastes are accommodated. In general, there seem to be fewer upscale restaurants and inns and more motels and moderately priced restaurants. Directing visitors to the services and destinations along the byway also will be an important consideration. Although sign proliferation is undesirable along scenic byways, it is nonetheless essential that visitors be able to find the services they need. This can be accomplished through a unified signage system that includes wayfinding and interpretive signs.

Tourist activities and attractions also are varied, making the byway an ideal location for families or groups with diverse interests. Despite its somewhat rural setting, the byway offers a tremendous number of cultural activities, arts and crafts venues, and festivals thanks to several cultural and arts advocacy organizations. These activities provide an alternative to the recreational activities and historic sites that predominate the byway. They also provide a source of evening entertainment and help to showcase the byway communities. Festivals such as foliage festivals, film festivals, and the Shad Festival that take place during the fall, winter and spring can attract people to the byway during the shoulder and off-season periods. Promoting cultural events and festivals widely would help to increase the visitor's awareness of the varied activities along the byway and the year-round attractions that are available.

For those visitors who would like guided tours of the byway, there are few options. The only tour of the area is a sporadically run private tour offered by Eddy Farm Resort. Regularly scheduled tours for which information could be circulated could serve the dual purpose of providing visitors with an introduction to the byway as well as offering a way to entice visitors to return and spend more time exploring the area.



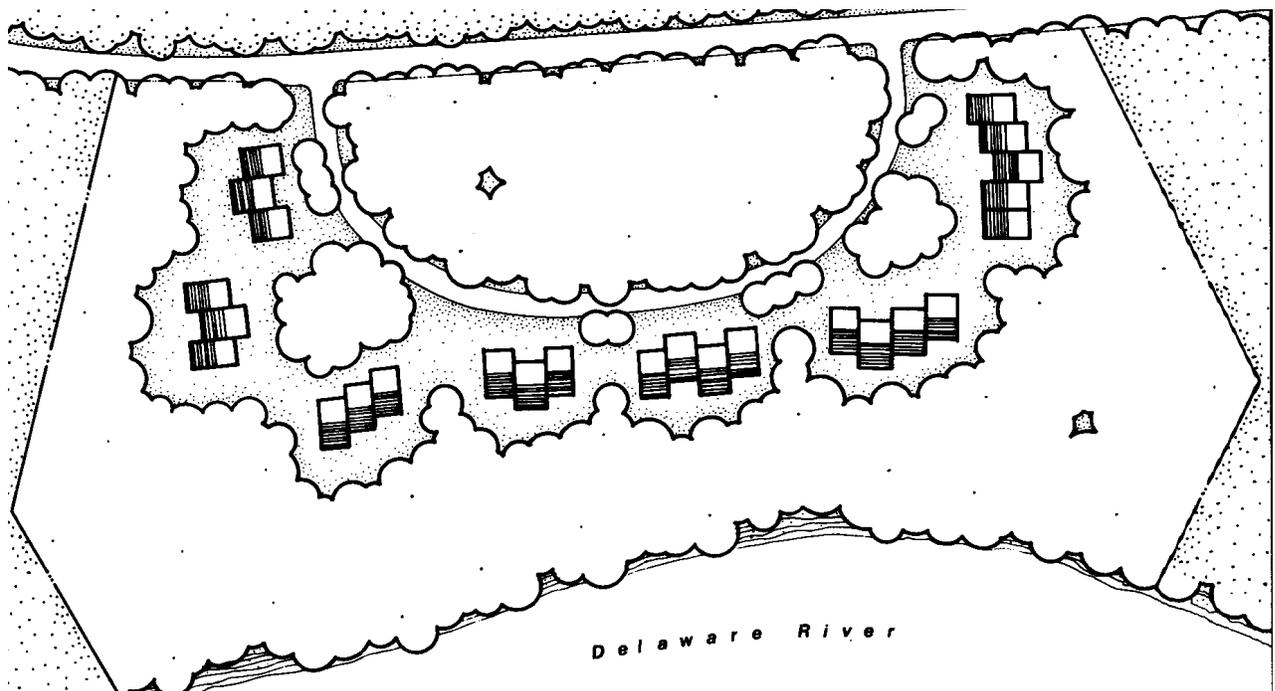
*Typical Subdivision*

### Assessment of Visual Intrusions

The Upper Delaware Scenic Byway is fortunate to have very few areas where visual intrusions compromise the scenic beauty of the roadway or otherwise detract from the visitor experience. There are several locations along the byway where state or county road maintenance facilities are unscreened, leaving stockpiles of sand and gravel open to view. These areas easily could be screened from sight through the use of landscaping and/or storage sheds. Other public facilities, such as recycling facilities, could be screened as well to present a more appealing view to the roadway user. There are a few locations along the route where commercial or light industrial uses, such as car repair shops and other auto-related businesses, abut the byway and are unscreened as well. Business owners might be persuaded to invest in attractive landscaping or fencing to enhance not only the view from the byway but their property as well.

Despite the area's history with the extraction industries, the few quarries that remain in operation are fairly well-screened from the road.

Signs along the byway are not a significant problem. There are very few areas where billboards are located, and those that do exist are fairly small compared to more recent highway billboards. This may be due in part to several well-crafted sign regulations adopted by the towns. The town of Deepark encourages ground signs rather than pole signs and states that signs should not obscure architectural features, dominate a building or degrade highway scenery. In Lumberland, off-premises signs are prohibited in all districts unless specifically permitted, while in Highland new billboards and roof signs are prohibited. In the town of Cochection, any sign greater than 24 feet and all free-standing signs must be reviewed and approved by the planning board, and signs are to be "a subordinate part of the landscape viewed from the road." These types of regulations and guidelines help to maintain a more scenic roadway. They also tend to assist the driver in locat-



*Cluster Development*

ing services by reducing visual clutter and chaos. Towns may want to consider periodic reviews of their sign regulations to ensure that they continue to serve the byway well and do not imperil its scenic qualities.

Sprawl development also is not a significant issue along the byway, though increasing numbers of second homes could become a more substantial issue in the near future. There are a few areas where suburban residential development forms the view from the road, but these areas are not large or prolific. Most of the byway towns have attempted to protect the scenic qualities of the area by adopting zoning regulations and practices that implement the River Management Plan. These regulations and policies typically restrict uses within the river corridor or make them subject to review as special uses. Many towns also aim to protect the scenic views from the river by discouraging development along ridgelines or other highly visible areas. Of course, while the byway parallels the river in many places, there are areas where the views are significantly different. In these areas, there may be little or no review criteria to help protect the visual qualities of the road. The town of Tusten has attempted to address this by creating a scenic overlay district applicable to a corridor 250 feet wide on both sides of the Route 97 right-of-way. The district requires that buildings within this corridor be no higher than 20-feet, that properties have front yards 50% larger than would normally be required, and that at least 40% of the vegetation be retained unless in a roadside business district. Except for residential uses, all uses are treated as special uses and so receive more intense review during the development process. Other towns along the byway might consider creating similar overlay districts to protect the road's scenic qualities.

## Assessment of Transportation Issues

### *Regional Transportation Context*

Route 97 is a two-lane roadway with an alignment that follows the natural topography in a northwesterly/southeasterly direction. Route 97 is classified as a major collector from Orange County to Route 52 and a minor arterial from Route 52 to its terminus at Route 17 in Hancock. Often hugging the Upper Delaware River it provides access to river communities and the river. Winding through the valley, Route 97 offers a slower pace and convenient local route for residents, businesses, commuters and vacationers. Route 97 is also the primary local travel route for residents and business owners in New York and Pennsylvania. There is no alternative route along the Delaware River in Pennsylvania. Route 17 parallels Route 97 to the north and is planned for improvements designed to Interstate standards. It will offer a faster and more direct travel route for trucks and passenger cars traveling between I-81 near Binghamton and I-84, and will provide access to the Upper Delaware Scenic Byway. At the present time, there is no trailblazer or attraction sign on Route 17 that indicates direction to the Upper Delaware Scenic and Recreational River or the Upper Delaware Scenic Byway.

The Metro North Port Jervis rail line services Port Jervis from the east and south to Hoboken, New Jersey. Stewart International and Binghamton Airports service the area as well. Expansion of the commuter rail line along the river is in discussion.

### *Travel Trends*

A National Park Service study indicates that most travelers to the Upper Delaware Scenic and Recreational River Area come from the east. These travelers originated in New Jersey and the New York City metropolitan region. Access from I-84 in Port Jervis, the eastern gateway, makes a convenient point to begin or end a journey on the Upper Delaware Scenic Byway. Because of the linear nature of this proposed scenic byway, Route 17 offers a traveler an alternative way to circle back to their original destination whether they travel from east to west or west to east.

The connection to Route 97 from Pennsylvania is a critical one as well. Several local roads provide access across the Delaware River from Pennsylvania. These include:

- Route 191 to Hancock – a link to adjacent attractions and complementary route back to Hancock to southbound visitors from Route 17
- Route 191 across the River in Lordville – a local travel connection between New York and Pennsylvania and a link to historic Lordville
- Bridge Street in Callicoon – a gateway for Pennsylvania visitors and link to attractions such as Hill's Sawmill
- Route 371 to Cochection – an east/west route for travelers coming from the north on I-81
- Route 52/652 at Narrowsburg – another major connection to Pennsylvania, recreational attractions on the opposite side of the River, and the primary con-

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nection between the service centers of Honesdale, Pennsylvania, and Liberty and Monticello, New York

- The Roebling Bridge – a regional attraction in its own right and connection to significant recreational sites in Pennsylvania
- Route 55 and 434 at Barryville-Shohola – a connection between two halves of a community and link between Route 17 and I-84.
- Minor river crossings include Kellams Bridge, which links up with historical attractions, river access points and trails on the Pennsylvania side, Skinners Falls Bridge, which provides access to services in Milanville, and the Pond Eddy Bridge. The Pond Eddy Bridge is proposed to be replaced and should provide for better access between Pennsylvania and Route 97

Several roads provide significant links between Route 97 and inland attractions in New York:

- Route 10, north of Hancock, which provides an important tourism link with the New York City watershed area
- Route 268 to Cadosia, north of Hancock
- County Road N 94, which links Route 97 to Roscoe and the Beaverkill-Willowemoc fishing attractions that complement the Upper Delaware
- Route 52 in Narrowsburg connecting north
- Route 55 in Barryville provides access between the byway and the Catskill Mountains
- The Newburgh-Cochecton-Great Bend Turnpike, which connects to the Woodstock site as well as attractions at Elk Mountain and elsewhere and crosses into Pennsylvania at Cochecton
- Route 42, which provides access to the Mongaup Valley Wildlife Management Area and the Monticello area

Major regional transportation routes that provide crucial access to the Upper Delaware Scenic Byway vicinity include Scenic Route 6 at the eastern gateway with links to New Jersey. Other linkages occur at Route 23, which runs south toward New York City. Route 209, the Delaware River Scenic Route in Pennsylvania, links into the Delaware Water Gap, and I-84 which connects northeastern Pennsylvania with the New York metropolitan area.

#### *Road Geometrics and Traffic Volume*

Pavement width along Route 97 is between 22 and 24 feet with the exception of a .43-mile section after the junction of Route 268 in Delaware County, which is 35 feet. Shoulders along the route are between two and six feet in width. Traffic volumes range from 700 Annual Average Daily Traffic (AADT) in Sullivan County between the Roebling Bridge with the highest volumes occurring in the city of Port Jervis (7895 ADT) and in the village of Hancock near the exit/entrance ramp to Route 17 (5190 AADT). There is seasonal fluctuation in the AADT traffic counts that reflects a higher visitation use in the summer months. Traffic on the byway therefore is relatively light but steady, although there is an increase in automobile traffic at access points and recreational facilities along the Delaware River during peak seasons.

S C E N I C B Y W A Y

### *Congestion and Hazardous Conditions*

There are several bottleneck areas, including Port Jervis, Hawk's Nest, Narrowsburg during high use seasons and the village of Hancock. Throughout the year, traffic congestion entering Port Jervis from I-84 can back up for a great distance. At the opposite end of the route, the Village of Hancock often has to accommodate truck and vehicular traffic that is accessing Route 17, which causes some congestion through the downtown streets. A more in-depth study of these areas will be necessary to evaluate mitigating measures that can alleviate these problems. It is important to consider alternative routing, signalization and roadway enhancements, and upgrading to improve access to and from Route 97 and the driving experience.

*In several instances along the byway, poor sight distance, acute intersection angles and/or inadequate passing opportunities have created potentially hazardous conditions. In particular, the following locations were noted as potentially dangerous:*

- *At either end of the Roebling Bridge and the junction of Route – poor sight distance and pedestrian traffic*
- *The Route 52/ Route 97 intersection – unusual stop configuration and acute angle of intersection. In Narrowsburg, this is the only controlled intersection in the middle of the scenic route*
- *Intersections around Cochecton (Mitchell Pond Brook Road/97 and 371/97 and intersections within Cochecton at Mitchell Pond Brook Road, Parsonage Road and Smales Road) — grades, acute angles of intersection and lack of sight distances*
- *Entrances to Port Jervis (Route 97 at W Main Street, Route 6, Route 209) — poor signal synchronization, grades, dangerous intersections*
- *Route 97 around Lumberland and Deerpark — lack of adequate passing opportunities*
- *Barryville intersection (Route 55 / Route 97) — poorly defined*
- *Hawks Nest — stopped cars and pedestrian and bicycle traffic along a serpentine road alignment*
- *Where shoulders narrow from Minisink Ford to the Orange County line – bicycle use*

Warning signs, pavement markings and/or rumble strips except in shoulders where they may be in conflict with bicycle traffic are intermediate measures that could be employed to alert drivers to these conditions. Byway maps and other byway materials also can indicate preferred routes for drivers so that hazardous intersections can be avoided where possible. Physical improvements to the configuration of the intersection also could be made where warranted or possible. The likelihood of installing traffic signals at some of these intersections is not great given the relatively low traffic volumes. However, if volumes and number of accidents warrant it, signals could be investigated as a mitigation measure as well.

### *Roadside Features*

One of the more unique features along Route 97 is Hawk's Nest, a serpentine section of the road that hugs the rock formations on one side and sits on the edge of steep cliffs that drop to the river's edge. Rock walls form a barrier between the river below and the road. Though limited, scenic overlooks provide spectacular views of the river valley below. Minimizing conflict between vehicles entering and exiting this area is a particular concern because of its popularity and alignment. The road width is also constricted by rock formations and the cliffs high above the river, leaving little if any room to accommodate turning lanes, a bicycle lane or pedestrian access. A gravel pull-off area on the northern side of Hawk's Nest is currently used for parking. Providing for safe pedestrian access from this and any proposed parking area to the scenic overlooks is essential. Graffiti on the stone walls are a particular concern in the maintenance of the area.

In addition to Hawk's Nest, a prominent panorama view of the Upper Delaware River and its valley can be found at the Basket Creek Bridge near Long Eddy. Creating a scenic pull-off at this location is critical. Drivers are tempted to slow down and even park on the side of the road or in a parking area to the north to take in the dramatic landscape. There is no pedestrian link from the parking area to the bridge and the sight distance is limited as high-speed vehicles enter and exit on either side of the bridge-making this a hazardous situation. Selective clearing of vegetation, landscape improvements and interpretative facilities at Basket Creek can augment this scenic view.

Route 97 was constructed on sections of the D&H Canal particularly in the area from Minisink Ford to the Orange County line. Interpretative facilities about the canal and the highway can help the traveler understand and experience what the canal boats experienced one hundred years ago. There is an opportunity to create a wayside pull-off and park in Mongaup near canal remains.



The restored historic Cochection Railroad Station and its setting make this site easily accessible as a wayside but there is not adequate notice to the traveler of its location, nor does it have public rest facilities, parking or other visitor services. The building and its immediate surroundings are of a size and configuration that present a tremendous opportunity to provide the visitor with a place to stop, learn and relax.

Informal gravel pull-off areas are dispersed along the length of Route 97, primarily where the road is near the Upper Delaware River. Not only are these areas not signed so the traveler can prepare for exiting or entering cars, they are not clearly defined nor do they provide any visitor services.

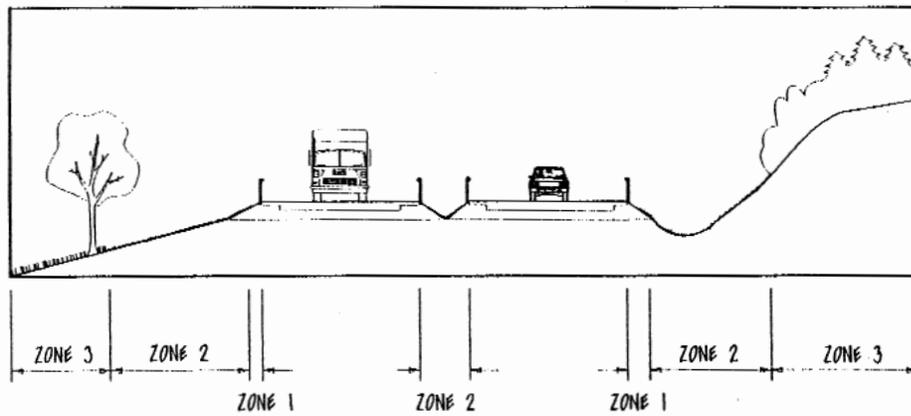
The prominence of eagles in the region, especially near their wintering grounds, presents a tremendous opportunity for visitors. Six eagle-viewing areas are more adequately designed as pull-off areas. Interpretative kiosks about the eagles are well used. Opportunities to improve and maintain all eagle-viewing areas will enhance the visitor's experience of sighting eagles, especially if interpretive materials are developed to educate the visitor about this unique resource. However, there are no identifiers to let the driver know of their approach nor do they have rest facilities. The visual appearance and visitor services could be improved at the following eagle viewing areas:

- Two in Minisink Ford
- Two near Barryville
- One near Pond Eddy
- One in Mongaup

The type and style of guiderail along Route 97 varies, so there is no consistency in design. Three-wire guiderail is replaced as capital improvement projects are funded. This is currently being done in Delaware County with standard galvanized guiderail, rustic guiderail of self weathering steel and wood, steel composite or painted rail. Self-weathering steel guiderail is being installed along the Adirondack Scenic Byways because the Adirondack and Catskill Parks require this style. This same rustic style could be considered as an alternative for the Upper Delaware Scenic Byway.

#### *Bicycle Facilities*

Bicycle Route 17 follows Route 97 for its entire length as a Class III shared-use bicycle route. This means that there are no separated facilities or dedicated bicycle lane along the highway. Cyclists must ride either on the road or along the shoulders. Relatively high speeds, blind curves and hills make this a route that should be used by only experienced or expert riders. Closer examination of what would make this route safe for the less experienced may be warranted. An investigation to identify alternative and appropriate course(s) would make for a more desirable bicycle route. The New York State Department of Transportation is in the process of widening the shoulder from four feet to six feet on both sides of Route 97 in Delaware County and from Orange County to Minisink Ford. Shoulder width on Route 97 varies between zero and nine feet.



**ZONE 1: HIGH MANAGEMENT ZONE**

0-3' (0-1m) FROM PAVEMENT

THIS ZONE IS MANAGED FOR MINIMAL VEGETATION GROWTH IN ORDER TO:

- PROVIDE FOR SURFACE DRAINAGE
- REDUCE FIRE POTENTIAL
- PROVIDE FOR VISIBILITY AND MAINTENANCE OF ROADSIDE HARDWARE
- PREVENT PAVEMENT BREAKUP BY PLANTS
- PROVIDE SITE DISTANCE FOR PASSING, STOPPING AND AT INTERSECTIONS
- PREVENT BUILDUP OF DEBRIS AND ABRASIVES AT PAVEMENT EDGE

**ZONE 2: MODERATE MANAGEMENT ZONE**

FROM ZONE 1 TO MEET OPERATIONAL NEEDS

THIS ZONE IS MOWED AND/OR KEPT CLEAR OF TREES IN ORDER TO:

- MAINTAIN VEHICLE RECOVERY AREA
- MAINTAIN HYDRAULIC CAPACITY OF DITCHES
- PROVIDE SITE DISTANCE FOR PASSING, STOPPING AND AT INTERSECTIONS
- ELIMINATE HAZARD TREES
- CONTROL NOXIOUS PLANTS
- PREVENT EROSION
- ENHANCE VISUAL QUALITIES
- MAINTAIN FUNCTION OF GUIDE RAIL BY KEEPING DEFLECTION DISTANCE CLEAR

**ZONE 3: MINIMAL MANAGEMENT ZONE**

FROM ZONE 2 TO R.O.W. LINE

THIS ZONE MAY BE OCCASIONALLY MOWED IN ORDER TO:

- PROMOTE LOW MAINTENANCE PLANT COMMUNITIES
- BLEND/SCREEN ADJACENT COMMUNITIES TO MEET GOALS/OBJECTIVES OF THE ROADSIDE CLASSIFICATION PLAN.
- PREVENT EROSION
- MAINTAIN AND ENHANCE VISUAL QUALITY
- PRESERVE WETLANDS AND WILDLIFE HABITAT
- PRESERVE AND CONSERVE NATIVE PLANTS AND WILDFLOWERS

Roadside Management Zones NYS DOT Moving Limits Manual

*Vegetation Maintenance*

Vegetation management is currently done to meet safety standards for clearance and sight distance to roads and signs. Management consists of primarily keeping the road right-of-way clear of branches and other vegetation. Mowing is generally done once or twice a year along the roadside and is guided by a Mowing Limits Manual, which is the current policy prepared by the New York State Department of Transportation. Its purpose is to help designers and vegetation managers decide where, how and when to mow roadside vegetation. Other alternatives to mowing are being investigated by the DOT. The manual has broad guidelines for minimizing the total mowed acreage while providing greater attention to those areas that must be mowed for safety and aesthetic appearance. Goals are listed as:

- Maintaining appropriate clear zones and guiderail deflection distances
- Achieving a balance between the mowing areas and places dedicated to regeneration and wild flower plantings
- Maintaining sight distances
- Maintaining vegetation cover on cut and fill slopes
- Allowing natural vegetation to establish itself in regeneration areas
- Providing for consideration of adjacent land use in establishing mowing limit lines

Herbicides are used to manage vegetation but property owners and others do not support its use. No other policies or guidelines exist. Developing a manual to include landscape management could provide greater guidance to the maintenance of existing and proposed vegetation along Route 97 and other scenic byways.

It is also noted that views of the Upper Delaware River and valley are now obscured due to vegetation that has grown since the construction of the road. In most cases this vegetation is on railroad or other private property and will require further examination to identify actions that could provide selective clearing to reopen views. Pruning of tree limbs in lieu of clear cutting is the preferred method for maintaining growth. Some invasive species along the roadside were noted and should be examined to define procedures to minimize impact on native and woody plants.

*New York State Department of Transportation*

Regions 8 and 9 of the New York State Department of Transportation are responsible for the operation and maintenance of Route 97 except within the city of Port Jervis, where the city department of public works is responsible. The Region 9 Office participates as an advisor to the Upper Delaware Scenic Byway Committee. They also lead the Route 97 Scenic Enhancement Advisory Board, which was established to identify issues important to the future development of Route 97 as a scenic byway. Not only do they advise on the development of this Enhancement Concept but they also identify actions that should be considered within the Department of Transportation's long range comprehensive plan for Route 97. High priority items identified by the Advisory Board and ranked in order of importance include:

- Enhancement of tourist-oriented facilities for the visitor
- Development of a system of scenic vistas and overlooks or roadside parking areas
- Assurance that Route 97 is bicycle- and pedestrian-friendly
- Management of roadside vegetation to improve the view of the River
- Preservation and enhancement of the Delaware and Hudson Canal
- Provision for additional river access
- Establishment of a moratorium on billboards and advertising signs
- Investigation of alternative guide rail treatments that are rustic or fit contextually into the setting of the Upper Delaware Scenic and Recreational River
- Timely removal of graffiti
- Effective weed control through alternative methods other than pesticides

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C H A P T E R

4

**IMPLEMENTATION STRATEGIES**





## I. TRANSPORTATION

### A. Vehicular Circulation

#### 1. *Promoting Vehicular Safety*

##### ACTIONS

I.A.1.a Explore with NYSDOT solutions that will mitigate hazardous intersections and roadway conditions along the byway

Several locations along the byway pose the potential to be hazardous to visitors not familiar with road's conditions. The following locations should be examined and solutions sought to mitigate their potential dangers:

- The exit ramp from Route 17 in the village of Hancock
- The village of Hancock, where heavy truck traffic creates conflict with downtown pedestrian and vehicular circulation
- Intersections in Cohecton, where steep grades, acute intersection angles and poor sight distance make turning hazardous
- The Route 52/97 intersection between Kelly's Home and Narrowsburg, where there is an unusual stop configuration and an acute angle at the intersection that can be confusing and dangerous
- Access onto Route 97 from the Roebling Bridge, where inadequate sight distance and pedestrian traffic makes turns onto both northbound and southbound Route 97 difficult
- The Route 97/55 intersection in Barryville, which is poorly defined. The situation may be remedied in the next few years through a project to relocate the bridge just upstream from its current location. An interim solution might be the judicious use of rumble strips, signs or warning signals since low traffic volumes do not appear to warrant traffic signals
- Sections of highway in Lumberland and Deerpark, where there are few opportunities for passing
- The entrance to Port Jervis on East Main Street (Route 209) at Neversink Drive, where poor signal synchronizations and steep grades make the intersection dangerous

I.A.1.b Work with NYSDOT to install signs warning of approaching hazardous road conditions for those locations listed above and for curves, steep hills, possible icy conditions, driveways, and blind intersections. Warning signs should also be

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*Intersection with the Roebling Delaware Aqueduct Bridge*

considered in areas where the speed limit changes, such as the approach to hamlets and downtown areas or high-use pedestrian areas. Care should be taken to minimize the use of these signs to locations that will have the greatest benefit and avoid sign proliferation

I.A.1.c Examine critical areas where passing lanes, turn lanes and/or turn-outs might be created along the route to enhance safety

*Eagle viewing pull-out near Minisink Ford if enhanced will create a more quality site that would link with others along the byway*



Creating passing lanes or turn-outs along the byway will help to reduce the potential conflict between slower visitor traffic and daily traffic, and will provide emergency stopping areas for disabled vehicles. The use of passing lanes should be minimized, however, to retain the scenic rural quality of Route 97 to the greatest extent possible and reduce the conflict between pedestrians, cyclists, and vehicles. Turn-outs should be designed to provide a smooth transition from the road surface and a stable stopping surface, though paving is not necessary. For this reason, existing rough areas that are cleared and provide informal turn-out opportunities could be improved to serve this purpose. Locations for immediate study include:

- Narrowsburg
- Route 97 and the Roebling Bridge
- Lumberland

*Proposed Concept for Wayside Pulloff*



## 2. *Wayside Pull-off Areas*

### ACTIONS

I.A.2.a Develop a design style for pull-off areas that reflects vernacular building traditions and materials and will provide a cohesive visual element to unify the entire length of the byway

Pull-off areas provide visitors with an opportunity to get out of their cars and stretch their legs, safely stop to enjoy a view, and, when coupled with the use of interpretive material, learn about the history or natural features in the area. Pull-off areas also can be used to link points along the byway through the application of a consistent design theme.

*Approaching Basket Creek Bridge*



Along the Upper Delaware Scenic Byway, pull-offs should be designed to include a bluestone border/wall, a conveniently-placed interpretive sign, landscaping, and well-defined pedestrian and parking areas. The use of bluestone would reflect the local influence of this stone on the region's economy and building traditions. The use of timber would be compatible with the character and history of the byway.

I.A.2.b Ensure safe access to and from pull-off areas

In addition to the aesthetics of pull-off areas, safety must be factored into their design. Visitors should be made aware of and guided to the pull-offs through the posting of NYSDOT standard signs and/or directional byway signs in advance of the pull-off area. Gradual acceleration and deceleration lanes should be created and entrances and exits should be clearly identified. Existing pull-offs, such as those at Barryville and Hawk's Nest, should be examined to determine if ingress and egress is safe. In the event that existing pull-offs are deemed to be unsafe in this regard, they should be redesigned.

I.A.2.c Examine the feasibility of creating pull-off areas at appropriate intervals that provide viewing and interpretative opportunities

A number of informal pull-off and parking areas exist along the byway that could be developed into more formal pull-off areas. These areas were evaluated for the significance of the views or interpretive opportunities they offer, location with respect to other existing or potential pull-off areas, land ownership and parcel size, and geometric factors such as sight distance. Each pull-off area should be sited to maximize views, and selective clearing should be conducted to open up or restore views where needed. For each of the following priority pull-off locations, a site development plan will need to be created to examine the specific conditions and to design a solution that meets the unique qualities of each site. Construction documents should provide the necessary detail that will establish an aesthetically pleasing facility but also one that is safe, convenient and meets the needs of the traveling public. Possible sites include:

- Hawk's Nest, where existing pull-offs are small and difficult to access from the northbound lanes

The panoramic view from Hawk's Nest is renowned, attracting visitors from near and far. The narrow road, sandwiched between a sheer drop to the Delaware River and steep cliffs above, offers little room for expansion to accommodate the high use that occurs during the peak summer and fall seasons. Just to the north of Hawk's Nest is a pull-out area currently used by



*Informal vehicular pull-out north of Basket Creek proposed for improvements*

visitors as a place to park or turn around. Improvements to this north pull-out should include finding a safe, convenient and attractive pedestrian link from this pull out to the views at Hawk’s Nest. Interpretive signs, trash receptacles, rest facilities and graffiti removal at Hawk’s Nest will enhance further this significant visitor resource.

- The Basket Creek Bridge, where the high scenic attraction value of the location and lack of places to stop to enjoy the view entices people to stop unsafely

Several options for addressing this safety hazard and providing for a scenic overlook exist. Explore with adjacent property owners and the Department of Transportation the best possible location for a scenic pull-off that provides a safe alternative means of enjoying the view. At the north end of the viaduct, on the eastern side of the road there is an existing gravel pull-off. This pull-off could be improved to provide parking, trash facilities and other facilities such as restrooms, if deemed appropriate. However, since this parking area is not on the river side, sight distances will need to be analyzed to determine the most appropriate location for pedestrians to cross the road. Opportunities for clearing vegetation and creating an observation deck on the riverside near the bridge and/or sidewalk along the viaduct also will need to be explored in greater detail.

- Cochecton Train Station, where local efforts have restored a ca. 1850 historic structure

Built by the Erie Railroad, it is a rare and largely intact example of an early railroad station that is believed to be one of the oldest railroad-related buildings in New York State. Developing this site as a key interpretative wayside with picnic and restroom facilities could be integrated into an overall site development for the entire property. A trail leading to the river could enhance the site as well.

- All eagle viewing pull-off areas including:
  - Narrowsburg
  - Tusten
  - Two locations below Minisink Ford
  - Two locations in Barryville
  - East of Pond Eddy
  - Mongaup

I.A.2.d Examine other informal areas along the byway that could be maintained to accommodate vehicular problems and other safety reasons. Further study should be done for the following pull-outs to determine where additional waysides might be developed

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- At the top of the hill just east of Somerset Lake, where there is a marvelous view of the road disappearing into the distance
- Across Route 97 from the Delaware Valley Central School, where a former pull-off can be improved with the installation of paving, landscaping, and other design features as well as the selective clearing of trees to reestablish views
- At the dual gravel pull-offs that currently exist towards the top of the hill just north of Grassy Swamp Brook. A short trail that leads to the top of the hill could be created to allow access to the view there
- The waterfalls above Minisink Ford
- Along the Upper Delaware River between Pond Eddy and Knight's Eddy
- The NYSDOT pull-off in Handsome Eddy needs to have selective clearing of trees and the pull-off improved with restroom facilities

I.A.2.e Improve the Park Avenue Observatory to enhance the facility's view, interpretive information, visitor needs and safety considerations

At the Park Avenue Observatory in Port Jervis, where the growth of vegetation now blocks the view over the city landscape and across the Delaware River to High Point State Park. Selective clearing of vegetation, additional interpretative information and enhancement of the existing overlook will improve this scenic wayside. Attention should also be given to the parking layout and turning movements from Route 97 to the parking area.

3. *Developing Regional Linkages to the Byway*

ACTIONS

I.A.3.a Create "gateways" to the byway in Hancock and Port Jervis

Because Hancock and Port Jervis are the "bookends" of the byway, it is important that these gateways contain features that welcome Byway visitors and entice them to explore the rest of the route. Byway signs should be placed on I-84 and New York Route 17 to direct visitors from these major routes to the byway. Immediately after visitors enter onto the byway, landscaping and a welcome sign should be installed to greet them.

In the village of Hancock, Exit 87 will provide east and westbound travelers access to the byway from Route 17. A study should be undertaken to locate a gateway feature that conveniently directs the traveler through the village and then across the Delaware River. This entails several turns, and would require clear signage or other wayfinding solutions, such as banners, traffic signals and



*A downtown street in Port Jervis*

lighting so people can easily maneuver through, stop to shop, eat or linger, and pick up materials about the attractions, sites and services found along the byway. Special attention should be given to façade improvements, storefront revitalization, and streetscape improvements that will enhance the qualities of the village. As an alternative, Exit 87A could be used to draw people traveling west-bound. A sign should direct visitors to the byway and services in the village.

In Port Jervis, Exit 1 off I-84 provides direct access to Route 97 via Route 6. However, a visitor driving on Route 97 may easily bypass much of the downtown in Port Jervis. The city of Port Jervis is working on the placement of signs that will direct visitors to the city's services and attractions. Coordination with the City to incorporate the goals and needs of the byway visitor can be cost-effective and attractive.

Since the majority of travelers will be accessing the byway from the east, a welcome and information center in Port Jervis will entice travelers as they access the byway with a map and other materials to prepare them for the journey. Integrating this with other visitor service goals that the city is envisioning is mutually beneficial. The renovated Erie Rail Station with its museum, available parking and proximity to nearby restaurants and shops presents an ideal location for such a facility, however, other sites in the downtown area will also provide this same setting. Another location is the Erie turntable site, which is also proposed as a priority interpretative attraction. Finding an appropriate site will need further investigation by the Upper Delaware Scenic Byway Partnership in coordination with the city of Port Jervis.

I.A.3.b Develop linkages between the byway and other modes of transportation, both as a means of capturing visitors and providing for connections to adjacent attractions

Ease of access to and from the byway should be facilitated through the reinforcement of existing regional transportation links. This will enable the byway to market itself as both a destination unto itself, accessible by way of a number of routes, and as a way to reach other regional attractions. Links include roads that reach across the Delaware River into Pennsylvania and New Jersey as well as those that go inland from the Delaware River to other parts of New York.

The following routes should be linked to the byway through promotional materials, signage, and/or landscaping:

- Route 17 and I-84, the two most significant highways in proximity to the byway
- Route 10, an important tourism link with the New York City watershed

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areas as well as a route to the Byway from the north

- Route 191, a link to adjacent attractions and complementary route back to Hancock to southbound visitors from Route 17
- Kellams Bridge, a link to historical attractions, river access points and trails in Pennsylvania
- County Road N 94, a link to the Roscoe area and the Beaverkill-Willowemoc fishing attractions that complement the Upper Delaware River activities along the byway
- Callicoon Bridge, a gateway for Pennsylvania visitors and link to attractions such as Hill's Sawmill in Pennsylvania
- Newburgh-Cochecton-Great Bend Turnpike, another major link to both Pennsylvania and the Woodstock site as well as attractions at Elk Mountain and elsewhere
- Skinners Falls Bridge, a connection to local recreational attractions at Skinners Falls and services in Milanville
- Routes 52/652 (Narrowsburg Bridge), at a central location along the byway, this is an important connection to Pennsylvania Scenic Route 6, and major service areas in Honesdale, Liberty and Monticello
- Roebing Bridge, a regional attraction in its own right and connection to visitor services in Lackawaxen and significant recreational sites in Pennsylvania
- Route 55 and 434 (Barryville-Shohola Bridge), a connection between the two halves of a community and link between Route 17 and Route 31, which links into Glen Spey
- Route 42, a regional link to the Monticello area and connection to reservoir areas
- Route 209, a Pennsylvania Scenic Byway, which links into the Delaware Water Gap area and north from Port Jervis to the New York Catskills. Connecting south over the Delaware River on Route 209 and within the city of Port Jervis over the Neversink River Bridge should be considered during implementation of improvements to these linkage opportunities

In addition to these vehicular links, the feasibility and desirability of reviving passenger rail service that would link the byway to surrounding regions should be examined. Efforts should be coordinated with those being undertaken by the consultant examining rail service between Port Jervis and Binghamton, New York.

## **B. Pedestrian Circulation**

### *1. Enhancing Pedestrian Access to Byway Sites*

#### **ACTIONS**

- I.B.1.a Conduct design studies in hamlets, downtown areas and along Route 97 to ensure good pedestrian connections, safety and access between sites and around towns

Although the byway primarily is a driving route, the many wonderful communities located along it are among its best resources. Visitors will be encouraged to stop and explore the many historic sites and attractions, shops and other diversions in the byway communities, so ensuring good pedestrian access within these areas is vital.

- Design studies should be undertaken in hamlets, downtown areas and along Route 97 itself to further identify the resources that will need to be accessed and the ways in which pedestrians can be guided to and between them safely and enjoyably.
- Priority should be given to Port Jervis, Barryville and Callicoon where pedestrian safety is an issue due to poor sight distance, high speed or heavy traffic and/or a lack of sidewalks and a high concentration of resources.
- Identification signs for sites or districts and routes between these sites will help to guide pedestrians along the safest, most scenic or most direct path. In some cases, creating a new path, introducing landscaping or installing special paving materials to draw attention to the route or individual sites also may be desirable.
- Along Route 97, pedestrian activity that occurs around any existing or future pull-off areas should be examined and solutions for enhancing pedestrian safety in these areas proposed.
- The design studies also should identify locations where handicapped accessibility is an issue and recommend ways to address these areas. These improvements should be made a priority.

## 2. *Promoting Pedestrian Safety Along the Byway*

### ACTIONS

I.B.2.a Working with state, county, town and/or city officials, explore solutions that will address and mitigate pedestrian/vehicular conflicts particularly in the village of Hancock, Callicoon, Narrowsburg, Barryville and Port Jervis

In addition to ensuring safe pedestrian access to sites and attractions, several other measures will reduce or avoid conflicts between pedestrians and vehicles. These include:

- Increasing pedestrian visibility
- Separating pedestrian traffic from vehicular traffic
- Encouraging safe driving and crossing habits

Pedestrian visibility can be increased through the use of crosswalks. Crosswalks should be placed in areas where there are adequate sight distances and highly visible pavement markings should be used to identify them. Additionally, signs warning of and identifying crosswalks or areas of high pedestrian activity should be installed.

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By separating pedestrian traffic from vehicular traffic, the potential for conflict can be greatly reduced. To accomplish this, sidewalks should be installed in areas where there is high pedestrian activity or pedestrian/vehicular conflict and no sidewalks. In areas where there is on-street parking, an investigation should be conducted into how on-street parking affects pedestrian safety. For instance, does on-street parking increase pedestrian safety and security, or does it make it more difficult to see oncoming cars when crossing the street? Options for separating pedestrians from vehicles, including the use of walking trails both inside and outside of the right-of-way, should be explored to reduce pedestrian/vehicular conflict.

Safe driving and street-crossing habits are individual responsibilities, but they can be encouraged and reinforced in a number of ways so that safety along the Byway is enhanced. Areas should be identified where speed limits can and should be reduced. The potential use of rumble strips to slow traffic in appropriate areas should be investigated as well. Additionally, public education initiatives that stress pedestrian safety could be incorporated into interpretative and marketing materials. The New York State pedestrian crossing rules could offer some guidance on this issue.

I.B.2.b Address pedestrian safety at busy recreational areas such as canoe, rafting, livery and campground sites

High pedestrian activity within and around the many recreational areas along the Delaware River and some of the areas that can conflict with equally high vehicular activity. Recreational facility owners should be encouraged to design internal circulation systems that direct pedestrians to safe crossings and provide safe linkages between sites. Rumble strips, pedestrian crosswalks, reduced speed limits, and landscape enhancements are improvements that should be made in the following high-use recreation areas:

- Minisink Ford
- Barryville
- Ten Mile River

## C. Bicycle Circulation

1. *Planning for Scenic Route Bicycle Facilities and Safety Improvements*

### ACTIONS

I.C.1.a Explore bicycle facilities along Route 97 that will allow for a continuous route along the byway and between sites while retaining the scenic quality of the existing road

Plan for bicycle facilities by coordinating with NYSDOT through the development of the Bike Route 17. Bike Route 17 is one of three statewide bicycle touring routes across New York State that extends between Westfield, New



*Bicycle Route 17*

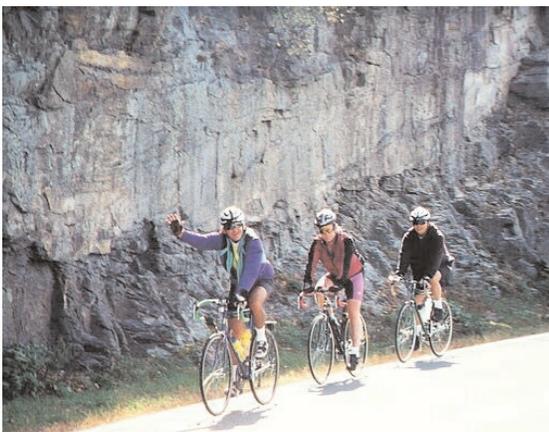
York on Lake Erie to Beacon on the Hudson River, where it connects with Bike Route 9. Bike Route 9 extends between the City of New York and the Canadian Border in Quebec. The third route, Bike Route 5, extends from Albany to Buffalo. The route generally follow the state routes for which they are named but also follow other state or local roads because they lead to attractions, services and intrinsic qualities. This is the case of Bike Route 17, which is located on the proposed Upper Delaware Scenic Byway.

Riders on Bike Route 17 share the roadway with motor vehicles and the route is therefore suited to the expert cyclist. Less experienced cyclists that will be attracted to the scenic byway need to be provided more suitable alternatives. Considerations that will promote user safety might include five or six foot shoulder lanes on both sides of the road (already in progress), a separated bike lane or other alternatives that will accommodate bicyclists. In particular, a separate bike lane should be considered for the stretch of road between Cohecton and Narrowsburg, in Highland, and along the D & H towpath. Special design attention will need to be paid to the Hawk's Nest area, which is constrained by topography and rock outcrops.

I.C.1.b Identify, sign and map alternate bicycle routes on side roads to reduce bicycle/auto conflicts, especially in high-use areas, and provide for linkages to area attractions

A number of roads adjacent to Route 97 could be used as alternate bicycle routes in instances where the topography, curves, and/or narrow roadway or shoulder width create conditions that are not safe for on-road cycling. In many instances, these alternate routes could also link to attractions off the byway or just provide additional recreational bike trails. Once identified, alternate routes should be signed and mapped to make bikers as well as motorists aware of their existence.

*Cyclists enjoying Bicycle Route 17*



Bicycle routes within the scenic byway communities could serve as another opportunity to get out of the car and explore the resources and services found in:

- Callicoon
- Cohecton
- Narrowsburg
- Sparrowbush
- Port Jervis

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I.C.1.c Accommodate mountain bikers as well as road cyclists

The popularity of mountain biking has increased dramatically in recent years, and providing for this type of recreation along dirt roads near the byway would be an added attraction. Creating a map that shows where mountain biking can occur will direct visitors to off-route cycling opportunities, so cyclists will not need to compete with motorists along the byway.

2. *Providing Cyclist Services*

ACTIONS

I.C.2.a Address the needs of varying skill levels of cyclists, from the expert cyclist to the casual rider

Efforts should be made to accommodate a wide variety of cycling levels through a diversity of route conditions and services. More advanced cyclists may be interested in cycling the entire route and will, therefore, require restroom and overnight facilities. On the other hand, casual cyclists may just want to spend a few hours along an easy section of road. The provision of rest rooms, showers, camping areas, litter disposal facilities and bicycle racks should be pursued so that cyclists who wish to travel the entire byway route can do so. Such facilities also will serve the short-distance cyclists and the general byway public, and will help to make their experience comfortable. Byway communities centers and wayside pull-off areas are logical places to locate some of these facilities.

I.C.2.b Create maps and other informational material geared towards cyclists, including educational materials that highlight shared roadway responsibilities

Detailed and accurate maps depicting the primary bicycle route along the byway and any recommended alternate routes will help to orient cyclists, guide them along the route and encourage them to use routes that are safe and scenic. These maps, as well as other publications, audio tapes or compact discs, could indicate the location of resources and services such as restrooms, camping facilities, and restaurants will provide cyclists with the type of information they need before they go out on the road. Interpretive information about sights along the way could additionally enhance the cyclist's experience potentially leading to repeated visits. Using these publications to highlight roadway responsibilities also will help to make the byway safe for all users.

I.C.2.c Provide input in the development of the NYSDOT Bike Route 17 map. NYSDOT is in the last stages of developing this map and input will ensure that facilities and attractions along the byway are identified. The map could also serve to identify local riding opportunities and linkages although local routes will not be included on this particular map

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## II. SIGN PLAN AND ROADWAY ENHANCEMENT

### A. Sign Plan

#### 1. *Managing Byway Signs*

Different types of signs are being recommended in this Enhancement Concept to meet the variety of needs and services along the Upper Delaware Scenic Byway. It is imperative that caution be given to the planning and implementation of signs to avoid sign proliferation and minimize confusion. Several objectives can be met through the development of one sign rather than multiple signs. Careful planning can result in the successful communication of information.

#### ACTIONS

II.A.1.a Prevent unnecessary sign proliferation within the scenic byway corridor, particularly in areas having a high concentration of scenic, natural, historic and cultural resources, by limiting advertising (off-premises) signs through one of the following measures:

- Prohibiting off-premises advertising signs, excepting those informational signs which may be recommended by the Management Entity for purposes of directing visitors to public access areas
- Making advertising signs conditional uses/special uses with design standards requiring that such signs harmonize with the surrounding landscape, and providing no flashing, oscillating or illuminated signs are permitted
- A 24-square foot maximum size and limit of such signs to one per 1000 linear feet of frontage on the byway or two per advertiser, whichever is less. Byway frontage signs should be restricted to one per byway facility and related to providing direction to such a facility, and providing no flashing oscillating or illuminated signs are permitted

II.A.1.b Encourage the strengthening of local sign regulations that supports the prevention of unnecessary sign proliferation and provides for design review

II.A.1.c Develop a professional graphic theme and logo for all byway signage that can also be used in other information and promotional materials

A logo or theme that can be visually connected with the byway should be developed that could start with the original logo for Route 97 that also compliments the wayside design style and applied to all byway signs. While the logo should provide a uniting theme, there also should be some allowance for variation between individual communities. To ensure that graphic continuity is not lost, a set of design and information guidelines should be developed for individual communities to use in developing their signage

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#### II.A.1.d Install Directional and Safety Signs

A distinctive Upper Delaware Scenic Byway milepost marker is recommended under roadway enhancements (see page \_ ) that will also guide visitors along the route. Directional signs, linked to or integrated with the byway identification signs, should be developed to direct visitors from the Byway into villages and other attractions that may be just off Route 97. The centers of Callicoon, Cocheton, Narrowsburg, Sparrow Bush and Port Jervis provide unique settings and visitor services that might be missed unless the traveler is directed to their downtown cores. Sites such as Neweiden, Glen Spey and Minisink Battlefield also could benefit from directional signs on the byway. While the primary focus of these signs should be attractions and services in communities along the Upper Delaware Scenic Byway, areas located off the byway that may be of interest to visitors or offer them services, such as Cocheton Center and Equinunk, should be included as well.



Warning signs may alert drivers to potentially unsafe conditions, such as in areas of high pedestrian activity or in Barryville where cars may be backing out into oncoming traffic. See actions under vehicular and pedestrian circulation on page.

#### II.A.1.e Install Informational Signs

Informational signs should be developed to inform the driver of the approach to hamlets, attractions, wayside pull-off areas, or visitor services and to provide other guidance to enhance the visitor's experience. The installation of the signs should be located well in advance of the resources to allow drivers enough time to make safe decisions to turn off the Byway. These signs should be complemented by landscape enhancements or selective vegetative clearing in certain areas to open up views to community centers or attractions. Informational signs should highlight proximity or directions to:

- Trails at Bouchouxville Forest Preserve.
- Ten Mile River
- The D & H Canal and the River Heritage Trails
- Eagle-viewing sites, information centers and NPS ranger stations
- Hawk's Nest
- View at Elks-Brox Park



Narrowsburg Entry Sign

Text for informational signs that will inform visitors of private property rights, resource protection, river safety and wildlife observation etiquette also should be developed or incorporated into other written material.

Byway communities are encouraged to develop and install landscaped welcome signs at their gateways. These signs could be coupled with visitor service signs, where possible, to create a sense of community and to minimize sign proliferation.

Pennsylvania Route 6 Interpretative Panels at a roadside pull-out



#### II.A.1.f Erect Interpretive Signs

Historic markers, interpretive signs or kiosks should be installed in community centers, pull-off areas and attractions. The signs should provide detail about the sites and the history of the byway and should follow the implementation recommendations outlined under Interpretation and Resources Stewardship (see page \_\_).

Interpretive panel telling visitors about the history of the region



Interpretive signs should be linked to the byway directional signs, community welcome signs and milepost markers to provide a unified graphic approach. Information contained in the signs should complement that offered in pamphlets, on tapes and videos, and on the byway website.

In order to dynamically interpret the historical events and/or landscape features associated with the area, vibrant colors, graphics and photographs should be used in the interpretive signs. Additionally, the incorporation of displays and/or other interactive features that will animate the information being provided should be considered. Refer also to design compendium on page \_\_.

## **B. Roadway Enhancement Plan**

### *1. Implementing Vegetation Management along the Byway*

The Upper Delaware Scenic Byway provides an opportunity to explore a landscape of natural beauty where the stewardship challenge is to protect and conserve its resources for future generations. A key to landscape enhancement is to assure that native species are introduced or retained and new plantings are designed to complement the informal lines of a landscape crafted by nature. The larger landscape of the Upper Delaware River Valley may be more difficult to manage but framing views toward the river and distant hills should be emphasized in the management practices. Lastly, the acquisition of conservation easements, the establishment of site planning standards that allow for vegetative buffers and the establishment of forest management practices are included in the recommendations to improve and/or retain the byway's landscape characteristics. Landscape enhancement along the byway involves policies and procedures within the right-of-way and guidelines for adjacent properties and the contextual landscape of the byway corridor.

#### **ACTIONS**

##### **II.B.1.a Develop a Landscape Enhancement Plan and Program that contains selective clearing practices, landscaping standards and maintenance procedures and timelines**

Developing a Landscape Enhancement Plan and Program will ensure that a standard set of best management practices are applied in clearing and installing shrubbery and trees along the byway. This will help to protect the health of vegetation that remains and reduce the potential for erosion while at the same time allowing for beautiful views from the byway to be opened or restored. Maintaining the continuity of the natural character of the scenic byway is of utmost importance while enhancing the quality of the roadside conditions and scenic views within each byway community. Ongoing landscape enhancement should contribute to the conservation and stewardship of panoramic views, intrinsic qualities, and a community's sense of place. Maintaining vegetation should occur at several levels that involve the Department of Transportation, National Park Service, adjacent property owners, local jurisdictions and the future Upper Delaware Scenic Byway Partnership.

Since the majority of land within the viewshed of the byway is in private ownership, every effort should be made to educate and assist adjacent property owners and others in how they might participate in maintaining and improving the scenic and natural resources. Developing a guidebook that can establish parameters for the selective clearing of trees and under story brush and weeds that can open views to the river and Valley while leaving mature hardwoods and specimen trees. Illustrating the benefits of using native species, landscape buffers for screening and aesthetic qualities could further enhance both the

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*Lack of vegetation maintenance can lead to scenic overlooks being obscured*

view from the road and individual property value. It may also be desirable to provide agricultural and forest management practices as well.

II.B.1.b Encourage the Department of Transportation to develop and adopt a vegetation maintenance policy for scenic byways to guide road crews and management in maintaining an aesthetic quality within the right-of-way

Defining a new policy that is geared toward the goals of the New York State Scenic Byways Program can more effectively eliminate any conflict between upholding the safety requirements and meeting the aesthetic recommendations in this Enhancement Concept for the Upper Delaware Scenic Byway. The policy can build off the current Mowing Limits Manual to address byway maintenance, aesthetics such as the selective clearing and installation of vegetation, pruning practices and other roadside management including limiting the use of herbicides for brush control and tree maintenance. It could also address the installation of native species or other approved plants to minimize the introduction of invasive species, as well as the removal of invasive species.



*Selective clearing would reopen view to the Upper Delaware River along the byway and at this informal pull-out*

II.B.1.c Work with the NYS Department of Transportation and local officials to assure that vegetation clearing to maintain visibility of outdoor advertising will not have an adverse impact on the scenic and natural qualities of the Upper Delaware Scenic Byway

The clearing of trees and other vegetation often occurs so that an existing or recently constructed outdoor advertising sign can be visible from the road. It is important to develop guidelines in local ordinances to address vegetation management for outdoor advertising. Clear-cutting of vegetation should be avoided. The selective pruning of trees can be considered if the review of a site and landscape plan illustrates that the proposed change will not adversely affect the byway's intrinsic resources.



#### II.B.1.d Selectively clear vegetation at locations where significant views are identified

When Route 97 first was constructed, there were very few trees lining the road and it afforded sweeping vistas of the valley. Since then, vegetation has grown up in many places and some of the more spectacular views have been obscured. While vegetation is valuable to the byway in terms of providing habitat, soil stabilization and the creation of a tranquil, sylvan atmosphere, selectively clearing some of the less valuable trees and shrubs from the roadside could restore or open up significant views that would add tremendously to the grandeur of the byway. In particular, vegetation should be cleared in places where significant views have been identified—typically between Route 97, the railroad and the river. The choice of specific areas to be cleared should be based on significance of views, proposed or existing scenic pull-off areas, available right-of-way, the ability to maximize views, sight distance and safety while minimizing maintenance costs.

Steps in this process include:

- Conducting a comprehensive identification of land ownership in areas where clearing is desirable
- Developing guidelines, best management practices and educational training for abutting property owners
- Establishing a list of priorities that should first be given to significant scenic views at public waysides

#### II.B.1.e Collaborate with the utility companies, Norfolk Southern Corporation and other public companies who own property along the byway to participate in vegetative maintenance that support the goals of this Enhancement Concept.

Many of the areas noted for selective clearing to open views to the Delaware River includes land within a railroad right-of-way. It will be critical to involve these stakeholders in the process for managing the vegetation adjacent to the byway. Telephone lines, transformers and other utility facilities are maintained by the utility companies who own the facilities. The pruning of trees and other vegetation is often done pragmatically with little if any consideration on its aesthetic appearance. Working with the utility companies to provide training for their maintenance staff so they can effectively assist in selectively clearing vegetation to retain the scenic qualities along the byway.



*Unmanaged vegetation on these stone walls can lead to their deterioration*

## 2. *Enhancing Roadside Features*

### ACTIONS

II.B.2.a Clear vegetation from stone walls to provide visibility for these individual resources and reduce the destabilization of the structures by plant roots

The byway is characterized in many places by the appearance of stone retaining walls and canal walls. However, vegetation that has begun to grow around and through the walls is beginning to destabilize the structures. This is particularly true in the case of the stone retaining wall in Barryville and the Delaware & Hudson Canal walls. Stone walls along the byway should be cleared of vegetation for this reason and so that the resources can be visible to byway visitors.

II.B.2.b Consider installing guide rails that complement the character of the byway

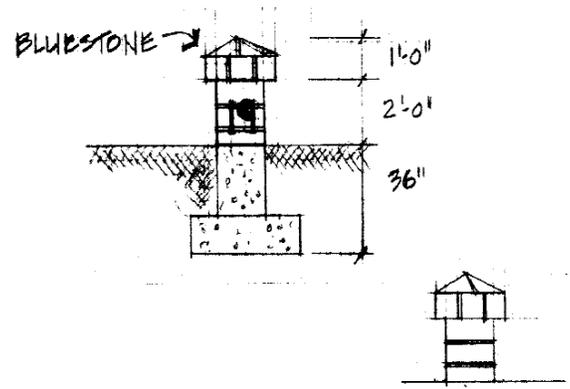
Guide rails made of self weathering steel, steel composite, wood, or painted rail should be considered when new guide rails are being installed along the byway. These materials will be more complimentary to the character of the byway than the traditional steel rails. Ultimately, all of the guide rails along the length of the byway should be of the same type.

II.B.2.c Explore the potential of using a milepost marker program to provide a common trailblazer link and direct visitors without being obtrusive

Milepost markers are useful in helping visitors to locate themselves along the byway. When constructed of local materials, they also can function as interpretive pieces as well. Mile markers should be developed for the byway and should be designed so that the posts are made of bluestone or concrete with a bluestone veneer that compliments the characteristics at Hawk's Nest. The markers should be located on one side or alternating sides of the road. They should be tied into pamphlets, print advertising and other signage to assist visitors in locating attractions and services.

*The insensitive placement of this guide rail diminishes the integrity of the stone wall at Hawk's Nest. Relocation of guide rail recommended.*



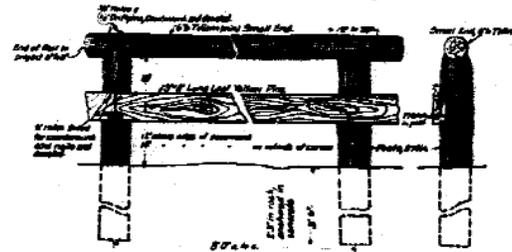


II.B.2.d Encourage and provide the mechanism for ongoing beautification projects

Landscape features such as planted medians, flower baskets and planters, and decorative paving can serve to highlight areas such as gateways, bridges, memorials, visitor attractions and downtown areas. They also can simply beautify the right-of-way and enhance the visitor experience without changing the visual appeal of this rural scenic byway. In areas such as Sparrow Bush, where Route 97 has a large right-of-way, landscaped medians could be established. The many bridges that serve as major points of access onto the byway, including the bridge in Narrowsburg, could be enhanced and highlighted through the use of planters or flower baskets.

Rustic Guide Rail for Route 97

Rustic Timber Guide Railing, Item 32



3. Minimizing Intrusions

II.B.3.a Encourage local communities to adopt regulations and guidelines to manage and plan for wireless telecommunications facilities along the Upper Delaware Scenic Byway

While the need for wireless telecommunication towers is growing, cell towers and other facilities can be designed so they are disguised as landscape features, flagpoles, clock towers and other structures. Locating towers on existing structures such as silos, water towers, and buildings avoids the necessity of a new structure on the landscape. Communities can use property tax breaks, reduced permit fees, and faster processing times as incentives for telecommunication companies to colocate facilities or locate towers in less sensitive areas. Communities across the country have adopted cell tower ordinances that can serve as useful models for local government. *The Planning and Design Manual for the Review of Applications for Wireless Telecommunications Facilities Siting in New York State* provides guidance in addition to a number of websites, including [www.cyburbia.org](http://www.cyburbia.org) (Internet Resources for the Built Environment).

### III. INTERPRETATION AND RESOURCE STEWARDSHIP

#### A. Interpretation

1. *Developing Themes and Interpretation*

##### ACTIONS

III.A.1.a Expand upon the overarching theme for the Upper Delaware Scenic Byway to enhance and educate the traveler about the historic, natural and cultural wonders of this rich area.

##### *Primary Theme*

*The Upper Delaware River is the thread that ties the entire Upper Delaware Scenic Byway together. It has left an indelible mark on the natural features, historic events and communities that visitors experience on the Upper Delaware Scenic Byway*

##### Secondary Themes

##### *A Natural History of the Upper Delaware River Valley*

The Upper Delaware River Valley was carved out millions of years ago, when the soft sedimentary rock that lay in the area was scoured by water and glaciers to create the gorge through which the river now flows. The results are seen in the steep and rocky hillsides that plummet to the river, the tributary streams that tumble to meet it, and the broad floodplains that lie beside it. Not all of the soft rock was swept away, however. Large deposits of it, called bluestone, have been quarried since the 19th century and active quarries still exist today. Upper Delaware River Valley bluestone can be found far from the valley in the sidewalks, steps, and buildings of many cities. The river valley boasts riches of many other sorts as well. Visitors and residents alike share in the wonders of the valley's wildlife and recreational activities. Eagles, songbirds, and large mammals such as deer and bear inhabit the valley and draw wildlife observers from near and far, while fish, eel, and deer provide hunters and anglers with a bounty of sporting opportunities. Sportsmen of other sorts enjoy the steep slopes and broad floodplains of the valley, which make for an enjoyable and challenging bike ride, while those who are more drawn to water can take a ride on the river itself, bouncing through the rapids on rafts or paddling the eddies in canoes.

Sub-Themes might include:

- Geology and Physiography: Natural Forces that Shaped the Valley
- Delaware Valley Bluestone
- Wildlife and Wild Rides: Outdoor Recreation in the Valley

U P P E R D E L A W A R E

### *Early Settlement and Transportation*

The early history of the Upper Delaware River Valley exemplifies the early history of our nation. The region was the frontier for many decades, witnessing conflicts between settlers and Native Americans and the hardships of life in an isolated part of the country. The valley also echoes the struggles of the American Revolutionary War and the footsteps on the path of westward migration. Its transportation corridors tell the story of early travel — from the use of natural waterways and Native American trails as transportation routes to the creation of overland turnpikes and the perils of travel on them.

Sub-Themes might include:

- The Upper Delaware River Valley Frontier
- Revolutionary War Conflicts
- Turnpikes: The Perils of Early Travel

### *Logging and Rafting in the Upper Delaware River Valley*

The steep hillsides that flank the Upper Delaware River provided a rich timber supply for generations of inhabitants of the valley, and they continue to do so today. In the early days of the industry, the easiest way to transport logs out of the valley was to float them downstream. As the business of timber rafting down the river increased, it gave rise to many of the valley's villages, which were established to serve the needs of rafters and are still in existence today despite the decline of the logging industry. The region's hemlock forests once supported a thriving tanning industry as well, but these forest stands were exhausted rapidly and the mills and communities that existed around them abandoned.

Sub-Themes might include:

- Rafting on the Upper Delaware River
- Rafter's Communities
- Hemlock Forests and the Tanning Industry

### *The Delaware & Hudson Canal*

The rich anthracite coal fields of northeastern Pennsylvania gave rise to the Delaware & Hudson Canal, constructed in 1828 to ship the coal that heated New York City. Because the canal was constructed on the Pennsylvania side of the river until it reached Lackawaxen, it had little impact on the valley communities in the north. However, valley communities in New York south of Lackawaxen profited greatly from the canal. Many owed at least some part of their development and prosperity to the business of the canal; Port Jervis was actually laid out by the canal company. Prosperity also came to the region as both new and established industries took advantage of the improved transportation to boost business. However, as rail transport was perfected and gained in popularity, use of the canal declined and then dried up completely.

Sub-Themes might include:

- Canal: Dams, Locks, Weirs
- Canal Towns: Growth Comes to the Valley

S C E N I C B Y W A Y

### *The Erie Railroad*

The construction of the New York and Erie Railroad brought additional prosperity and growth to a wider area of the Upper Delaware River Valley than the canal had before it. Conceived of as an “iron highway” that would link Lake Erie with the Hudson River in Orange County, it reached Port Jervis in 1847, crossed into Pennsylvania just north of there and then reentered New York at Tusten. A catalyst for economic development, the railroad made fast and direct travel to New York City possible and opened up more markets for agricultural and lumber products from the Upper Delaware River Valley. The railroad boosted the local economy through tourism and trade, and spurred the development of small towns all along it.

Sub-Themes might include:

- Fast Transit, New Markets
- Community Growth in the Railroad Era

### *Route 97*

Despite the various transportation routes available through the river valley, its difficult terrain made connecting river communities by road nearly impossible. Even into the early 20th century, no road existed that linked river communities to each other. But in the early 1930s, plans for such a road finally came to fruition. What would one day become Route 97 was envisioned not only as a means of local transportation but more important as a scenic road that would bolster and enhance the burgeoning tourist industry. Before it could become reality, its planners and engineers had to overcome the Great Depression, reluctant land owners, deep ravines, and the sheer cliffs of Hawk’s Nest. The results were spectacular and the road, once called “the most scenic highway in the East,” still lives up to this compliment.

Sub-Themes might include:

- Linking and Shaping a Region’s Communities
- Sharing the Splendors: Promoting the Region’s Scenery
- Gateway to the Upper Delaware Scenic and Recreational River

III.A.1.b Develop an Interpretive Plan that further defines objectives, themes, and resources to be interpreted, the readiness of sites and attractions, the audience, the location of facilities, and the implementation costs and timing

The plan should emphasize authenticity of experience and recognize the importance of native industries such as bluestone mining and logging to the history and settlement of the region. It is particularly important to find ways to interpret the current use of resources and existing industries by creating informative and illustrative displays and material. Living history demonstrations can augment the written word and provide for a more interactive experience.

U P P E R D E L A W A R E

The following resources have the potential to interest visitors. They should be developed, interpreted and promoted:

*A Natural History of the Upper Delaware River Valley*

- Point Mountain – the only free-standing mountain east of the Mississippi
- Wedding of the Waters – where the East and West Branches of the Upper Delaware River meet in Hancock village
- Quarries, especially active ones in Delaware County and the bluestone ledge in Tusten settlement area
- Stone arch bridge in Eldred
- Stone bridge in Hankins
- Upper Delaware Scenic and Recreational River status and recreational opportunities including fishing, kayaking, nature viewing
- Ten Mile River hiking trail
- Eagle viewing
- Glass factory dam in Barryville
- Fishing

*Early Settlement and Transportation*

- Cochection resources – relocated train station, church, and general store; the train station is recommended to be developed into a museum/visitor's center that would provide interpretive material for visitors on the northern half of the byway; in the hamlet of Cochection, interpretive materials could include walking tours and brochures
- Agriculture
- Fort Delaware
- Minisink Battlefield

*Logging and Rafting in the Upper Delaware River Valley*

- Neweiden "ghost town," where a collection of buildings including the Old Excelsior Mill could be used to interpret the tanning and lumber industries; interpretive material could include brochures, panels and interpretive trails
- Historical features in Long Eddy and Hankins need better identification and interpretation; interpretive materials could include walking tours, brochures and signs
- Long Eddy was the only "city" in Sullivan County (Douglass City)
- Skinners Falls has a small concentration of resources

*The Delaware and Hudson Canal*

- Roebling Aqueduct
- Delaware & Hudson Canal and Towpath – numerous canal remains exist along the byway from Minisink south; opportunity for interpretive panels, trails and brochures
- Numerous canal remains in Town of Deerpark, including the canal basin area near Mongaup
- Pond Eddy – bridge, intact canal lock and towpath that extends to the south

S C E N I C B Y W A Y

- Decker's Dock – former canal town near Pond Eddy
- Sparrow Bush – largely intact canal town

*The Erie Railroad*

- Civil War train wreck site and burial site in Barryville
- Montoza Cemetery in Barryville, where bodies of two Confederate victims of the Shohola train wreck are buried
- Port Jervis resources, including: Erie turntable; Tri-State Rock in Port Jervis; Erie Depot Museum; Port Jervis Observatory; Fort Decker
- Callicoon – visitor services node

*Upper Delaware Scenic Byway*

- Hawks Nest – targeted for interpretative and informational signage and promotion
- Views – need to take advantage of the many views through selective clearing and the creation of pull-offs/rest areas
- Cycling appeal – making the route safer for cyclists will enhance it
- Basket Creek views
- Riverside Park in Narrowsburg
- Local festival – Ukrainian Festival, Narrowsburg Film Festival, Jazzfest and RiverFest
- Cultural arts – Delaware Valley Opera and Callicoon onscreen movie theater
- Zane Grey Museum
- NPS ranger station in Lumberland – offers services but is poorly marked
- MacKenzie mansions in Glen Spey
- Future NPS Visitor Center at Mongaup
- Views in City of Port Jervis – to High Point State Park in New Jersey, across the city and river, and to Matamoras Pennsylvania

III.A.1.c Encourage Port Jervis to develop its own interpretive plan due to the city's size and concentration of resources

The city is ideally suited for walking tours, interpretive panels, brochures and living history demonstrations associated with its railroad, canal and tourism history. The city recently hired a downtown and tourism development specialist to attract and retain business in the downtown and promote tourism as an industry. Developing an interpretive plan to identify interpretive opportunities, ways to link sites together, and methods to convey to visitors the depth and significance of Port Jervis' history would be an ideal undertaking for this new position.

III.A.1.d Implement the recommendations of the Interpretative Plan and the Enhancement Concept for the Upper Delaware Scenic Byway through a variety of possible interpretive avenues

U P P E R D E L A W A R E



- Interpretive structures
  - Design and construct interpretive centers and/or incorporate an interpretive exhibit specific to the byway within the Scenic Byway Gateway Center in Port Jervis, as a dedicated space in the National Park Service Mongaup Visitor Center and at Cochection Station
  - Design, construct and install kiosks and wayside exhibits
  
- Interpretive sites
  - Providing for staffing and professional exhibits at the Roebling Bridge, Zane Grey Museum, Ten Mile River, Fort Delaware and Fort Decker, Erie Depot Museum and other sites enhance the limited interpretive facilities at these locations
  - Provide for restoration and development of the D & H Canal Lock 72 and 58 that will interpret the canal era history along the Scenic Byway. The remains at these sites offer tremendous interpretive opportunities. Interpretation by the National Park Service is dependent on annual budget requests for which appropriations vary from year to year
  
- Interpretive media
  - Pamphlets/booklets/children’s travel kits
  - Website
  - Audio and video tapes
  - Visitor guidebook
  - Visitor map(s)
  
- Programmatic interpretive materials that provides for unique ways to interpret the themes and resources
  - First-person narrative/historical accounts
  - Time-lines of history and culture
  - “Did You Know” trivia promotions
  - Input from town historians, historical societies, cultural organizations and town clerks should be sought to build the trivia data

III.A.1.e Utilize local and county historical societies and the National Park Service to help in the interpretation of the thematic focus of the intrinsic qualities

2. *Providing for Quality Assessment*

ACTIONS

III.A.2.a Provide for quality assurance by establishing a procedure for the Upper Delaware Scenic Byway Partnership to certify site and product qualities, after which the site will receive a sticker or plaque indicating approval

The following steps should be taken by the UDSB partnership to create the "Seal of Approval" program and encourage individual sites to participate in the process:

- Develop a set of quality control guidelines that might include theme development, conservation of resources, informative and attractive interpretive materials, media or displays, and innovative products or programming
- Develop site readiness benchmarks that could include hours of operation, sufficient parking facilities, visitor amenities, condition of the resource, levels of staff training, and diversity of programming
- Provide incentive for meeting the guidelines that includes a "Seal of Approval" that could double as a marketing tool. Any project that receives byway funding should be expected to meet these guidelines. Individual sites would submit an application to the Partnership
- Develop the application that will allow the applicant to show how they have met the quality control guidelines and site readiness benchmarks. This development should include a procedure for the Upper Delaware Scenic Byway Partnership to review and award a "Seal of Approval" to the successful candidate
- Design the Seal of Approval

**B. Resource Stewardship**

1. *Protecting and Preserving Resources*

ACTIONS

III.B.1.a Create an alliance between historic and cultural organizations to share information, to build on resource identification and assessment, and to protect resources

III.B.1.b Determine the "carrying capacity" of sites so that they do not become overused

Natural resources are susceptible to the impacts of too many visitors. This is particularly true for eagles, a significant attraction along the Upper Delaware Scenic Byway. Education and public outreach about respecting resources is critical to the long-term stewardship of the byway attractions. A "leave only footprints" philosophy should be encouraged and promoted so visitors can enjoy nature without damaging it.

Historic resources can be protected and maintained by residents and other stakeholders if technical assistance, information publications and signs for visitors about respecting the resources are made available.

III.B.1.c Develop educational materials and technical assistance programs for communities, residents and visitors on resource protection and value

III.B.1.d Provide technical assistance and other support to communities considering local land use controls and/or initiatives that could help retain the qualities of the byway. This could be accomplished by:

- Developing design guidelines for buildings, landscaping and streetscaping that town planning boards and councils could, if they choose, incorporate in their site plan review criteria for projects along the Upper Delaware Scenic Byway
- Establishing a Design Advisory Committee to offer guidance upon request to towns and individual property owners on such matters as new construction, renovation, roadside features and signs located along the designated corridor
- Developing a model overlay zone, similar to those already employed in the town of Tusten and within various local land use regulations in the corridor, that would incorporate simple and practical standards for signage, setbacks, building height and mass, location of parking and other items towns might seek to guide along the byway

III.B.1.e Encourage the protection and preservation of the byway's intrinsic qualities through voluntary efforts

- Foster voluntary resource protection by private property owners through public outreach measures by the Partnership, publication of educational materials, and holding events, such as an annual Byway Beautification Day where communities can work on a project or projects collectively and volunteers are rewarded with food, refreshments and music
- Encourage land preservation through conservation easements or donations by building a partnership with existing organizations such as the Delaware Highlands Conservancy
- Identify and support owners of eligible properties to list them on the National Register of Historic Places
- Enlist community and financial support for the preservation and restoration of heritage resources including:
  - Standard Oil Pump House near Skinners Falls
  - Cochecton Station (work with the Cochecton Preservation Society)
  - Old Excelsior Mill in Neweiden



*Erie Railroad Turntable in operation*

- D&H Canal remains (work with the D&H Canal Transportation Heritage Council)
- Mongaup Cemetery
- Hawk’s Nest
- Encourage local industries and private developers to support the byway’s goals through “place-sensitive” design and good site planning practices that protect and/or minimize impacts on the byway’s intrinsic qualities and help retain the scenic, rural character of the landscape along the route

III.B.1.f Enhance the access to and site design around the Erie Railroad Turntable in Port Jervis

The Erie Railroad Turntable in Port Jervis is the oldest operating turntable in the United States, and has undergone significant restoration work over the past several years through the generous support of the city and local donors. However, access to the site is extremely poor. Vehicles and pedestrians must cross a large shopping center parking lot to reach the site. Located between the parking lot and a vast area of industrial wasteland, the turntable is virtually indistinguishable from its surroundings. A single interpretive panel describing the significance of the turntable has been erected. The overall effect is that visitors who are unfamiliar with the turntable have difficulty locating it and, when they do find it, are greeted with an unattractive setting in which to experience the turntable.

*Erie Railroad Turntable, Port Jervis*



Creating a more attractive setting for the turntable, which is situated on a one-acre parcel owned by the city, could be easily accomplished. At the same time, it will be important to retain the railroad motif and the ability for trains to utilize the turntable. Enhanced landscaping around the site, which could include shade trees, benches, lighting and grassy areas, could create a park-like atmosphere that would be welcoming to both visitors and area residents. These types of enhancements also would help to form a “beacon” that sets the turntable off from the end of the parking lot and the surrounding open industrial area, providing visitors who are following the directional signs to the turntable with visual cues as to where the turntable is located. In keeping with the railroad motif, rebuilding a full or partial replica of a roundhouse could provide a covered area to host school groups or special events related to the turntable and railroad. Rolling stock also could be housed on site and could be used for

*Campfields Bluestone*



demonstrations on how the turntable works. Interpretive programming and materials such as this should be linked to and coordinated with that of the Erie Depot Museum in Port Jervis. Incorporating a visitor center for the byway with this significant interpretative site could be very beneficial. It could be more cost effective and create a major tourist attraction for visitors to the byway and a great place to begin their journey. Detailed site development plans for all of these enhancements would need to be drawn up and additional land acquired to adequately develop this into a quality interpretative site.

If the city pursues redevelopment of the land surrounding the turntable, it should ensure that the railroad right-of-way and turntable parcel are maintained, accessible and protected from inappropriate development.

## *2. Retaining Bluestone Resources*

- III.B.2.a Ensure that the continued viability of the bluestone mining industry is not impaired as a result of scenic byway designation

Quarry activity conducted using sound management practices of the industry should, for environmental review purposes under the State Environmental Quality Review Act or other state or local regulations, be recognized as an industry of long standing and substantial economic importance within the byway corridor, having existed within the corridor since the 1860s if not earlier. The industry employs large numbers of people and its leaders are active participants in the communities up and down the byway, contributing to its social and economic vitality and, therefore, supporting one of the goals of the Upper Delaware Scenic Byway. The bluestone industry also offers distinct opportunities for historic and cultural interpretation consistent with the purposes of the byway. Indeed, the use of this native material should be specified in the design of byway features and projects. As such, quarrying presents no inherent conflicts with byway establishment or maintenance and should not be subjected to any greater tests within the corridor than outside it. However, each community is encouraged to work with business leaders and industry associations to minimize the impact on the aesthetic qualities and resources of the byway corridor.

- III.B.2.b Establish a partnership with the New York Bluestone Association and if appropriate, invite them to participate as a nonvoting member of the Upper Delaware Scenic Byway Partnership

## IV. TOURISM DEVELOPMENT, MARKETING AND PROMOTION

### A. Tourism Services

#### 1. *Establishing Tourism Priorities*

##### ACTIONS

##### IV.A.1.a Extend visitation to the shoulder seasons to achieve visitation year-round

Year-round visitation can be accomplished by dividing promotional activities into seasons and targeting audiences within those seasons, such as:

Winter – bald eagle viewing, snow sports, ice fishing, Christmas tree farms

Spring – fishing, hiking, bird watching

Summer – water recreation, antiquing, festivals, camping

Fall – foliage, hunting, cider mills

Develop a variety of businesses and diversions to appeal to the widest array of potential visitors to help extend the seasons in which visitors will come to the byway.

##### IV.A.1.b Undertake a visitor services study to determine the adequacy and readiness of existing dining and lodging establishments to accommodate current and anticipated visitors given their numbers and variety of preferences. In this study:

- Explore options for the collective promotion of dining and lodging establishments
- Evaluate the reasonable distance that travelers would travel off the Byway to stay or eat (a 15-minute drive is a recommended threshold) and the quality and number of existing establishments within that distance

Dining and lodging were identified as the two primary concerns of travelers today and studying the potential for increasing the number of quality establishments to augment existing facilities is essential in the development of visitor services along the byway

The need for a major hotel in the city of Port Jervis also was identified. Efforts should be made to encourage private development to fill the gap in lodging here and elsewhere, as needed.

## 2. *Providing Tourism Services and Activities*

### ACTIONS

#### IV.A.2.a Support the development of increased shopping opportunities and other diversions that appeal to tourists

A number of services and activities were identified as being needed along the byway. The development of these and other visitor services and amenities will be market driven.

- Additional general stores with retail merchandise to provide shopping diversions for the traveler and revenue for the community.
- Non-water-based recreational activities, such as additional hiking trails, nature programs and outdoor adventure opportunities. The remains of the D&H Canal towpath present a good opportunity to establish a much-needed trail that appeal to all levels of hikers. Such projects already have been undertaken in Port Jervis and by the National Park Service in the Minisink area. Extending the use of these and other trails for cross-country skiing would expand winter activities.

—Statistics from the National Park Service show that visitor use varies based upon the weather and the demand for water-based recreation activities. This may indicate a need for more non-water-base recreational activities

- An Eagle Interpretive Center

—A site feasibility study should be undertaken to locate an eagle interpretative center along the Byway. The center should be planned to contain an observation area, public bathrooms and a gift shop. It could possibly be housed in the NPS Mongaup Visitor Center or eagle viewing area

#### IV.A.2.b Encourage every community along the Upper Delaware Scenic Byway to develop a visitor-oriented informational kiosk that incorporates a standard, recognizable byway logo or theme

- Kiosks erected in each community should fit within the overall plan for byway information and interpretation. Part of this plan will identify key locations for the kiosks so that they are evenly distributed and avoid duplication of efforts. Every community should be encouraged to participate and determine the best site for their sign.



- Kiosks should be stocked with brochures and pamphlets for area services and businesses, and should also contain fixed informational displays. Public telephones and restrooms should be considered as part of the design for these facilities.
- Possible kiosk locations include: Hancock (2); French Woods; Long Eddy; Hankins; Callicoon; Cochection; Narrowsburg; Minisink Ford; Barryville; Pond Eddy; Hawk’s Nest; Sparrowbush; Port Jervis (2); National Park Service Visitor Center (future)

IV.A.2.c Establish a network of visitor information sources so that byway visitors can conveniently access the services that they need

The NPS Mongaup Visitor Center or another site within the city of Port Jervis will serve as the major information center for the byway and as a major facility for providing interpretive material about the Upper Delaware River Valley resources. The Upper Delaware Scenic Byway Partnership should work closely with the National Park Service to integrate a dedicated space for an Upper Delaware Scenic Byway Gateway Center or exhibit area. The proposed 10,000-square foot facility may be limited in providing adequate space for the Scenic Byway Gateway due to the program requirements established in the legislation that provided the funds for this facility. The Upper Delaware Scenic Byway Partnership should also investigate with the city of Port Jervis an alternate site that might be able to handle staffing in addition to a short interpretive film that might be shown, exhibits and other visitor information and interpretative materials.

Additional satellite information centers should be investigated in the Village of Hancock and Cochection Station in addition to each of the byway communities where kiosks can provide local and byway information.

Possible information sources that could be developed to augment the kiosks include:

- Visitor guidebook and map of the byway
- An 800 number for information and reservations
- AM radio travelers information service
- A Scenic Byway office (possibly in the NPS Mongaup Visitor Center)
- Website with links to local tourism organizations (see page?)

IV.A.2.d Locate public restrooms along the byway at all major wayside pull-off areas including Cochection Station, one or more Eagle Viewing Areas, Basket Creek and Hawk’s Nest in addition to the NPS Mongaup Visitor Center and Ranger Station in Lumberland and satellite welcome centers in the city of Port Jervis and the village of Hancock.

Providing public restrooms for the convenience and comfort of byway visitors is essential. The construction of restrooms could be funded through various sources. Maintenance of the restrooms could either be taken on by the local jurisdictions, or this service could be contracted out to a local company. Liability issues may discourage some communities without a formal department of parks and recreation or public works to participate in this effort, so ways to minimize liability should be explored as well as funding sources to properly equip and maintain an attractive facility.

#### IV.A.2.e Enhance local park facilities along the byway

Local parks are points of community pride and needed gathering spaces, but they also provide visitors with places to get out of the car, stretch their legs, have a picnic, enjoy the local scenery or let the children burn off some steam. Parks can be ideal places to incorporate interpretive panels that describe the history of the area and its attractions. Narrowsburg's Riverside Park should be supported for this purpose, as should improvements such as picnic tables, trails, parking and trash receptacles at the Hankins Stone Arch Bridge Park and Elks-Brox Park in Port Jervis.

#### IV.A.2.f Support expanded cultural arts programming along the byway to take advantage of the local artistic community and provide a diversity of visitor attractions/events

The Upper Delaware Valley has attracted many artists in recent years indicating a tremendous opportunity to showcase their talents to byway visitors. Expanding cultural arts programming at local galleries, theaters and through organizations such as the Delaware Valley Arts Alliance will help bring exposure to local artists and also provide byway visitors with a greater diversity of things to do. New events that could be sponsored by the Upper Delaware Scenic Byway Partnership or one of the byway towns could include:

- A concert series on the Upper Delaware River
- An environmental art festival
- Establishing a "One Percent for Art" program for projects along the byway could also further integrate the arts into the community. Such a program, which requires that one percent of a development project's budget be devoted to providing public art on site, could be used for private projects located along the byway

## **B. Marketing and Promotion**

### *1. Marketing the Byway*

#### **ACTIONS**

IV.B.1.a Undertake a marketing study specific to the Upper Delaware Scenic Byway Corridor that verifies the accuracy of previously identified target markets for the region

- Potential target areas might include:
  - Local residents and business people
  - New York and New Jersey metropolitan area
  - Visitors who arrive via Route 17, an east/west travel route, according to a 1996 Syracuse University study, which showed 87% of the visitors arrive from the north at Port Jervis and 2% from Route 17
  - Travelers on major transportation routes including Route 17, I- 81, I-84 and I-87
  - Philadelphia metropolitan area and Pennsylvania in general
  - Regional residents (Orange, Ulster, and Essex Counties in New York, Wayne and Pike Counties in Pennsylvania)
  - International, especially Asian travelers
  
- Potential visitor types:
  - Families and groups
  - Second-home owners
  - Year-round residents
  - Leisure travelers
  - Women

IV.B.1.b Seek professional expertise in the development and implementation of the marketing strategy outlined in the Enhancement Concept for the Upper Delaware Scenic Byway

The implementation of the marketing strategy should focus on making the byway a year-round destination. It is critical that the marketing approach explore solutions that will entice visitors for longer stays, including weekdays. Current visitation is often just on the weekends.

IV.B.1.c Develop marketing and outreach avenues

- Create and update an interactive website
- Provide links to other websites to establish cross- promotional opportunities
- Garner sponsorship from local associations and the media
- Explore advertisements in print media
- Establish a group that will be responsible for marketing and promoting the byway, possibly a subcommittee of the Byway Partnership

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2. *Promoting the Byway*

ACTIONS

IV.B.2.a Improve and enhance underdeveloped sites and attractions identified under site readiness so they are prepared for promotional efforts and visitation by travelers along the byway. Sites include, among others:

- Cochecton Railroad Station
- Fort Delaware
- D & H Canal structural remains
- Former or existing bluestone quarries
- Port Jervis railroad turntable
- Fort Decker

IV.B.2.b Provide for promotional activities to advance the marketing of the byway

- Reinforce the Upper Delaware Scenic Byway identity through promotional materials, signs, and other affiliated objects or events. Two slogans that could be used in conjunction with the byway's name were suggested:- "97 Reasons to Come" or "Meet Us on the Byway"
- Arrange for group tours, year-round events and tourism packages (package museums, hotels, restaurants and programs) to be incorporated into the marketing plan
- Identify cross-promotional marketing opportunities that link the Upper Delaware Scenic Byway with other byways, trails, and regional attractions, which can be promoted as side and loop trip options
- Promote the diversity of activities available along the byway and the uniqueness of the absence of malls or large amusement parks. Local street fairs and church dinners should also be factored into the services and attractions that provide the traveler with a simple and back-country byway experience
- Establish a bus or rail tour for the byway to include stops at key attractions and byway communities

IV.B.2.c Develop promotional materials to promote sites and services collectively including:

- An attractive and informational booklet that emphasizes the diversity of activities found along the byway and includes a calendar of events



- Multi-media materials including a website, interactive kiosks, CD-ROMs, signage and brochures
- Promotional materials should focus on niche markets that could include:
  - Historic and cultural travelers
  - Birders
  - Recreational enthusiasts; fishermen; hunters; golfers
  - Jazz and opera fans
  - River users; watercraft users
  - Campers
  - Antique shoppers

**V. MANAGEMENT STRUCTURE AND PUBLIC INVOLVEMENT**

**A. Management Entity**

*1. Establishing the Management Entity*

**ACTIONS**

V.A.1.a Provide for interim management of the Enhancement Concept for the Upper Delaware Scenic Byway until the Upper Delaware Scenic Byway Partnership (management entity) is established

In order to facilitate implementation of the Enhancement Concept until a formal management entity is established, short-term management of the plan should be taken on by the Sullivan County Planning Department and the Scenic Byway Committee. The Scenic Byway Committee will review project and grant proposals based on established criteria (see below). Additionally, staff from the planning departments in Orange, Sullivan and Delaware Counties should be appointed to assist in byway efforts. Staff should supply every byway community with quarterly updates on progress and provide recommendations to the Scenic Byway Committee. Sullivan County Planning Department staff will assist in the preparation of grant applications until the management entity is established and staff member(s) hired.

V.A.1.b Establish a not-for-profit 501(c)(3) management entity, similar to the Upper Delaware Council, to implement the Enhancement Concept

The Upper Delaware Scenic Byway Partnership will have as its membership a representative from every town plus the city of Port Jervis and the village of Hancock, provided they sign on to the Scenic Byway initiative. This would yield a total membership of between 9 and 11 members. Nonvoting members should represent the New York State Department of Transportation, Upper Delaware Council, the Sullivan County Visitors Association, Orange County Tourism and the New York Bluestone Association as well as others that might

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be identified by the management entity at a later time. Monthly meetings will be held for the first six months, after which quarterly meetings will be held to provide policy and set direction for the staff.

## 2. *Management Entity Responsibilities*

### ACTIONS

V.A.2.a Immediately upon establishment, the Upper Delaware Scenic Byway Partnership will use the Enhancement Concept to update and refine projects and their priority and prepare grants to support its implementation

The primary function of the Upper Delaware Scenic Byway Partnership will be to facilitate implementation of the Enhancement Concept through byway community involvement. Many of the implementation decisions, policies and projects will be made by the individual communities.

In order to establish themselves and begin the Enhancement Concept implementation process, the Upper Delaware Scenic Byway Partnership also will be responsible for adopting articles of incorporation, hiring a part-time or full-time executive director and/or other staff as needed (including writing job descriptions, advertising the positions and conducting interviews), and administering staff salaries and work. They also will need to establish criteria upon which to base the review of project proposals for grant submissions. Criteria will be developed from the goals outlined in the Enhancement Concept. Additionally, the management entity will be responsible for preparing and updating an implementation timeframe.

## 3. *Management Entity Goals*

### ACTIONS

V.A.3.a Short-term goals are the establishment of the UDSB Partnership, securing grant funding for projects, and administering implementation of the Enhancement Concept at the local level

V.A.3.b Long-term goals are continued implementation of the Enhancement Concept, providing improved river access and rest areas, and creating a viable tourism economy for the byway communities

V.A.3.c Hold quarterly SBC meetings as the interim management entity with support from the Sullivan County Division of Planning; the Upper Delaware Council; the NYS Department of Transportation; and the National Park Service

## **B. Ongoing Public Involvement**

### *1. Phase II Designation*

#### ACTIONS

V.B.1.a SBC members will continue to work toward resolution of remaining and to gain full support for designation in Delaware County. The SBC is also prepared to complete the nomination and any other requirements for designation

### *2. Information Distribution*

#### ACTIONS

V.B.2.a Post future meeting notices in visually prominent locations such as libraries, post offices and grocery stores in each byway community through a distribution plan that utilizes the SBC members as the point of contact

V.B.2.b Continue coverage of the scenic byway through press releases to local papers, especially the *River Reporter* to provide notices of future meetings, events or activities for the Upper Delaware Scenic Byway

V.B.2.c Write and distribute articles on byway events and activities to the Sullivan County Planning Office, the Upper Delaware Council, the Minisink Valley Historical Society, and the Lumberland Republican Club among others local newsletters or organizations to keep people informed about the Upper Delaware Scenic Byway.

V.B.2.d Continue to make upcoming meeting notices or other announcements available in HTML format so that this information can be uploaded to local servers

### *3. Stewardship-building*

V.B.3.a Use regular public and professional meetings attended by SBC members to speak about the Upper Delaware Scenic Byway to keep the public apprised of the project, to establish new partnerships, and to build support

V.B.3.b Continue to elicit and build partnerships with individuals, private organizations and public entities that can provide valuable resources toward the implementation of the Enhancement Concept for the Upper Delaware Scenic Byway

## **VI. FINANCIAL RESOURCES**

### **A. Possible Funding Sources**

#### ACTIONS

- VI.A.1 Build an understanding of the program requirements of potential project funding sources and establish relationships with them in order to pursue financial and technical assistance for the implementation of priority projects
- VI.A.2 Seek funding from local, state and national sources for operational expenses to establish the Upper Delaware Scenic Byway Partnership and hire staff
- VI.A.3 Encourage and work with NYSDOT to include the safety improvements as well as pedestrian, bicycle, and vehicular enhancements for Route 97 as future capital improvement projects in budget line items

### **B. Support and Partnerships**

#### ACTIONS

- VI.B.1 Foster support for the byway from local and state legislators, and encourage their financial support through the inclusion of project line items in the state budget
- VI.B.2 Work with tourism organizations to promote and/or fund the byway and its projects
  - Explore the possibility of developing joint promotional campaigns or receiving funding from:
    - Empire State Development and their I love NY campaign
    - Sullivan County Visitor's Association
    - Orange County Tourism
    - Pennsylvania Route 6 Tourist Association
    - Pocono Mountain Vacation Bureau
    - Other private and public partners
- VI.B.3 Foster partnerships with the following for technical assistance, and to leverage resources and collaborate on projects:
  - U.S. Department of the Interior: National Park Service
  - U.S. Department of Agriculture: Natural Resources Conservation Service – Environmental Quality Incentives, Wetland Reserve and Wildlife Habitat Programs; Technical Assistance, Cooperative Extension Service
  - U.S. Department of the Interior: Fish and Wildlife Service
  - NY State Department of Commerce
  - Empire State Development
  - NY State Department of Transportation
  - NY State Department of Environmental Conservation

S C E N I C B Y W A Y

Other partners:

- Counties of Orange, Sullivan and Delaware
- City of Port Jervis
- River Reporter
- Town of Cochecton
- Town of Deerpark
- Town of Delaware
- Town of Fremont
- Town of Hancock
- Town of Highland
- Town of Lumberland
- Town of Tusten
- Upper Delaware Council
- Village of Hancock
- Upper Delaware Heritage Alliance
- NY Bluestone Association
- Pennsylvania Route 6 Association
- Chamber of Commerce(s)
- Conservation Organizations
- Historical Societies

## **VII. DESIGN COMPENDIUM**

### *1. Develop a Design Corridor Approach for the Upper Delaware Scenic Byway*

People drive scenic byways and visit byway communities because they offer a unique and alternative driving experience. Regional characteristics define distinctive qualities in the scenery one passes through, in the local culinary items and in the cultural traditions of a region. These features are what make scenic byways special. Sustaining their integrity will assure that residents and visitors alike continue to enjoy what the Upper Delaware Scenic Byway has to offer.

Implementing the recommendations of the Enhancement Concept that encourages innovative planning and design. Undertaking a unified approach to future development along the Upper Delaware Scenic Byway can tie independent resources and communities without compromising unique characteristics that each place holds. It can also maintain the distinctive and picturesque experience the byway traveler anticipates. Creating continuity maintains the individual characteristics of the region and its settlements while guiding travelers along the route and through the byway communities. This effect can be shaped by applying design standards for features in the right-of-way and along the roadside. Encouraging new and existing development to adhere to higher standards that reflect the regional character, embrace special places, and protect the intrinsic qualities will enhance the byway corridor for its residents and visitors.

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*Barn and stone wall at the National Park Service Ranger Station*

The Town of Tusten has taken this approach to development by adopting a scenic overlay district, which applies to a corridor 250 feet wide on either side of the Route 97 right-of-way. Within the district, buildings are required to be 20 feet or less in height; minimum front yards are increased by 50%; no more than 60% of the vegetation can be removed unless in a Residential Business zone; and all uses except residential are considered Special Uses.

If each byway community adopts a design corridor approach for Route 97, then meeting the goals of the byway initiative will be easy. The process should involve local review and approval. It could also establish a procedure for providing technical assistance and practical information to guide property owners on a local basis. Communities with little or no zoning and development review process are encouraged to consider voluntary design initiatives by using the Enhancement Concept, the Upper Delaware Scenic and Recreational River Design Handbook, or other websites, publications, organizations, and professional consultants that provide design guidance. Additional design studies can be developed to illustrate preferable development patterns.

## *2. Design Elements*

The following compendium suggests some design elements that should be considered in establishing a set of standards for byway features. It draws from examples along the Upper Delaware Scenic Byway and other byways to illustrate these ideas.

### VII.2.1 Regional Character

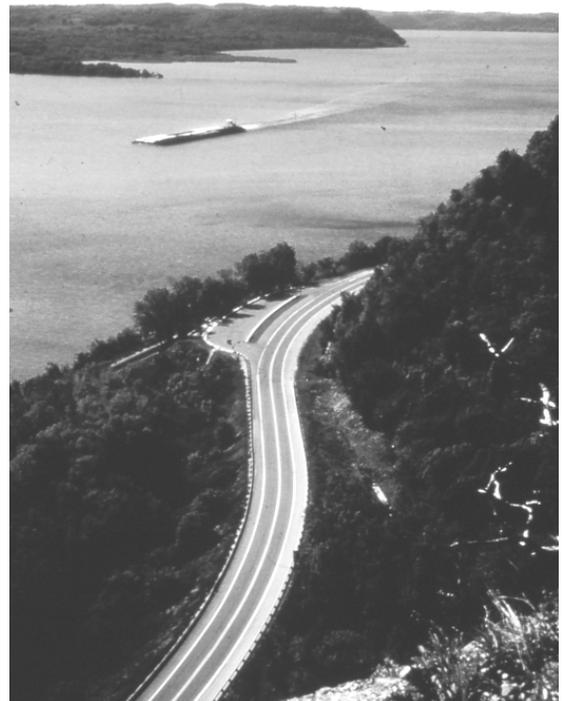
Each byway offers unique possibilities. Byway visitors seek routes that take them off the beaten path, distinctive qualities and special places that create a memorable experience. To fulfill this expectation, it is important to gain an appreciation for those resources that make the Upper Delaware Scenic Byway different from other places and to identify those characteristics that make it so. Local architectural styles, settlement patterns, native vegeta-



*Long Eddy Settlement 2001*



*New scenic pull-off on the Great River Road*





*Interpretive and Scenic pull-off on the New York Seaway Trail*

tion, and other indigenous qualities suggest a design palette and site planning techniques that can be applied to state and municipal capital projects, and new construction or building renovation by private developers.

### *3.Design Application*

#### VII.3.1 Design Application - Pull-off Areas

The proposed interpretative and scenic pull-out areas for the Upper Delaware Scenic Byway recommends that native materials are used in byway features. A detailed site plan will need to be prepared for each proposed wayside but a few common elements were illustrated in a design concept (refer to page\_). A few examples of wayside pull-off areas that make use of native building materials and a context-driven site design.

*Finding ways to make interpretation fun will enhance the visitors experience.*



#### VII.3.2 Design Application - Wayside and Interpretative Exhibits

Interpretation is key to broadening the experience of the traveler. Without interpretation, local lore, native plants, and area history can easily be overlooked. Interpretation is sometimes referred to as recreational learning because when people are going to a park, vacationing, or boating they do not want to work.

In a recent survey by the U.S. Forest Service and the National Scenic Byways Resources Center, the findings indicated that structures found to be most effective in motivating visitors to stop were larger and had more color. Also, structures that had contrast and complexity were preferred. Wayside and interpretative exhibits for the Upper Delaware Scenic Byway should be eye-catching, informative and fun.

#### When to Use a Wayside Exhibit

- If there is a story to be told.
- If intrinsic qualities or events need an explanation.
- If enough visitors are expected at a site.

*Hanging sign at a Callicoon Restaurant*

- If it is safe and convenient for people to stop.
- If it does not detract from the site or the intrinsic quality.

### VII.3.3 Design Application - Kiosks and Visitor Services

Kiosks, interpretative panels, and other structural devices offer the traveler information and educational interest while other structures provide visitor services. These facilities should provide for ease of movement and a more enjoyable experience for the traveler along the byway.

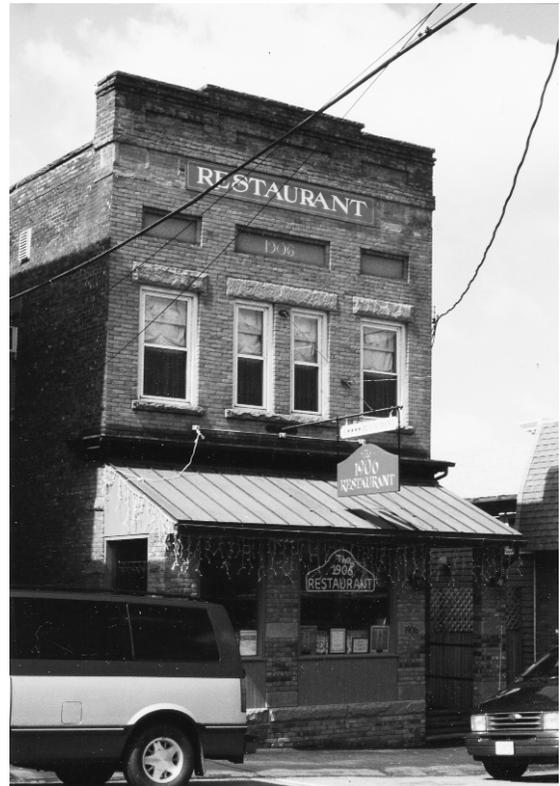
### VII.3.4 Design Application - Signs

Incremental installation of signs eventually can lead to a proliferation of signs that no longer result in communicating or attracting attention. It is important to prepare for the need to advertise, identify, and inform people of the businesses along the byway. Size, materials, and color are several elements that can affect the appearance of the sign. In addition, the number and location of signs can impact the roadside landscape and detract from the traveler's appreciation of the byway's intrinsic qualities. Signs can be attractive and informative when sensitively designed and placed in the landscape. Use of one sign to indicate visitor services (gas, food, lodging) can replace numerous individual signs.

### VII.3.5 Design Application - Gateways

Creating a sense of arrival is a powerful technique for building excitement and anticipation for byway visitors. Making the traveler feel welcome and a sense that they have arrived is the first step in holding their interest. The Village of Hancock and the City of Port Jervis are the gateways to the Upper Delaware Scenic Byway.

Enhanced landscaping, paving treatments, banners and attractive signage can help to create a sense of arrival. Clock towers, statues, sculpture and water features can also enliven and attract the attention of the traveler while a access to visitor information and services help to make the traveler feel welcome.



*Roebing Inn*



Potential Funding Sources

Source Name	Web Page	Phone	Agency/ Organization	Region Served	Qualifying Projects/Fields of Interest	Funding Dollars	Application Deadlines
SOURCE TYPE: FEDERAL							
<b>EPA-EEG:</b> Environmental Protection Agency - Environmental Education Grant Program	<a href="http://www.epa.gov/ocepa111/NEMS">www.epa.gov/ocepa111/NEMS</a>	202-564-0443	Office of Environmental Education	National	Environmental education projects that enhance the public's awareness, knowledge and skills to make informed decisions that affect environmental quality	\$2-3 million annually Projects under \$25,000 awarded by regional office, with most being under \$5,000	15-Nov
<b>FHWA-TE:</b> Federal Highway Administration - Transportation Enhancements	<a href="http://www.fhwa.dot.gov">www.fhwa.dot.gov</a>	Scenic Byways: 518-457-4460, Region 8: 845-431-5824, Region 9: 607-721-8167	New York Department of Transportation	National	Transportation-related activities designed to strengthen the cultural, aesthetic, and environmental aspects of the intermodal transportation system	10% of Surface Transportation Program (approximately \$580 million FY02)	varies
<b>FHWA-NSB:</b> Federal Highway Administration - National Scenic Byways					Discretionary grants for planning, designing, and developing byways and state scenic byway programs	\$25.5 million FY02	
<b>FHWA-BPP:</b> Federal Highway Administration - Bicycle and Pedestrian Paths					Projects to make bicycling and walking safer and more viable means of travel	Eligible for funds through National Highway System, Surface Transportation Program, Scenic Byways, and Recreational Trails Program	
<b>FHWA-RTP:</b> Federal Highway Administration - Recreational Trails					Creation and maintenance of recreational trails	\$50 million FY02	
<b>FHWA-TCSPP:</b> Federal Highway Administration - Transportation and Community System Pilot Project					Projects that improve the efficiency of the transportation system, reduce the environmental impacts of transportation, and ensure efficient access to jobs, services, and centers of trade	\$25 million FY02	
<b>HUD-CDBG:</b> U.S. Department of Housing and Urban Development - Community Development Block Grant Program	<a href="http://www.hud.gov">www.hud.gov</a>	202-401-0388 NYC: 212-264-8000	HUD	National	Community development projects aimed at neighborhood revitalization, economic development, and public facilities * Must serve a majority of low- and moderate-income people	varies	varies

Potential Funding Sources

Source Name	Web Page	Phone	Agency/ Organization	Region Served	Qualifying Projects/Fields of Interest	Funding Dollars	Application Deadlines
IMLS: Institute of Museum and Library Services	<a href="http://www.ims.gov">www.ims.gov</a>	202-606-8536	Institute of Museum and Library Services	National	<p>IMLS offers funding through their General Operating Support, Museum Assessment Program, Conservation Project Support, Conservation Assessment Program, and National Leadership Grants for Museums</p> <p>* General Operating Support is offered to enhance educational services, strengthen collections care, and raise funds from other sources</p> <p>* The Museum Assessment Program (MAP) is administered through the American Association of Museums and provides Institutional Assessments, Collections Management Assessments, Public Dimension Assessments, and Governance Assessments. The Public Dimension Assessment "addresses how the museum is communicating with its audience and community. [The focus is on] programming, exhibits, visitor service, public relations, and marketing."</p> <p>* Conservation Project Support helps museums identify conservation needs and priorities and perform activities to ensure the safekeeping of their collections</p> <p>* The Conservation Assessment Program is administered through Heritage Preservation and provides a general conservation assessment of the museum's collections, as well as its environmental conditions, policies, and procedures relating to collections care</p>	<p>* General Operating Support: up to \$112,500</p> <p>* MAP: varies</p> <p>* Conservation Project Support: up to \$50,000 (up to \$75,000 for exceptional projects and up to \$10,000 in additional funds for education component)</p> <p>* CAP: varies</p> <p>* National Leadership Grants for Museums: \$15,000 - \$500,000</p>	<p>General Operating Support: January 15</p> <p>MAP: November 1; March 15</p> <p>Conservation Project Support: October 15</p> <p>CAP: December 1</p> <p>National Leadership Grants for Museums: March 1</p>
NEA: National Endowment for the Arts	<a href="http://www.arts.gov">www.arts.gov</a>	202-862-5400	National Endowment for the Arts	National	<p>Organization Grants for: Creation and Presentation; Planning and Stabilization; Heritage and Preservation; and Education and Access</p> <p>* Heritage &amp; Preservation grants for the "conservation of highly significant works or collections of art, artifacts or designed elements, or of cultural traditions or practices"</p> <p>* Education grants for projects that use the original works of art as crucial elements of arts education projects, including exhibitions, training, and professional development</p>	\$5,000 - \$20,000	14-Aug
NEH: National Endowment for the Humanities	<a href="http://www.neh.fed.us">www.neh.fed.us</a>		National Endowment for the Humanities	National	<p>Relevant programs focus on Preservation and Access, Public Programs, and Education Development</p> <p>* Preservation and Access Grants support projects that preserve and make available resources for humanities research, education, and public programming</p> <p>* Public Programs Consultation Grants support initial planning for humanities programming for the general public</p> <p>* Public Programs for Libraries, Museums, or Special Projects: Projects in Museums and Historical Organizations are based on interpretive exhibitions-both long-term and traveling-on the interpretation of historic sites, and on other exhibition projects that complement museum collections, such as catalogs, public symposia, and websites; Special Projects typically use a combination of programming formats and take place at diverse venues regionally or nationally. Such projects may include reading or film discussion series, lectures and symposia, as well as ancillary exhibits, publications, brochures, or websites.</p> <p>* Public Programs Media Projects support the production of humanities-focused radio and television broadcasts, as well as supporting digital media such as DVDs and interactive websites.</p>	<p>* Preservation and Access: varies</p> <p>* Consultation Grants: up to \$10,000</p> <p>* Public Programs for Libraries, Museums or Special Projects: maximum \$40,000 for planning, maximum \$300,000 for implementation</p> <p>* Media Projects: maximum \$30,000 for planning, average \$60,000 for scripting, maximum \$400,000-\$800,000 for TV production and \$60,000-\$200,000 for radio production</p> <p>* Education Development: \$10-25,000 for Humanities Focus Grants, maximum \$250,000 for National Education Projects</p>	<p>* Preservation and Access: July 1</p> <p>* Consultation Grants: September 11</p> <p>* Public Programs for Libraries, Museums and Special Projects: November 1 for Planning only, February 1 for Planning and Implementation</p> <p>* Media Projects: November 1 for Planning only, February 1 for Planning, Scripting, and Production</p> <p>* Education Development: April 15 for Humanities Focus Grants, October 15 for National Education Projects</p>
NHPRC: National Historical Publications & Records Commission	<a href="http://www.nara.gov/nhprc">www.nara.gov/nhprc</a>	202-501-5610	National Historical Publications & Records Commission	National	<p>Projects collecting, describing, preserving, compiling, and publishing (including microfilming and other forms of reproduction) documentary sources significant to the history of the United States and making them available to the public</p>	up to \$10 million annually	June 1, October 1

Potential Funding Sources

Source Name	Web Page	Phone	Agency/ Organization	Region Served	Qualifying Projects/Fields of Interest	Funding Dollars	Application Deadlines
<b>NPS-HPF:</b> National Park Service - Historic Preservation Fund	<a href="http://www2.cr.nps.gov/hpt/hpf-fund">www2.cr.nps.gov/hpt/hpf-fund</a>		Office of Parks, Recreation and Historic Preservation	National	Preservation activities carried out through the State Historic Preservation Office, which works with local communities to achieve preservation goals	varies	varies
<b>NPS-NCPTT:</b> National Park Service - National Center for Preservation Technology and Training	<a href="http://www.ncptt.nps.gov">www.ncptt.nps.gov</a>	318-357-6464	National Center for Preservation Technology and Training	National	Preservation Technology and Training Grants fund training, technology, information management, and basic research in all related historic preservation fields	\$30,000-\$40,000	1-Feb
<b>UDC-EDA:</b> U.S. Department of Commerce - Economic Development Administration	<a href="http://www.doc.gov/eda">www.doc.gov/eda</a>	Philadelphia Regional Office 215-597-4603	Economic Development Administration	National	* Public Works Development Facilities Program: helps distressed communities attract new businesses and industry; includes assistance with sustainable development and brownfields redevelopment * Economic Adjustment Program: helps states and local areas design/implement strategies for facilitating adjustment to changes in their economic situation that are causing or threaten to cause serious structural damage to the underlying economic base, including loss of industry		contact local Economic Development Representative
<b>USDA - NRCS</b>	<a href="http://www.nhq.nrcs.usda.gov">www.nhq.nrcs.usda.gov</a>	South Central NY RCD Project, Inc., <a href="http://www.norwich.net/soconyrcd/rcd.htm">www.norwich.net/soconyrcd/rcd.htm</a>	U.S. Department of Agriculture/ Natural Resources Conservation Service	National	Eligible Projects: Land conservation, water management, economic development, community sustainability		varies
<b>USDA - RBE:</b> U.S. Department of Agriculture Rural Business Enterprise Grants	<a href="http://www.rurdev.usda.gov/rbs/brbeq.htm">www.rurdev.usda.gov/rbs/brbeq.htm</a>		Rural Business-Cooperative Service	National	Development of small and emerging private business enterprises located in areas outside the boundary of a city or unincorporated areas of 50,000 or more and its immediately adjacent urbanized or urbanizing area. Grants are awarded through the Rural Business-Cooperative Service (RBS) to public bodies, nonprofit corporations, and Federally-recognized Indian Tribal groups.	varies	contact USDA Rural Development State Office
<b>USSBA - U.S. Small Business Administration</b>	<a href="http://www.sba.gov">www.sba.gov</a>	New York City: 212-264-4353 Small Business Development Centers: White Plains 914-948-4450, Yonkers: 914-968-2671:	U.S. Small Business Administration	National	Financial and Technical Assistance including loan programs and local resources: SBIC - Small Business Investment Company Program, CDC - 504 Certified Development Company Program to contribute to the economic development of its community or region.		n/a
<b>USFS - LWCF,</b> Land and Water Conservation Fund	<a href="http://www.fs.fed.us/land/staff/LWCF">www.fs.fed.us/land/staff/LWCF</a>		U.S. Forest Service	National	To purchase lands and waters for recreation, scenic landscapes, wildlife habitat, clean water, quality of life	\$900 million every year	Varies/Contact State and Federal Legislative Representative

Potential Funding Sources

Source Name	Web Page	Phone	Agency/ Organization	Region Served	Qualifying Projects/Fields of Interest	Funding Dollars	Application Deadlines
SOURCE TYPE: NEW YORK STATE							
<b>APD</b> - Architecture, Planning and Design	<a href="http://www.nysca.org">www.nysca.org</a>		Council on the Arts	Statewide		Funding Categories: General Program Support, Institutional Development - Maximum of \$10,000, Public Education Projects (Exhibitions, Publications, Workshops), Design Studies, Planning Studies, Adaptive Use Studies, Independent Projects	1-Mar
<b>APD</b> - Technical Assistance		Technical Assistance: Preservation League of NYS 518-462-5658				Technical Assistance - Maximum of \$1200 and 50% match	
<b>APD</b> - Capital Projects						Capital Projects - Maximum \$50,000, 50% Match, Loans - Maximum \$100,000	
<b>MUM</b> - Museum	<a href="http://www.nysca.org">www.nysca.org</a>					Funding Categories: Institutional Development, Collection Management, Museum Education and Interpretation, Exhibitions, Exhibition Planning Technical Assistance - Maximum \$1500 for consultancies	1-Mar
<b>ESP, LDP</b> - Linked Deposit Program, ITC - Investment Tax Credits, Business Assistance and Services	<a href="http://www.empire.state.ny.us">www.empire.state.ny.us</a>		Empire State Development	Statewide			Varies
<b>EPF</b> - Environmental Protection Fund, Clean Water/Clean Air Bond Act			Department of Environmental Conservation, Office of Parks, Recreation and Historic Preservation			\$1.7 million in Bond Act, \$50 million for historic preservation and parks projects	Varies
<b>FMG</b> - Farmers' Market Grant Program	<a href="http://www.agmkt.state.ny.us">www.agmkt.state.ny.us</a>		Department of Agriculture and Markets	Statewide	FMG Eligible Applicants: Municipal corporations, regional market authorities, public benefit corporations, not-for-profit corporations, and agricultural cooperatives . Project Eligibility: Construction, reconstruction, improvement, expansion or rehabilitation of farmers' markets	Match: 50% cash, in-kind services or other resources	December
<b>GEP</b> - Grow New York's Enterprise Program					GEP Eligible Applicants: Cities, towns and villages under 50,000 people and counties with an unincorporated area of under 200,000 people, GEP Eligible Projects: businesses focusing on NY produced agricultural products for business development and marketing assistance	GEP - Maximum \$750,000 per community and \$150,000 application minimum for projects	unknown
<b>LWRP</b> - Local Waterfront Revitalization Program	<a href="http://www.dos.state.ny.us/cstl/quest.html">www.dos.state.ny.us/cstl/quest.html</a>	518-474-6000	Department of State, Local Waterfront Revitalization Program, Environmental Protection Fund	Designated Coastal Waterbodies and Inland Waterways	Eligible Applicants: local governments Eligible Projects: 1. Urban Waterfront Rediscovery, 2. Preparing or Implementing Waterbody Management Plans, 3. Coastal Education Programs, 4. Starting a New Local Waterfront Revitalization Program, 5. Completing or Implementing a Local Waterfront Revitalization Program (including scenic byways)	varies - State Budget in-kind services limited	50% match, 31-Aug

Potential Funding Sources

Source Name	Web Page	Phone	Agency/ Organization	Region Served	Qualifying Projects/Fields of Interest	Funding Dollars	Application Deadlines
OPRHP - Historic Preservation, Parks, Barn Restoration and Preservation Program	<a href="http://www.nysparks.state.ny.us">www.nysparks.state.ny.us</a>	Central Region 315-492-1756, Historic Preservation 518-237-8643	Office of Parks, Recreation and Historic Preservation	Statewide	Properties on the State or National Register for Historic Places, projects by applicants that have not received a grant under these programs, projects that will enhance "quality communities", projects for the restoration of barns to allow for their use and access by the public, exterior restoration projects that will lead or contribute to the adaptive reuse of an historic structure	Funding Cap of \$350,000, \$1 million for projects over \$4 million Match: 50%	August
CLG - Certified Local Government Subgrants					Eligible applicants: CLG communities Eligible projects: historic resource surveys and designations, public education programs, planning studies, training and publications	\$3,000 - \$20,000 typical, no match required but encouraged	November
Preserve NY	<a href="http://www.preservenys.org">www.preservenys.org</a>	518-462-5658 ext. 17	Preservation League of NYS and the NYS Council on the Arts	Statewide	Eligible applicants: Not-for-profits and local government, Religious Institutions not eligible Eligible Projects: cultural resource surveys, historic structure reports and historic landscape reports	\$3,000 - \$15,000 grants typical	May
RNYGP - Rural New York Grant Program			Preservation League of NYS		Eligible applicants: Not-for-profits, local government and groups working in the public interest Projects that demonstrate responsiveness to local needs, leverages other resources, clear public purpose and support, high likelihood of success and potential as a model Eligible Program Areas: Main Street Revitalization, Heritage Tourism, Community Building Preservation	\$5,000 maximum	August
NYS Legislature	<a href="http://www.state.ny.us">www.state.ny.us</a>	Local Legislative Office: Sen. Bonacic 518-455-3181	Legislative Committees: Transportation and Tourism, Recreation and Sports	Statewide	Line items		varies
SOURCE TYPE: NON-PROFIT/PHILANTHROPIC							
<i>Community Foundations</i>							
BFI - Beaverkill Foundation, Inc.							Unknown
SF - Sullivan First			Sullivan County	Sullivan County			
TAG - Technical Assistance Grant		845-252-3022	Upper Delaware Council	Upper Delaware National Wild and Scenic River	Eligible Applicants: UDC Membership, Eligible Projects: Further the goals of the River Management Plan, Research and Planning. Funding is not for "bricks and mortar" projects.	\$20,000 annual (typical)	31-Jul
<i>Private Foundations</i>							
JPGT: J. Paul Getty Trust	<a href="http://www.getty.edu/grants">www.getty.edu/grants</a>	310-440-7320	J. Paul Getty Trust	National	Grants in the fields of research, conservation, and leadership and professional development to promote research in the history of art and related fields, advancement of the understanding of art, and conservation of cultural heritage * Conservation grants can be used for projects focused on the conservation of works of art as well as historic buildings, districts, landscapes, and archaeological sites * "The importance of research, conservation surveys, conservation planning, interpretation, and training is emphasized as part of a broader approach to effective stewardship and long-term preservation."	Architectural Conservation Grants available in two categories: Project Planning and Project Implementation * Project Planning: up to \$75,000 for research, documentation, and analysis for development of a comprehensive conservation plan * Project Implementation: up to \$250,000 for the actual conservation of the historic structure and fabric of a building or site * Other grants range from \$3,000 to \$300,000, with most under \$50,000	* Architectural Conservation Grants: April 10 annually, preliminary letter due two months prior * Other grants: no deadline; notification within six months

Potential Funding Sources

Source Name	Web Page	Phone	Agency/ Organization	Region Served	Qualifying Projects/Fields of Interest	Funding Dollars	Application Deadlines
KF: Kresge Foundation	<a href="http://www.kresge.org">www.kresge.org</a>	810-643-9630	Kresge Foundation	National	Challenge grants for "bricks and mortar" projects by organizations operating in the fields of higher education, health care and long-term care, human services, science and the environment, arts and humanities, and public affairs.	Typically between \$150,000 - \$600,000 Challenge grants are designed to elicit additional contributions for projects, so Kresge Foundation awards typically account for one-fifth to one-third of the total project cost	n/a (decision in four to six months)
TGF: The Graham Foundation	<a href="http://www.GrahamFoundation.org">www.GrahamFoundation.org</a>	312-787-4071	The Graham Foundation		Graham Foundation grants are offered to individuals and institutions in support of activities focused on architecture and the built environment; generally activities that lead to the public dissemination of ideas through publication, exhibition, or educational programming	Typically less than \$10,000 and not more than \$25,000	January 15, July 15
TMF: The Midgard Foundation			The Midgard Foundation	National	Aging, Arts/Culture, Civil Rights, Education, LGBT Communities, Historic Preservation, People of Color, Women	Average grant: \$10,000	unknown
<i>Public Charities</i>							
ABF: America the Beautiful Fund	<a href="http://www.america-the-beautiful.org">www.america-the-beautiful.org</a>	202-638-1649	America the Beautiful Fund	National	Support provided for volunteer community projects aimed at preserving landmark and historical architecture, preserving national treasures of ecology, and creating community gardens * Types of support include advisory services, educational materials, grants of free seeds and plant materials, and small money grants	\$200-\$500; technical assistance	unknown
NTHP-PSF: National Trust for Historic Preservation - Preservation Services Fund	<a href="http://www.nthp.org">www.nthp.org</a>	National: 1-800-944-6847 Midwest Regional Office: 312-939-5547	National Trust for Historic Preservation	National	Preservation Services Fund: matching grants for preservation planning and education efforts	\$550 - \$5,000 (typically \$1,000-\$1500)	varies
NTHP-JFF: National Trust for Historic Preservation - Johanna Favrot Fund					Johanna Favrot Fund: grants for projects that contribute to the preservation or the recapture of an authentic sense of place; project must involve a National Historic Landmark	\$2,500 - \$10,000	
NTHP-CWMF: National Trust for Historic Preservation - Cynthia Woods Mitchell Fund for Historic Interiors					Cynthia Woods Mitchell Fund for Historic Interiors: grants to assist in the preservation, restoration, and interpretation of historic interiors; project must be a National Historic Landmark	\$2,500 - \$10,000	
NTHP-LIP: National Trust for Historic Preservation - Local Initiative Program					Local Initiative Program: technical assistance grants to strengthen and stabilize organizational capacity and develop resources to hire staff (typically used for an organizational development consultant)	up to \$2,500	
NTHP-CPP: National Trust for Historic Preservation - Collaborative Pilot Program					Collaborative Pilot Program: technical assistance grants for project planning for projects that advance the preservation mission and build the preservation movement at the local level	up to \$2,500	
NTHP-NPLF: National Trust for Historic Preservation -National Preservation Loan Fund					National Preservation Loan Fund: loans "to establish or expand local and statewide preservation revolving funds; to acquire and/or rehabilitate historic buildings, sites, structures and districts; to purchase easements; and to preserve National Historic Landmarks."	\$50,000 - \$350,000	

Potential Funding Sources

Source Name	Web Page	Phone	Agency/ Organization	Region Served	Qualifying Projects/Fields of Interest	Funding Dollars	Application Deadlines
NTHP-ICVF: National Trust for Historic Preservation - Inner City Ventures Fund					Inner-City Ventures Fund: "finances the rehabilitation of historic buildings that serve economic and community development needs of low-, moderate-, or mixed-income neighborhoods."	\$50,000 - \$350,000	
SOS: Heritage Preservation/Save Outdoor Sculpture	<a href="http://www.heritagepreservation.org">www.heritagepreservation.org</a>	202-634-1422	Save Outdoor Sculpture	National	* Conservation Treatment Awards: conservation of artistically and historically significant public outdoor sculpture * Assessment Awards: hiring of a professional conservator to assess and recommend treatment for sculpture	* Conservation Treatment Awards: up to 50% of the cost of conservation treatment, ranging from \$1000 to \$40,000 * Assessment Awards: up to \$850	rolling through November 1
<i>Corporate Grantmakers</i>							
AEF: American Express Foundation	<a href="http://www.americanexpress.com/corp/philanthropy">www.americanexpress.com/corp/philanthropy</a>		American Express Foundation	National	Three program themes: Community Service, Cultural Heritage, Economic Independence *Grants for Cultural Heritage emphasize: "public awareness of the importance of historic and environmental preservation; preservation and management of major tourism sites; direct support for important cultural institutions and major projects in the visual and performing arts that are representative of national, regional and local cultures; access to the arts and assistance to organizations in developing new audiences."	In 1999, approximately \$8 million (29% of total) given to Cultural Heritage projects	unknown
SOURCE TYPE: OTHER RESOURCES							
NC: Nature Conservancy	<a href="http://nature.org">nature.org</a>	Eastern New York Chapter: 914-244-3271	Nature Conservancy	National	Land and water conservation to preserve plants, animals, and natural communities that represent the diversity of life on earth * Works with land owners and other partners to conserve and manage resources	n/a	n/a
NLC: National League of Cities	<a href="http://www.nlc.org">www.nlc.org</a>	202-626-3000	National League of Cities	National	Downtown revitalization * Through its "America Downtown: New Thinking, New Life" program, the NLC offers technical assistance to cities focused on downtown enhancement * Activities could include: Downtown Audits, Downtown Action Agenda and Marketing, Government Officials Network, and Training Forums	This is a fee-based program	n/a
TCF - The Conservation Fund	<a href="http://www.conservationfund.org">www.conservationfund.org</a>		The Conservation Fund	National	Land acquisition, restoration and mitigation, education and training, GIS	n/a	n/a
TFC - The Foundation Center	<a href="http://www.fndcenter.org">www.fndcenter.org</a>		The Foundation Center	National			n/a
TPL: Trust for Public Land	<a href="http://www.tpl.org">www.tpl.org</a>	Mid-Atlantic Field Office: 212-677-7171	Trust for Public Land	National	Land conservation for public enjoyment, recreation, and quality of life * Conservation Financial Program helps communities raise funds for land conservation through legislation, ballot measures, and other initiatives	n/a	n/a

**VIII.**  
**PRIORITY PROJECTS CAPITAL IMPROVEMENT PLAN**

Enhancement Concept Number	Action	Proposed Timing					Estimated Cost	Funding Sources	Implementation
		FY03	FY04	FY05	FY06	FY07			
<b>I. TRANSPORTATION</b>									
<b>A. Vehicular Circulation</b>									
<b>2. Designing Wayside Pull-off Areas</b>									
<b>I.A.2.c</b>	<b>Basket Creek Bridge</b>								
	Design		x		x		\$90,000	FHWA TE and NSB, NYS - OPRHP/ DOT/ ADP/line item,	UDSB Partnership, NYS DOT
	Construction including restrooms						\$750,000	CDBG, TAG, private foundations - TCF	
<b>I.A.2.c</b>	<b>Cochection Station</b>								
	Design	x					\$60,000	FHWA TE and NSB, NYS - OPRHP/ DOT/ ADP/line item,	Cochection Preservation Society,
	Construction including restrooms		x				\$500,000	Preserve NY, RNYGP, TAG, private foundations - TCF, KF	Town of Cochection, UDSB Partnership, NYSDOT
<b>I.A.2.c</b>	<b>Hawk's Nest</b>								
	Design		x				\$48,000	FHWA TE and NSB, NYS - OPRHP/ADP/DEC/DOT/line	UDSB Partnership, NYS DOT, NPS
	Construction			x			\$400,000	item, Orange County, NEA, NEH, NPF, Private Foundations	
<b>I.A.2.c</b>	<b>Eagle-viewing areas</b>								
	Callicoon								UDSB Partnership, NYS DOT, NPS
	Design				x		\$30,000	FHWA TE and NSB, NPF, NRCS-Wildlife Habitat Program,	
	Construction					x	\$250,000	NYS - DOT/ADP/DEC, Sullivan County, private	
	Narrowsburg								UDSB Partnership, NYS DOT, NPS
	Design			x			\$30,000	FHWA TE and NSB, NPF, NRCS-Wildlife Habitat Program,	
	Construction				x		\$250,000	NYS - DOT/ADP/DEC, Sullivan County, private	
	Tusten/Ten Mile River								UDSB Partnership, NYS DOT, NPS
	Design				x		\$30,000	FHWA TE and NSB, NPF, NRCS-Wildlife Habitat Program,	
	Construction					x	\$250,000	NYS - DOT/ADP/DEC, Sullivan County, private	
	South of Minisink Ford (1)								UDSB Partnership, NYS DOT, NPS
	Design	x					\$30,000	FHWA TE and NSB, NPF, NRCS-Wildlife Habitat Program,	
	Construction		x				\$250,000	NYS - DOT/ADP/DEC, Sullivan County, private	
	South of Minisink Ford (2)								UDSB Partnership, NYS DOT, NPS
	Design	x					\$30,000	FHWA TE and NSB, NPF, NRCS-Wildlife Habitat Program,	
	Construction		x				\$250,000	NYS - DOT/ADP/DEC, Sullivan County, private	
	Barryville (1)								UDSB Partnership, NYS DOT, NPS
	Design			x			\$90,000	FHWA TE and NSB, NPF, NRCS-Wildlife Habitat Program,	
	Construction including restrooms				x		\$750,000	NYS - DOT/ADP/DEC, Sullivan County, private foundations - BFI	
	Barryville (2)								UDSB Partnership, NYS DOT, NPS
	Design				x		\$30,000	FHWA TE and NSB, NPF, NRCS-Wildlife Habitat Program,	
	Construction					x	\$250,000	NYS - DOT/ADP/DEC, Sullivan County, private	
	East of Pond Eddy								UDSB Partnership, NYS DOT, NPS
	Design			x			\$30,000	FHWA TE and NSB, NPF, NRCS-Wildlife Habitat Program,	

**VIII.  
PRIORITY PROJECTS CAPITAL IMPROVEMENT PLAN**

Enhancement Concept Number	Action	Proposed Timing					Estimated Cost	Funding Sources	Implementation
		FY03	FY04	FY05	FY06	FY07			
	Construction				x		\$250,000	NYS - DOT/ADP/DEC, Sullivan County, private	
	Mongaup								UDSB Partnership, NYS DOT,
	Design		x				\$30,000	FHWA TE and NSB, NPF, NRCS-Wildlife Habitat Program,	NPS, DEC
	Construction			x			\$250,000	NYS - DOT/ADP/DEC, Sullivan County, private	
<b>I.A.2.e</b>	Park Avenue Observatory	x					\$15,000 - \$30,000 ±	FHWA TE and NSB, Orange County, City of Port Jervis, private foundationa	City of Port Jervis
<b>3. Developing Regional Linkages to the Byway</b>									
<b>I.A.3.a</b>	<b>Village of Hancock Scenic Byway Gateway</b>								
	Design/study	x					\$15 - 30,000	TAG, FHWA TE and NSB, NYS - DOT/ADP, TAG, ABF, private foundations	UDSB Partnership, Village of Hancock, Garden Clubs
	Construction	x					TBD		
<b>I.A.3.a</b>	<b>City of Port Jervis Scenic Byway Gateway</b>								
	Design/study	x					\$15 - 30,000	City of Port Jervis, Orange County, TAG, FHWA TE and NSB, NYS -DOT, ESD	UDSB Partnership, City of Port Jervis, Garden Clubs
	Construction	x					TBD		
<b>B. Pedestrian Circulation</b>									
<b>1. Enhancing Pedestrian Access to Byway Sites</b>									
<b>I.B.2.a</b>	<b>Promoting Pedestrian Safety along the Byway</b>								
	Village of Hancock	x						FHWA TE, BPP and NSB, NYS - ADP/DOT, Delaware County, CDBG, NRCS	Village of Hancock, UDSB Partnership, NYS DOT
	Callicoon			x				FHWA TE, BPP and NSB, NYS - ADP/DOT, SF, Sullivan County, CDBG, NRCS	Town of Delaware, UDSB Partnership, NYS DOT
	Narrowsburg	x						FHWA TE, BPP and NSB, NYS - ADP/DOT, SF, Sullivan County, CDBG, NRCS	Town of Tusten, UDSB Partnership, NYS DOT
	Barryville			x				FHWA TE, BPP and NSB, NYS - ADP/DOT, SF, Sullivan County, CDBG, NRCS	Town of Highland, UDSB Partnership, NYS DOT
	Port Jervis	x						FHWA TE, BPP and NSB, NYS - ADP/DOT, SF, Sullivan County, CDBG, NRCS	City of Port Jervis UDSB Partnership, NYS DOT
<b>C. Bicycle Circulation</b>									
<b>1. Planning for Scenic Route Bicycle Facilities and Safety Improvements</b>									
<b>I.C.1.a</b>	<b>Continuous Bicycle Facility on Route 97</b>								
	Shoulder Improvements	x					TBD	NYS DOT	UDSB Partnership, NYS DOT
<b>I.C.1.b</b>	<b>Pedestrian/Bicycle Access Design Studies</b>		x				\$55,000	FHWA TE, BPP and NSB, NYS - ADP/NYS DOT	UDSB Partnership, NYS DOT

**VIII.  
PRIORITY PROJECTS CAPITAL IMPROVEMENT PLAN**

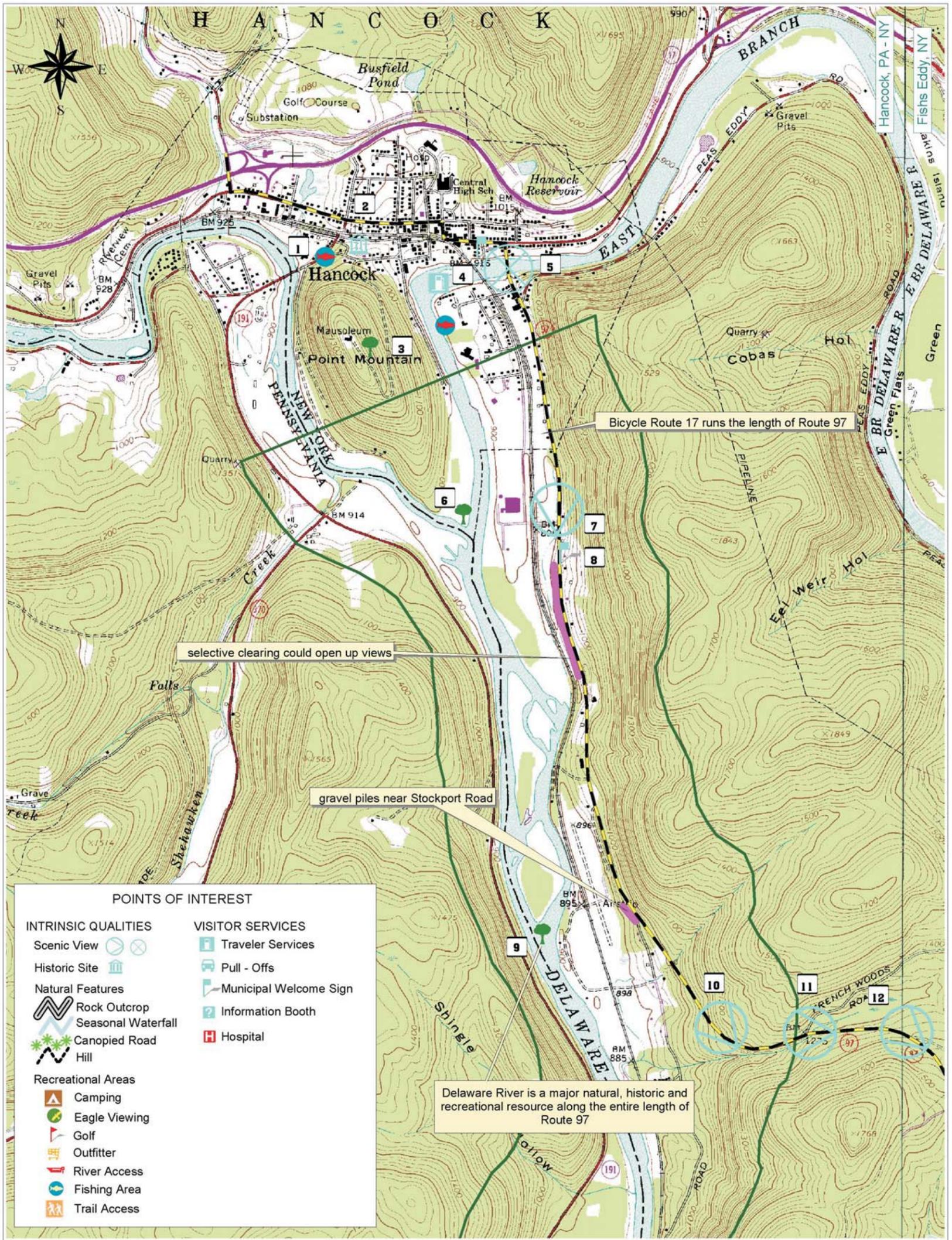
Enhancement Concept Number	Action	Proposed Timing					Estimated Cost	Funding Sources	Implementation
		FY03	FY04	FY05	FY06	FY07			
<b>II. SIGN PLAN AND ROADWAY ENHANCEMENT</b>									
A. Sign Plan									
1. Managing Byway Signs									
II.A.1.c	Graphic Logo	x					\$10,000	TAG, SF	UDSB Partnership
B. Enhancement Plan									
1. Implementing Vegetation Management Along the Byway									
II.B.1.a	Landscape Enhancement Plan			x			\$150,000	FHWA TE and NSB, NRCS, NYS - DOT/DEC/ADP, Private Corporation (Norfolk Southern Corporation)	UDSB Partnership, NYSDOT
II.B.1.b	NYS DOT Vegetation Maintenance Policy	x	x	x	x	x		NYS DOT Operating and Transportation Budget	NYSDOT
II.B.1.c	Selective Vegetation Clearing	x	x	x	x	x		FHWA TE and NSB, NRCS, LWCF, NYS - DOT/DEC/ADP, Private Corporation (Norfolk Southern Corporation), TAG, BFI, SF	UDSB Partnership, NYSDOT, Utility and Railroad Companies, Individual Property Owners
2. Enhancing Roadside Features									
II.B.2.c	Mile Markers		x				350000 (\$5,000 per marker)	FHWA TE and NSB, NYS -DOT, Orange-Sullivan-Delaware Counties	UDSB Partnership, NYSDOT
II.B.2.d	Ongoing Beautification								
	Bridge Enhancements								
	Hancock Bridge on Rte 97	x	x	x	x	x	\$2,000 x 5 = \$10,000	TAG, BFI, ABF, other private foundations, garden clubs and corporate giving	Village of Hancock, UDSB Partnership, local garden club
	Basket Creek Bridge	x	x	x	x	x	\$2,000 x 5 = \$10,000	TAG, BFI, ABF, SF other private foundations, garden clubs and corporate giving	Town of Hancock, UDSB Partnership, local garden club
	Narrowsburg Bridge	x	x	x	x	x	\$2,000 x 5 = \$10,000	TAG, BFI, ABF, SF other private foundations, garden clubs and corporate giving	Town of Tusten, UDSB Partnership, local garden club
	Pond Eddy Bridge	x	x	x	x	x	\$2,000 x 5 = \$10,000	TAG, BFI, ABF, SF other private foundations, garden clubs and corporate giving	Town of Lumberland, UDSB Partnership, local garden club
	Barryville Bridge	x	x	x	x	x	\$2,000 x 5 = \$10,000	TAG, BFI, ABF, SF other private foundations, garden clubs and corporate giving	Town of Highland, UDSB Partnership, local garden club
	Route 209 Bridge in Port Jervis	x	x	x	x	x	\$2,000 x 5 = \$10,000	TAG, BFI, ABF, SF other private foundations, garden clubs and corporate giving	City of Port Jervis, UDSB Partnership, local garden club
<b>III. INTERPRETATION AND RESOURCE STEWARDSHIP</b>									
A. Interpretation									
1. Developing Themes and Interpretation									
III.A.1.b	Interpretative Plan	x					\$100,000	FHWA NSB, NEA, NEH, OPRHP, JPGT, AEF, TGF	UDSB Partnership

**VIII.**  
**PRIORITY PROJECTS CAPITAL IMPROVEMENT PLAN**

Enhancement Concept Number	Action	Proposed Timing					Estimated Cost	Funding Sources	Implementation
		FY03	FY04	FY05	FY06	FY07			
III.A.1.d	Website	x					\$5,000 - setup, \$510,000 per year per person - management	FHWA NSB, SF, TAG, private foundations, in-kind services	UDSB Partnership
<b>B. Resource Stewardship</b>									
<b>1. Protecting and Preserving Resources</b>									
III.B.1.d	Local land use controls	x	x	x	x	x	N/A		UDSB Partnership
III.B.1.f	Erie Railroad Turntable - Design, Interpretation and Construction		x				\$1,000,000±	FHWA TE and NSB, City of Port Jervis, NPF, NTHP, NEH, LWCF, OPRHP, ADP, Orange County, AEF, KF, TMF, JPGT	UDSB Partnership
<b>2. Retaining Bluestone Resources</b>									
III.B.2.a	Bluestone Mining/Use and Interpretation	x	x	x	x	x	TBD - \$50,000 - \$300,000	FHWA TE and NSB, NTHP, NEH, ADP, AEF, KF, TMF, JPGT, TAG, Preserve NY, NYS Bluestone Association	UDSB Partnership, NYS Bluestone Association, local property owners
<b>IV. TOURISM DEVELOPMENT, MARKETING AND PROMOTION</b>									
<b>A. Tourism Services</b>									
<b>1. Establishing Tourism Priorities</b>									
IV.A.1.b	Visitor Services Study		x				\$25,000	SBA, ESD, TAG, local businesses (\$100 - \$1,000 contributions)	UDSB Partnership
<b>2. Providing Tourism Services and Activities</b>									
IV.A.2.c	Scenic Byway Visitor Center and Satellite Information Centers								
	Port Jervis		x				TBD	City of Port Jervis, Orange County, FHWA TE and NSB, TAG, TGF, AEF	UDSB Partnership, City of Port Jervis
	NPS Mongaup Center	x					TBD	FHWA TE and NSB, NEA, NPS, NYS Legislature, AEF, TGF, APD-Capital Projects	UDSB Partnership, National Park Service
	Cochecton Station * see IA2.3	x							
	Hancock			x			TBD	FHWA TE and NSB, NRCS, RNYGP, OPRHP, ADP, TAG, private foundations	UDSB Partnership, Village and Town of Hancock, Delaware County
IV.A.2.d	Public Restrooms incorporated within wayside and visitor center projects	x	x	x	x	x		FHWA NSB, CDBG, ADP	UDSB Partnership, local partners
IV.A.2.f	Concert Series	x	x	x	x	x	\$32,500 (\$6500 per year)	TAG, SF, private foundations, corporate and private donations	UDSB Partnership, Delaware Valley Arts Alliance,
IV.A.2.f	Environmental Art Festival		x		x		\$25,000 - \$50,000 per year	TAG, SF, private foundations, corporate and private donations	UDSB Partnership, Delaware Valley Arts Alliance,

**VIII.  
PRIORITY PROJECTS CAPITAL IMPROVEMENT PLAN**

Enhancement Concept Number	Action	Proposed Timing					Estimated Cost	Funding Sources	Implementation
		FY03	FY04	FY05	FY06	FY07			
<b>B. Marketing and Promotion</b>									
<b>1. Marketing the Byway</b>									
<b>IV.B.1.a</b>	<b>Marketing Study</b>			x			\$35,000	FHWA NSB, NRCS, SBA, ESD, GEP, NYS	UDSB Partnership
<b>Promoting the Byway</b>									
<b>IV.B.2.a</b>	<b>Enhance Underdeveloped Sites</b>								
	D&H Canal Locks and Structural Remains		x	x	x		TBD, \$1 - 2 million	FHWA TE, NSB and BPP, NPF, NTHP, NYS, ADP, Preserve NY, RNYGP, KF	NPS, UDSB Partnership
	Fort Delaware	x					TBD, \$250,000	FHWA NSB, NPF, NTHP, NYS, OPRHP, ADP, Preserve NY, RNYGP, SF, TAG	Sullivan County Division of Public Works and Division of Planning, UDSB Partnership
	Fort Decker					x	TBD	FHWA NSB, NPF, NTHP, NYS, OPRHP, ADP, Preserve NY, RNYGP, SF, TAG	Minisink Valley Historical Society, UDSB Partnership
	Former Bluestone Quarries *see also III.3.7				x	x	TBD	FHWA TE and NSB, NTHP, NEH, ADP, AEF, KF, TMF, JPGT, TAG, Preserve NY, NYS Bluestone Association	UDSB Partnership, Bluestone Industry Association
<b>V. MANAGEMENT STRUCTURE</b>									
V.A.1.a	Establish Interim Management Entity	x					n/a		SBC
V.A.1.b	Establish the UDSB Partnership		x				\$5,000	TAB, Sullivan First, community contributions	SBC



selective clearing could open up views

gravel piles near Stockport Road

Bicycle Route 17 runs the length of Route 97

Delaware River is a major natural, historic and recreational resource along the entire length of Route 97

**LEGEND**

- Upper Delaware Scenic Byway
- Assessment Comments
- Upper Delaware Scenic and Recreational River Corridor
- Other Park Boundaries
- Agricultural Lands
- Undeveloped Lands
- USGS 7.5' Quadrangles

**KEY TO MAP SHEETS**

Delaware County SHEET 1  
SHEET 2  
SHEET 3 Sullivan County  
SHEET 4  
SHEET 5  
SHEET 6  
SHEET 7  
SHEET 8  
SHEET 9  
SHEET 10  
SHEET 11  
SHEET 12  
SHEET 13  
SHEET 14  
SHEET 15 Orange County

NOTE: Most land along the river is privately owned. National Park Service jurisdiction is confined to the river itself, information stations, headquarters area, the Zane Grey Museum, Roebling Bridge, and public river access sites.

Map produced by Gray & Pape's GIS/EM Department in ArcView 3.1. Data derived from HRG field investigations, Sullivan County Planning Dept. GIS and US Census Bureau 1995 TIGER files.

**Upper Delaware Scenic Byway**

**Sheet 1 of 15**  
**Delaware County**

HRG Consultants, Inc.



**LEGEND**

- Upper Delaware Scenic and Recreational River Corridor
- Other Park Boundaries
- Agricultural Lands
- Undeveloped Lands
- USGS 7.5' Quadrangles

**KEY TO MAP SHEETS**

**Sheet 2**

Map produced by Gray & Pape's GIS/EM Department in ArcView 3.1. Data derived from HRG field investigations, Sullivan County Planning Dept. GIS and US Census Bureau 1995 TIGER files.

**NOTE:** Most land along the river is privately owned. National Park Service jurisdiction is confined to the river itself, information stations, headquarters area, the Zane Grey Museum, Roeboling Bridge, and public river access sites.

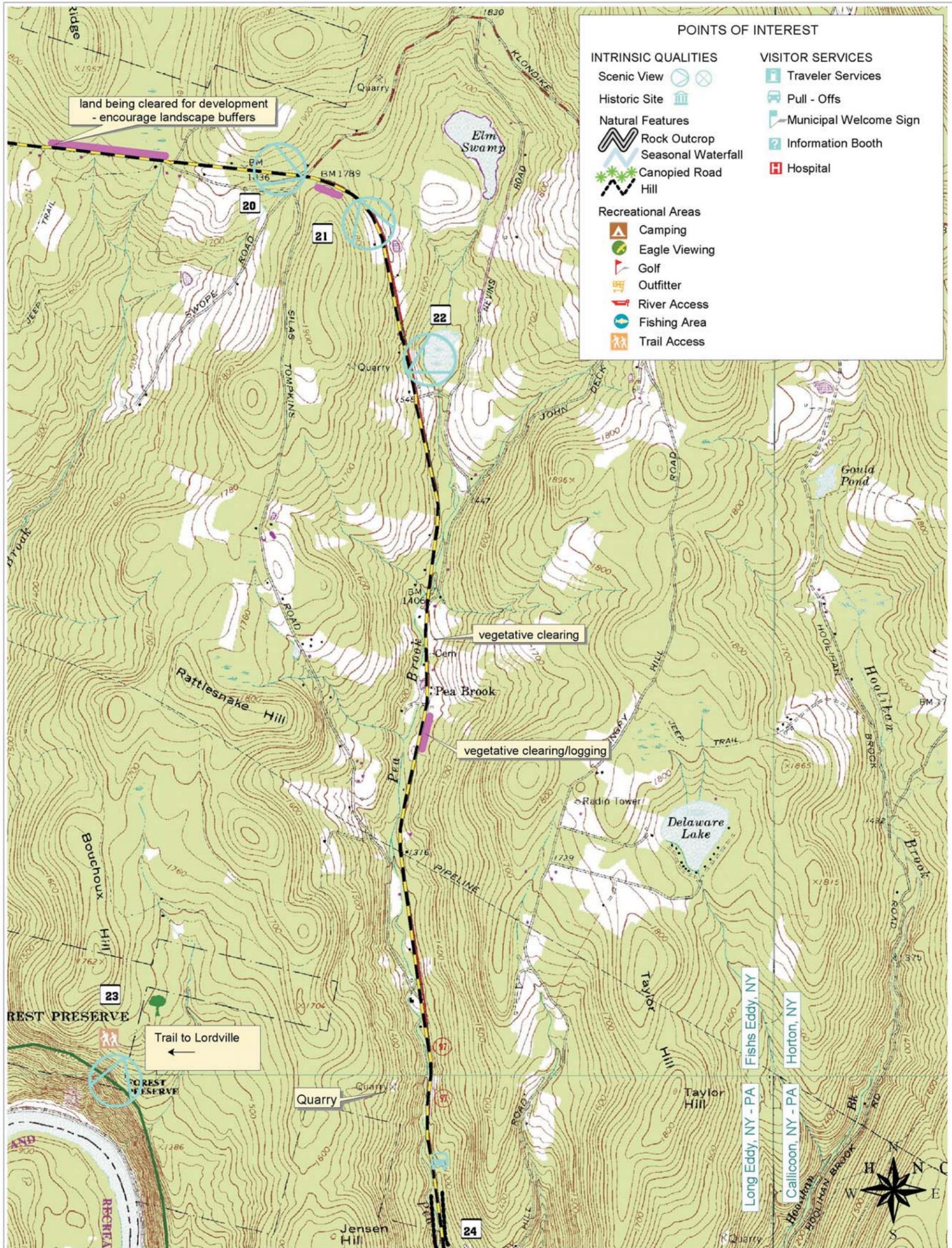
**POINTS OF INTEREST**

<b>INTRINSIC QUALITIES</b>	<b>VISITOR SERVICES</b>
Scenic View	Traveler Services
Historic Site	Pull - Offs
Natural Features	Municipal Welcome Sign
Rock Outcrop	Information Booth
Seasonal Waterfall	Hospital
Canopied Road	
Hill	
Recreational Areas	
Camping	
Eagle Viewing	
Golf	
Outfitter	
River Access	
Fishing Area	
Trail Access	

**Upper Delaware Scenic Byway**  
**Sheet 2 of 15**  
**Delaware County**

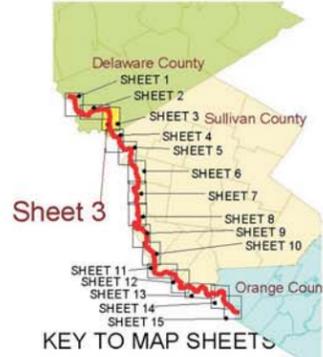


HRG Consultants, Inc.



**LEGEND**

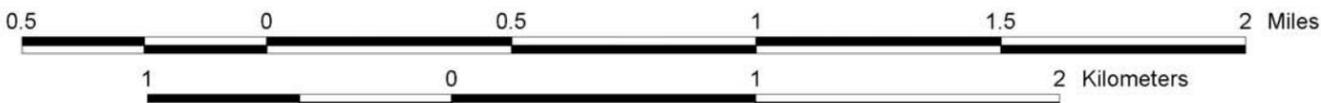
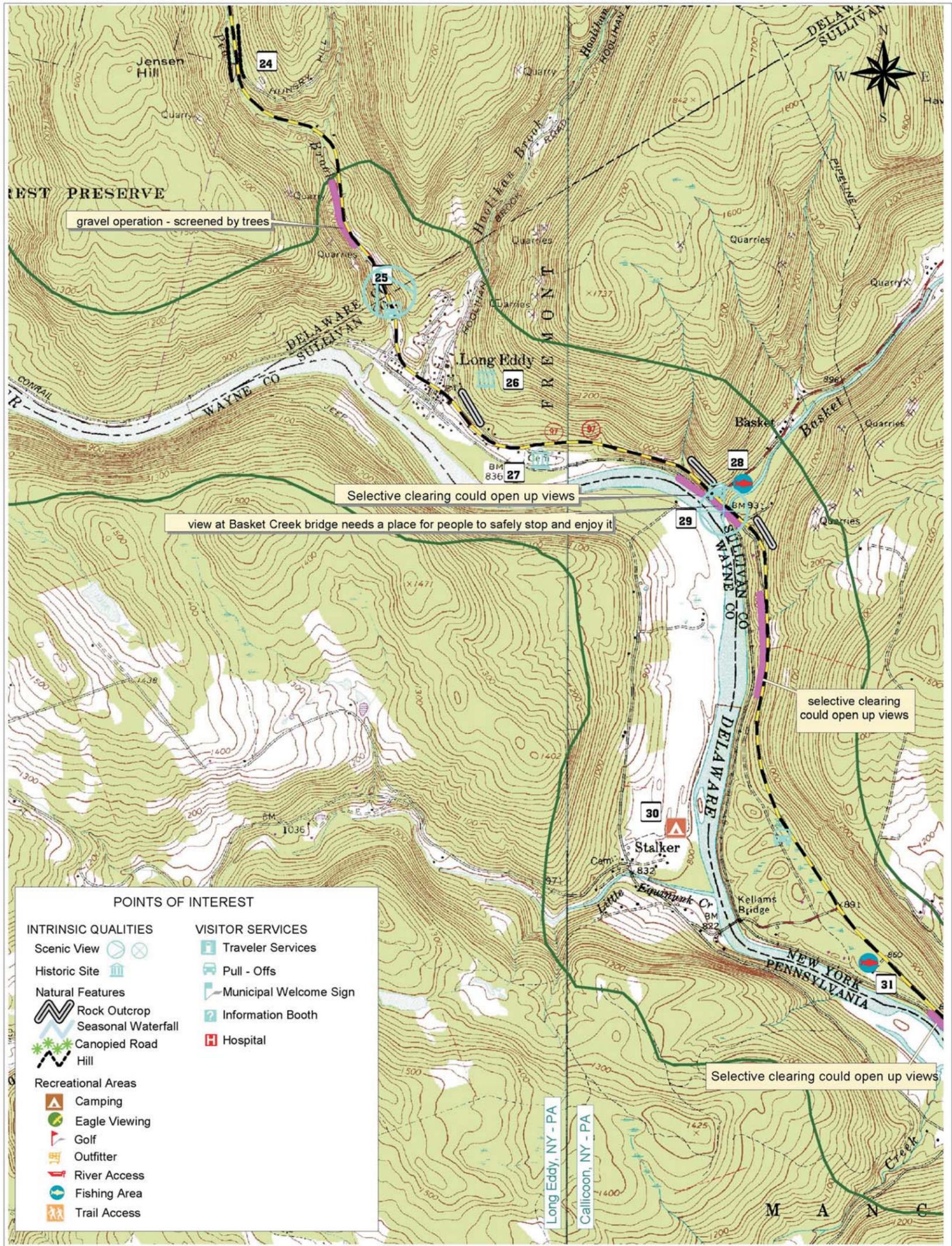
- Upper Delaware Scenic Byway
- Assessment Comments
- Upper Delaware Scenic and Recreational River Corridor
- Other Park Boundaries
- Agricultural Lands
- Undeveloped Lands
- USGS 7.5' Quadrangles



NOTE: Most land along the river is privately owned. National Park Service jurisdiction is confined to the river itself, information stations, headquarters area, the Zane Grey Museum, Roebling Bridge, and public river access sites.

Map produced by Gray & Pape's GIS/EM Department in ArcView 3.1. Data derived from HRG field investigations, Sullivan County Planning Dept. GIS and US Census Bureau 1995 TIGER files.

**Upper Delaware Scenic Byway**  
**Sheet 3 of 15**  
**Delaware County**

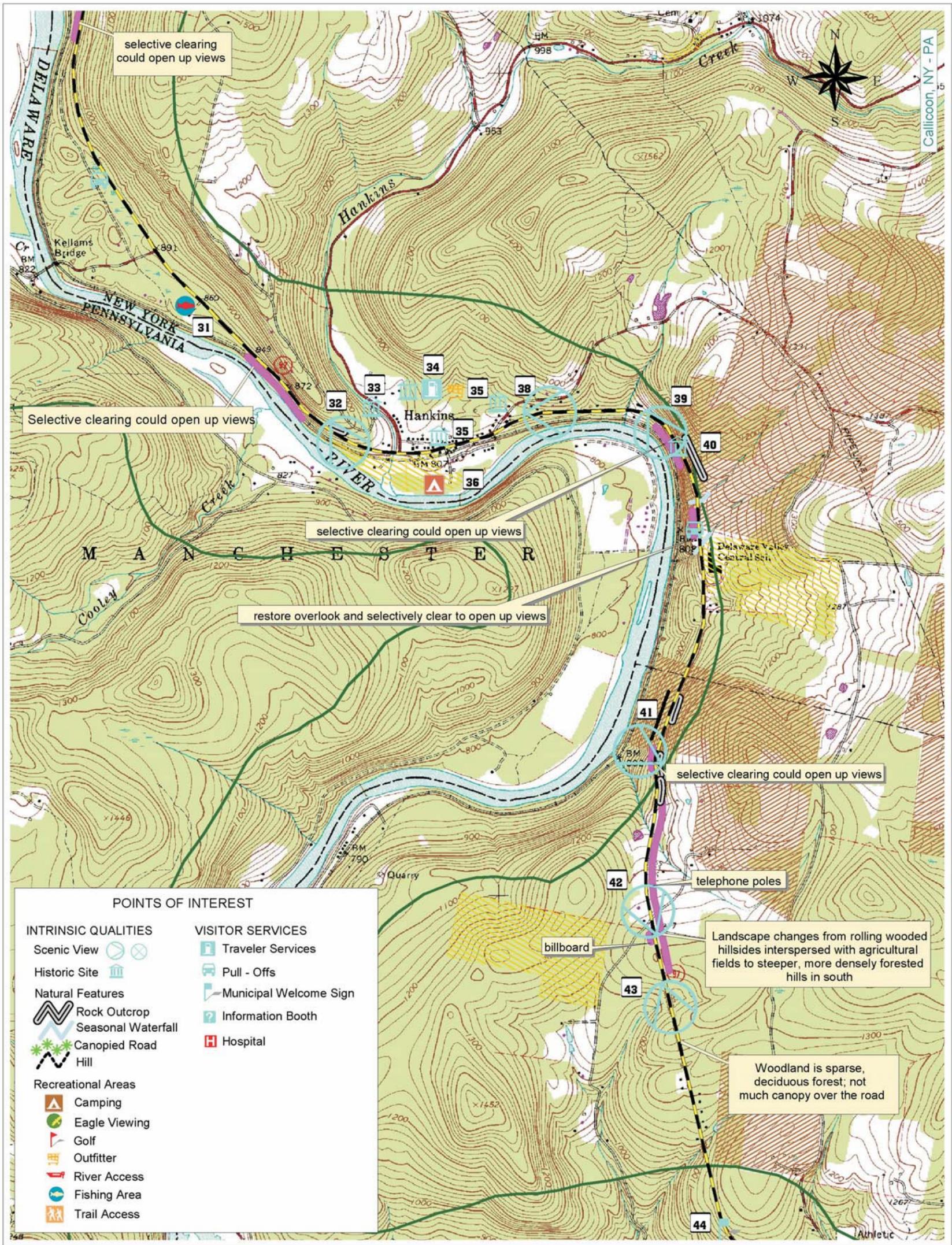


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**Upper Delaware Scenic Byway**  
**Sheet 4 of 15**  
**Delaware and Sullivan Counties**





**POINTS OF INTEREST**

INTRINSIC QUALITIES	VISITOR SERVICES
Scenic View	Traveler Services
Historic Site	Pull - Offs
Natural Features	Municipal Welcome Sign
Rock Outcrop	Information Booth
Seasonal Waterfall	Hospital
Canopied Road	
Hill	
<b>Recreational Areas</b>	
Camping	
Eagle Viewing	
Golf	
Outfitter	
River Access	
Fishing Area	
Trail Access	



**LEGEND**

- Upper Delaware Scenic Byway
- Assessment Comments
- Upper Delaware Scenic and Recreational River Corridor
- Other Park Boundaries
- Agricultural Lands
- Undeveloped Lands
- USGS 7.5' Quadrangles



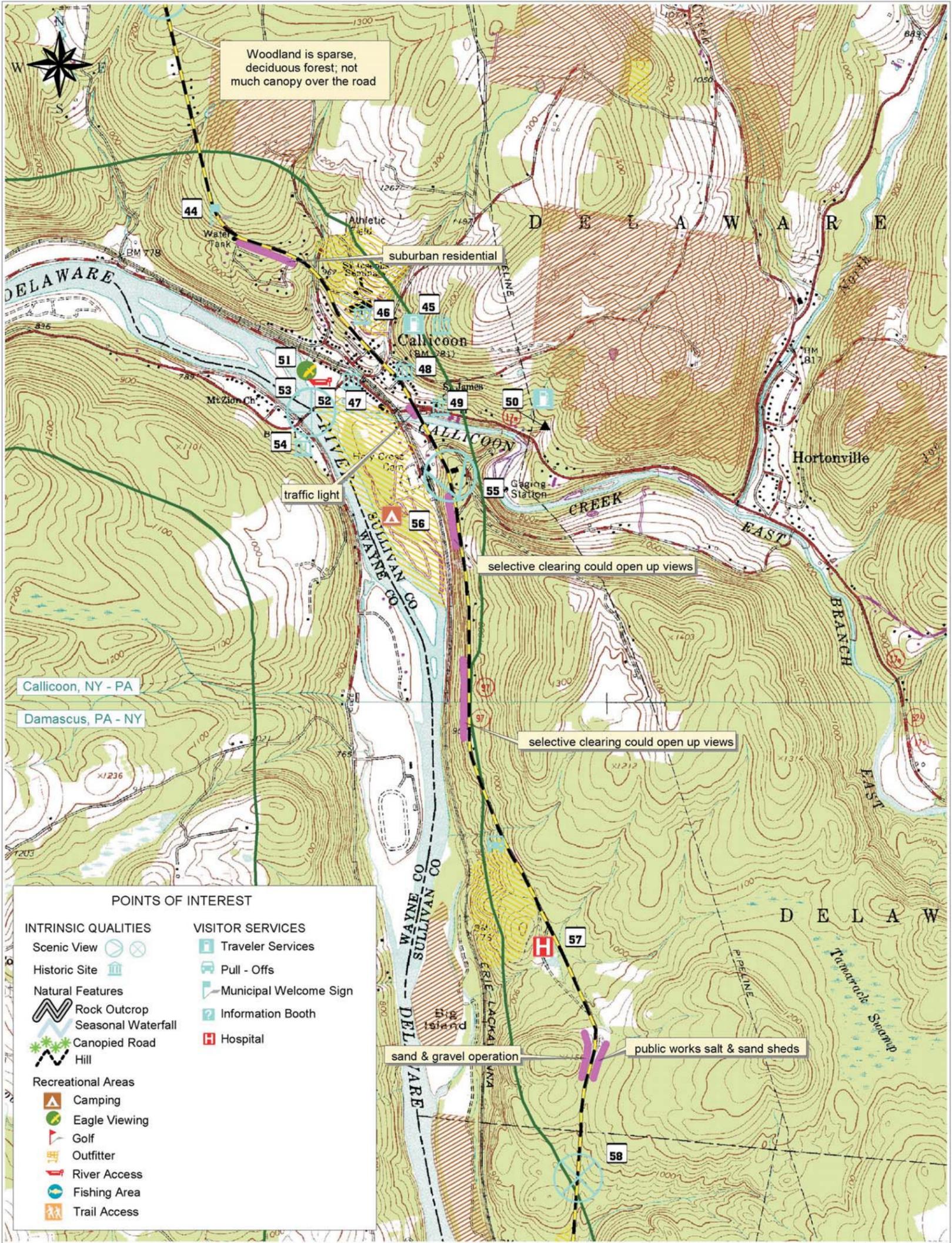
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**Upper Delaware Scenic Byway**  
**Sheet 5 of 15**  
**Sullivan County**

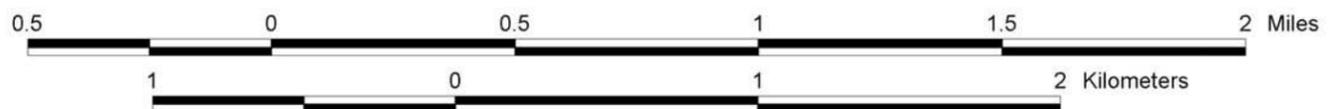


HRG Consultants, Inc.



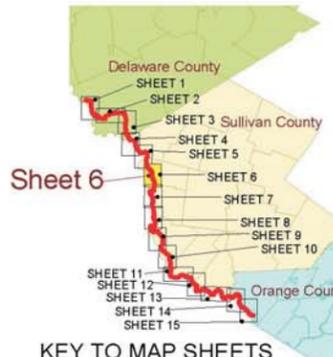
**POINTS OF INTEREST**

INTRINSIC QUALITIES	VISITOR SERVICES
Scenic View	Traveler Services
Historic Site	Pull - Offs
Natural Features	Municipal Welcome Sign
Rock Outcrop	Information Booth
Seasonal Waterfall	Hospital
Canopied Road	
Hill	
<b>Recreational Areas</b>	
Camping	
Eagle Viewing	
Golf	
Outfitter	
River Access	
Fishing Area	
Trail Access	



**LEGEND**

	Upper Delaware Scenic Byway
	Assessment Comments
	Upper Delaware Scenic and Recreational River Corridor
	Other Park Boundaries
	Agricultural Lands
	Undeveloped Lands
	USGS 7.5' Quadrangles



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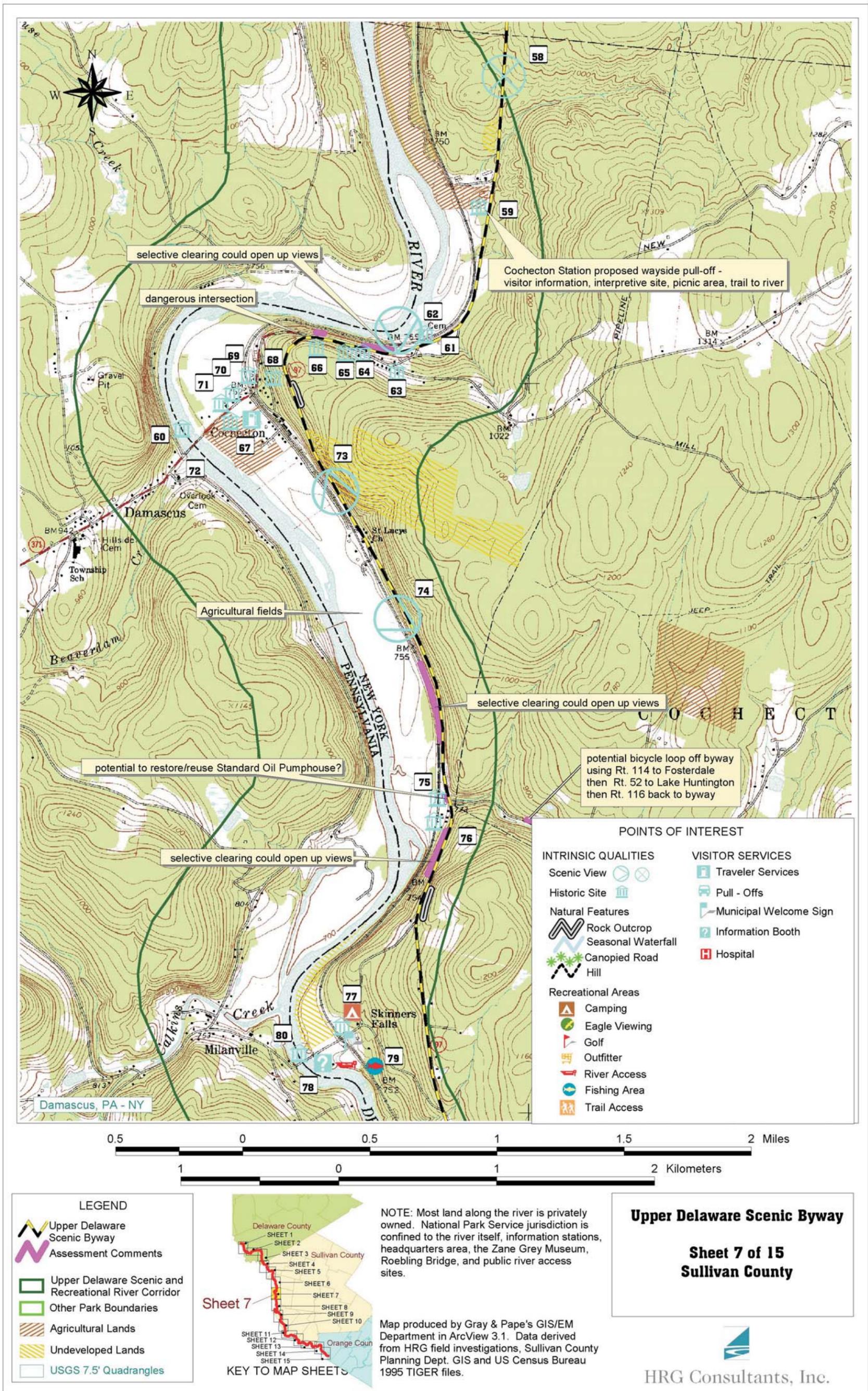
Map produced by Gray & Pape's GIS/EM Department in ArcView 3.1. Data derived from HRG field investigations, Sullivan County Planning Dept. GIS and US Census Bureau 1995 TIGER files.

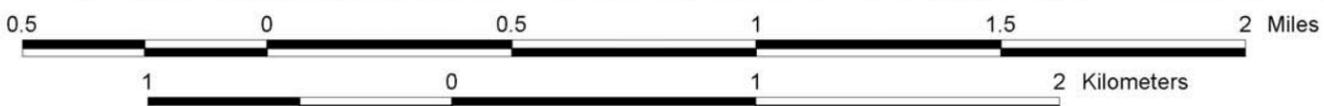
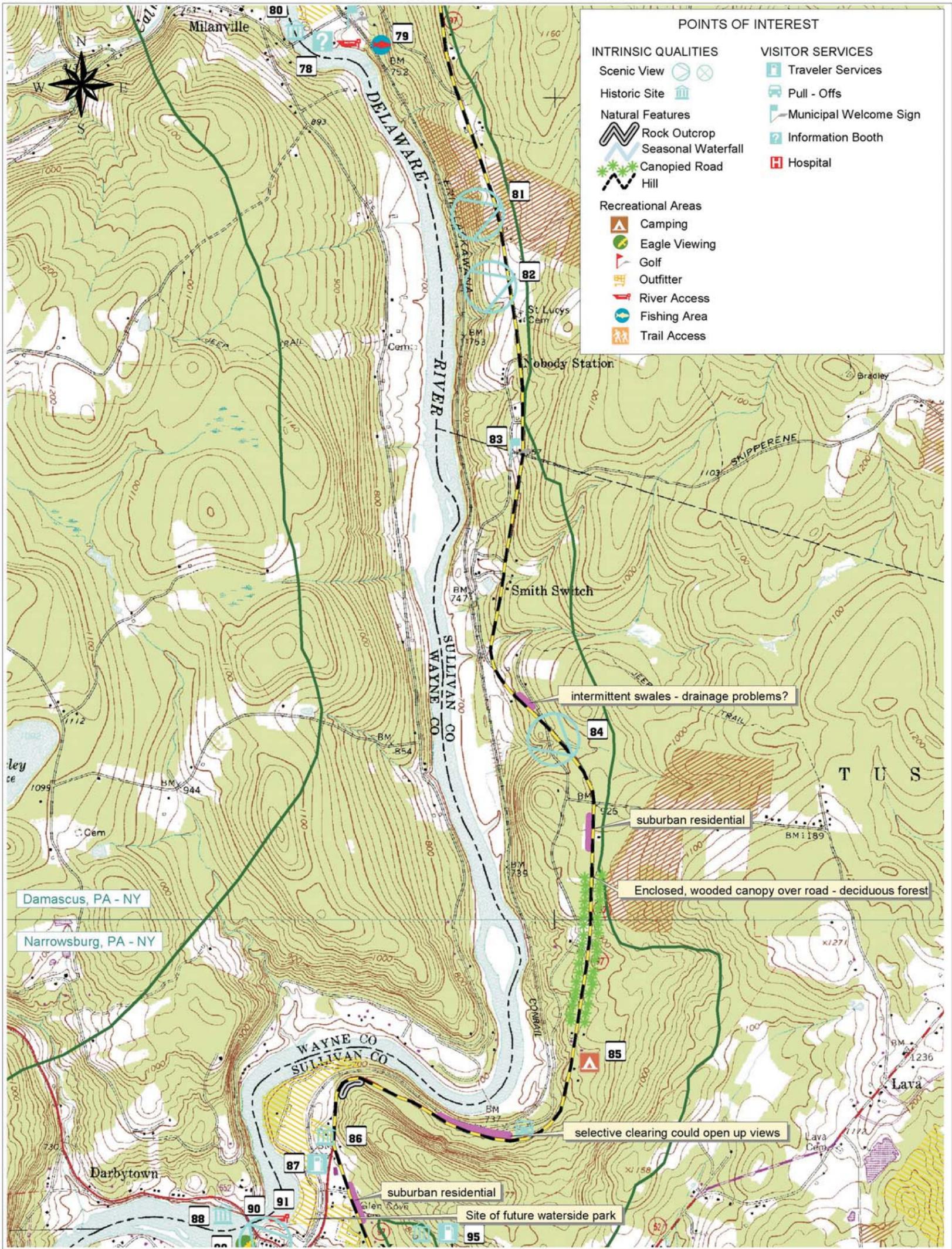
**Upper Delaware Scenic Byway**

**Sheet 6 of 15**

**Sullivan County**



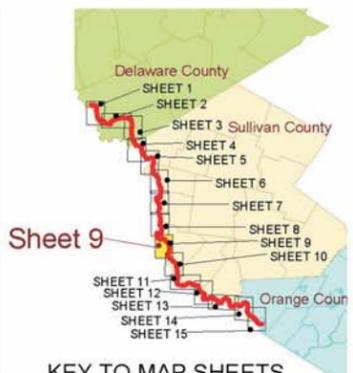
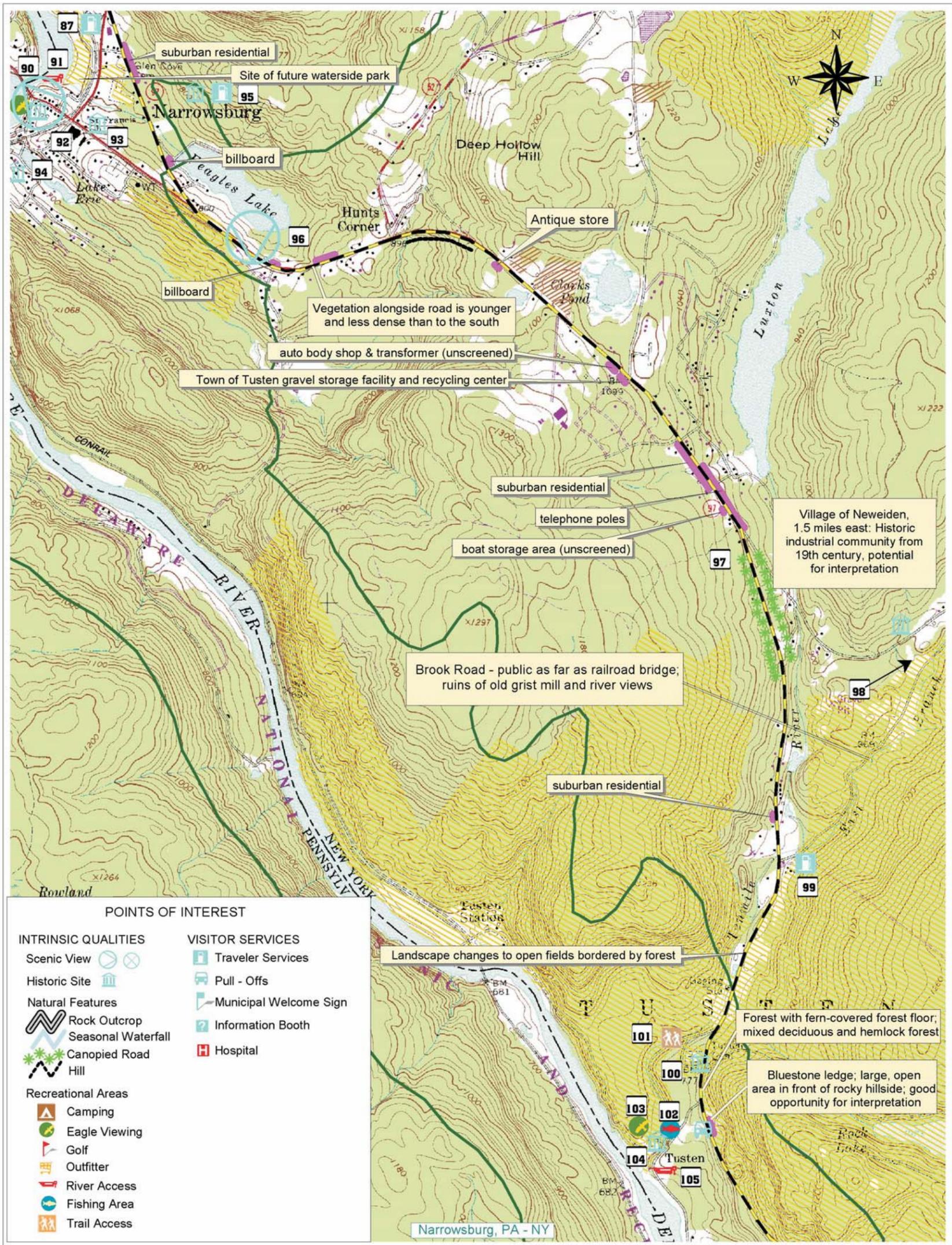




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**Upper Delaware Scenic Byway**  
**Sheet 8 of 15**  
**Sullivan County**



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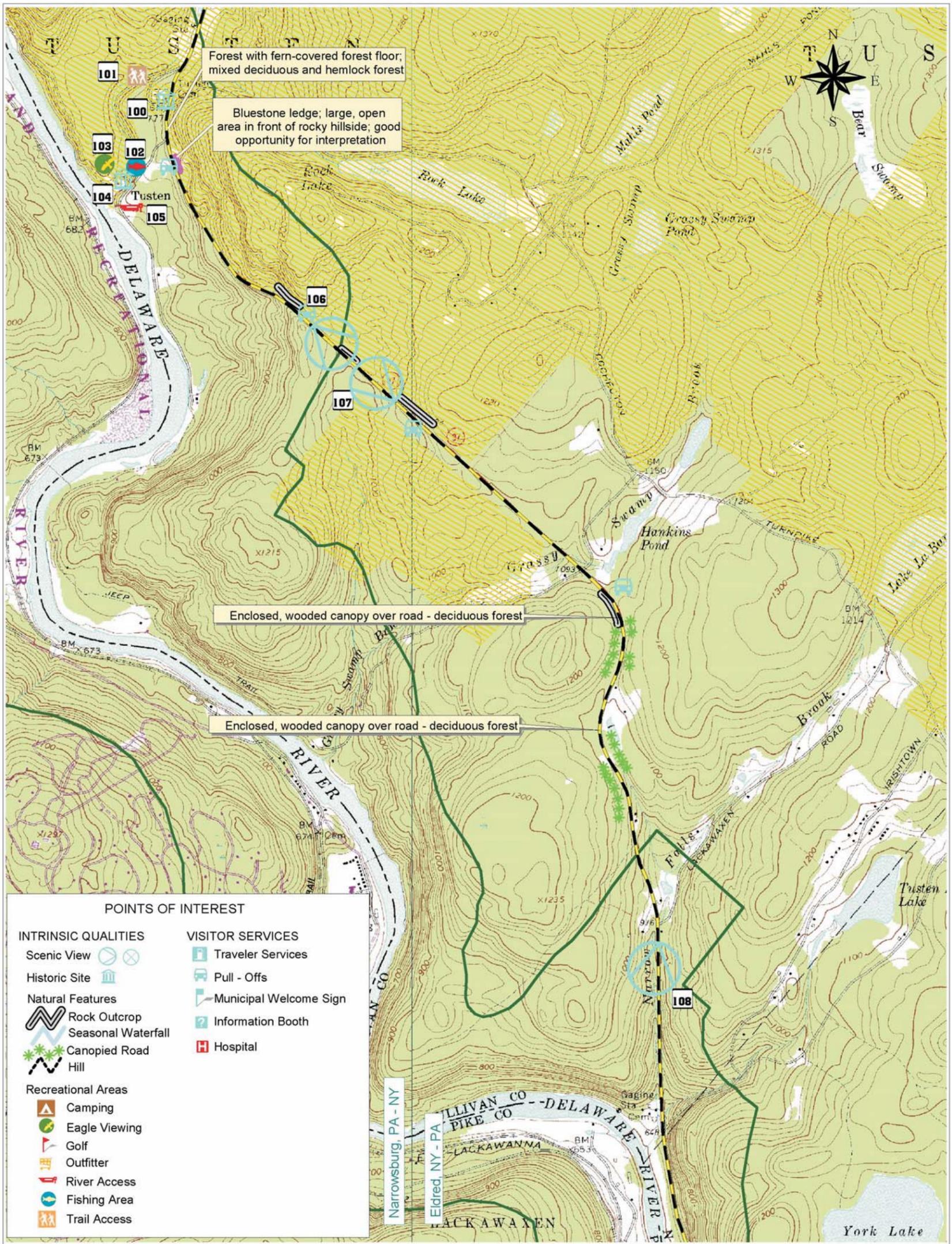
Map produced by Gray & Pape's GIS/EM Department in ArcView 3.1. Data derived from HRG field investigations, Sullivan County Planning Dept. GIS and US Census Bureau 1995 TIGER files.

**Upper Delaware Scenic Byway**

**Sheet 9 of 15**

**Sullivan County**

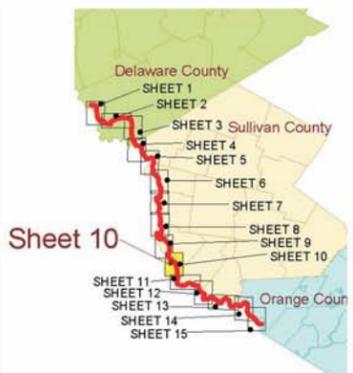




POINTS OF INTEREST	
<b>INTRINSIC QUALITIES</b>	<b>VISITOR SERVICES</b>
Scenic View	Traveler Services
Historic Site	Pull - Offs
<b>Natural Features</b>	Municipal Welcome Sign
Rock Outcrop	Information Booth
Seasonal Waterfall	Hospital
Canopied Road	
Hill	
<b>Recreational Areas</b>	
Camping	
Eagle Viewing	
Golf	
Outfitter	
River Access	
Fishing Area	
Trail Access	



LEGEND	
	Upper Delaware Scenic Byway
	Assessment Comments
	Upper Delaware Scenic and Recreational River Corridor
	Other Park Boundaries
	Agricultural Lands
	Undeveloped Lands
	USGS 7.5' Quadrangles



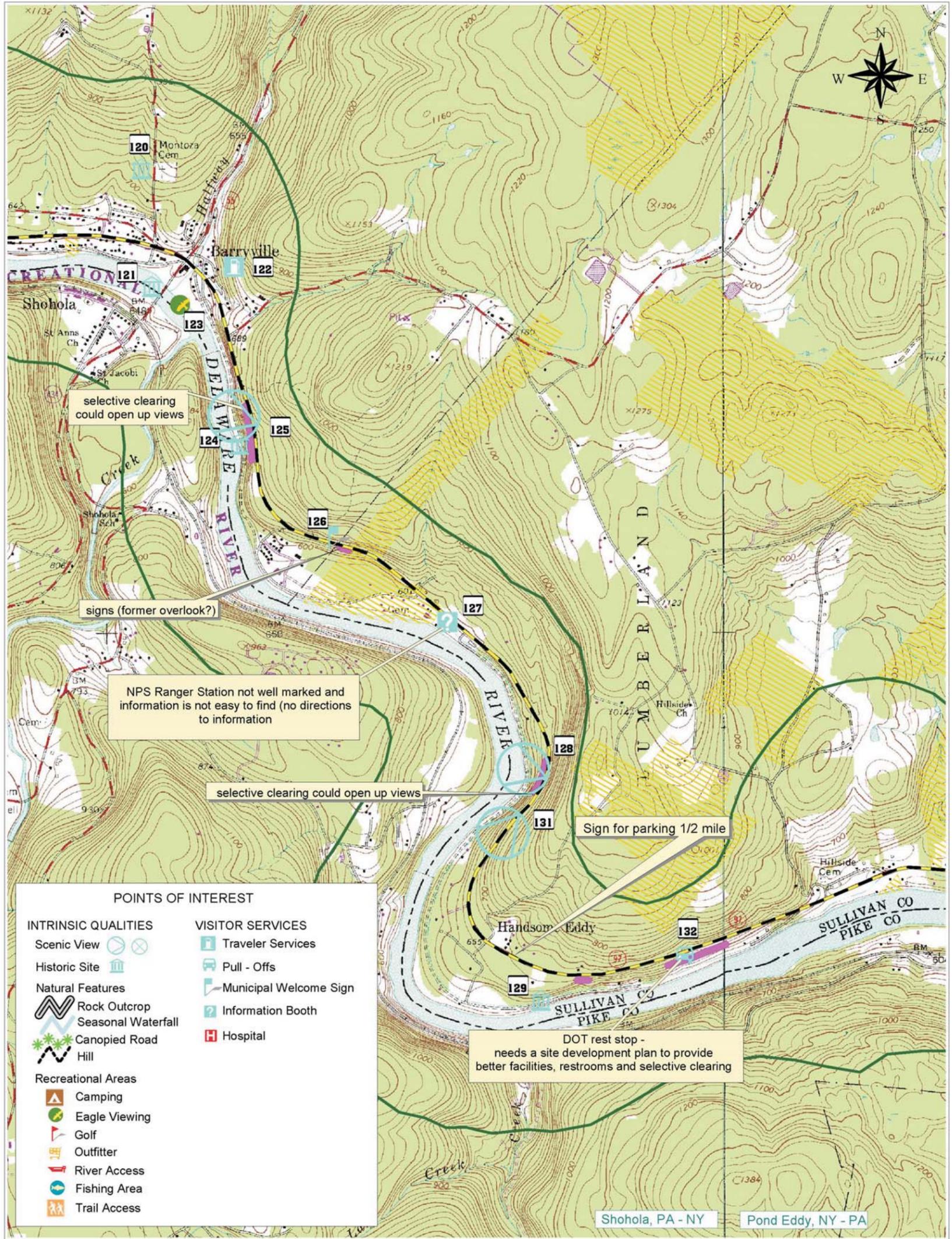
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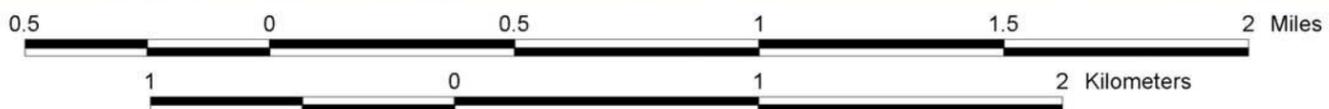
**Upper Delaware Scenic Byway**  
**Sheet 10 of 15**  
**Sullivan County**



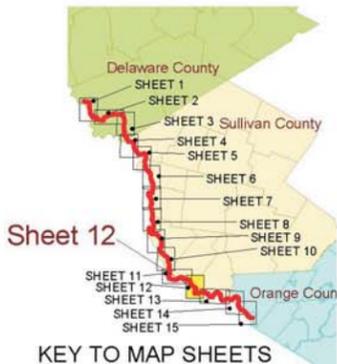




POINTS OF INTEREST	
<b>INTRINSIC QUALITIES</b>	<b>VISITOR SERVICES</b>
Scenic View	Traveler Services
Historic Site	Pull - Offs
Natural Features	Municipal Welcome Sign
Rock Outcrop	Information Booth
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Hill	
<b>Recreational Areas</b>	
Camping	
Eagle Viewing	
Golf	
Outfitter	
River Access	
Fishing Area	
Trail Access	



LEGEND	
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	Assessment Comments
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	USGS 7.5' Quadrangles



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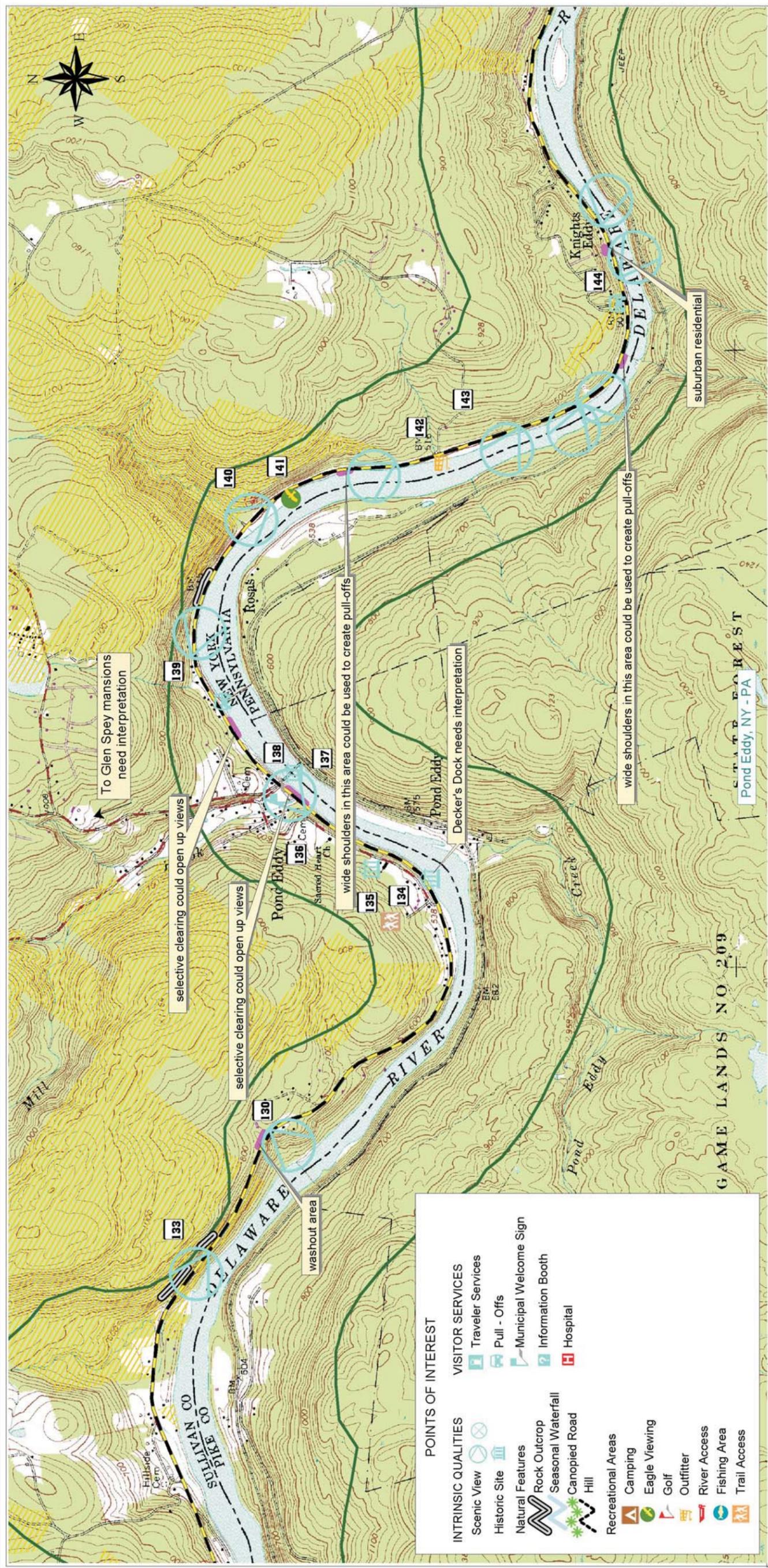
Map produced by Gray & Pape's GIS/EM Department in ArcView 3.1. Data derived from HRG field investigations, Sullivan County Planning Dept. GIS and US Census Bureau 1995 TIGER files.

**Upper Delaware Scenic Byway**

**Sheet 12 of 15  
Sullivan County**



HRG Consultants, Inc.



**Upper Delaware Scenic Byway**  
**Sheet 13 of 15**  
**Sullivan County**

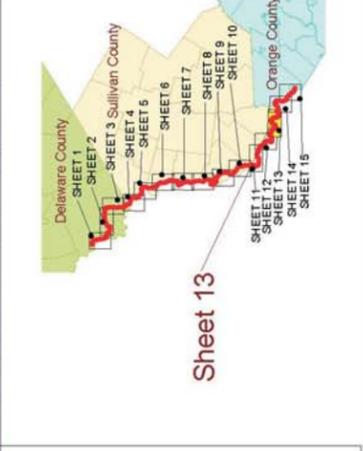


HRG Consultants, Inc.

0.5 1 1.5 2 Miles  
 0.5 1 1.5 2 Kilometers

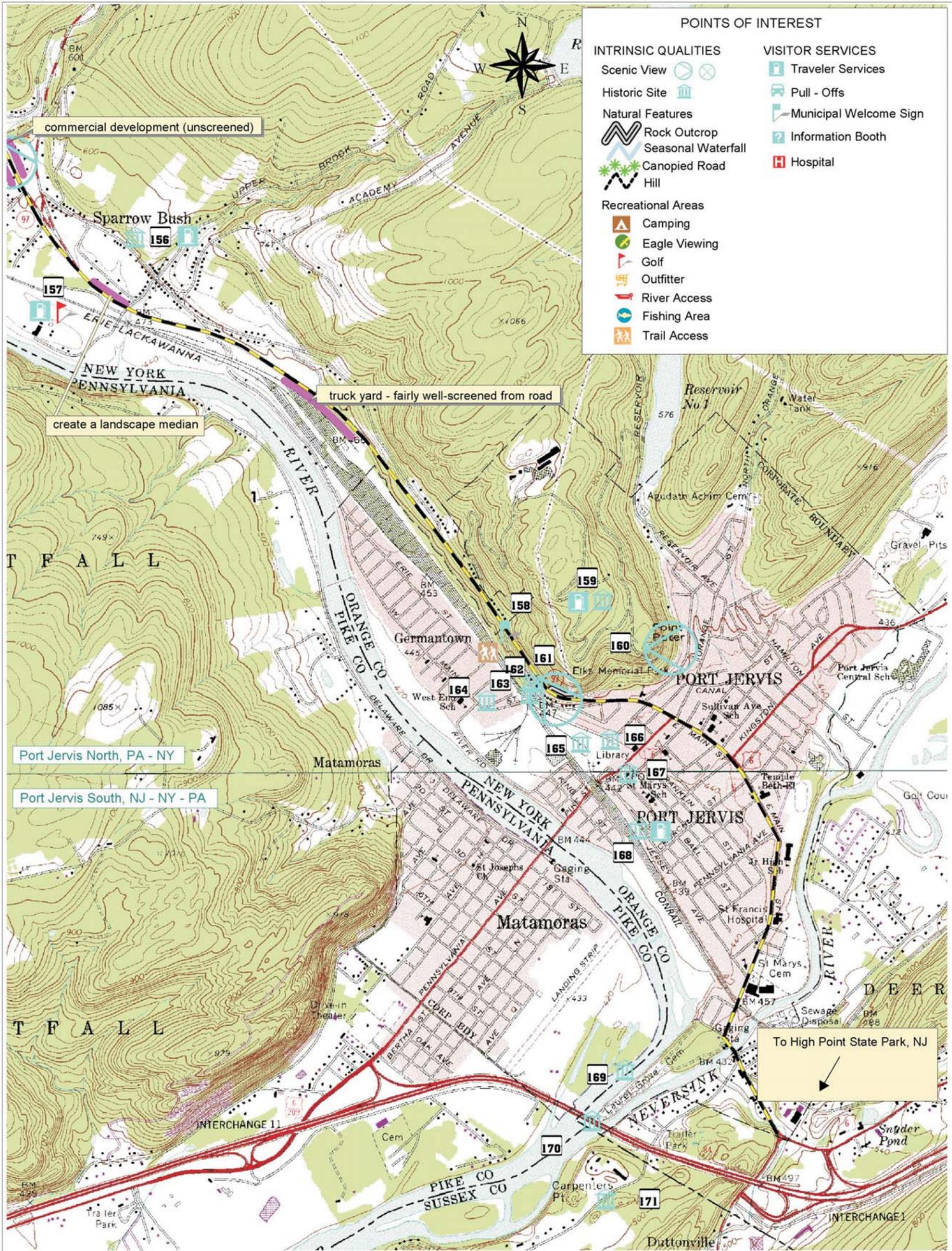
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- POINTS OF INTEREST**
- |                            |                         |
|----------------------------|-------------------------|
| <b>INTRINSIC QUALITIES</b> | <b>VISITOR SERVICES</b> |
| Scenic View                | Traveler Services       |
| Historic Site              | Pull - Offs             |
| Natural Features           | Municipal Welcome Sign  |
| Rock Outcrop               | Information Booth       |
| Seasonal Waterfall         | Hospital                |
| Canopied Road              |                         |
| Hill                       |                         |
| <b>Recreational Areas</b>  |                         |
| Camping                    |                         |
| Eagle Viewing              |                         |
| Golf                       |                         |
| Outfitter                  |                         |
| River Access               |                         |
| Fishing Area               |                         |
| Trail Access               |                         |

- LEGEND**
- Upper Delaware Scenic Byway
  - Assessment Comments
  - Upper Delaware Scenic and Recreational River Corridor
  - Other Park Boundaries
  - Agricultural Lands
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  - USGS 7.5' Quadrangles



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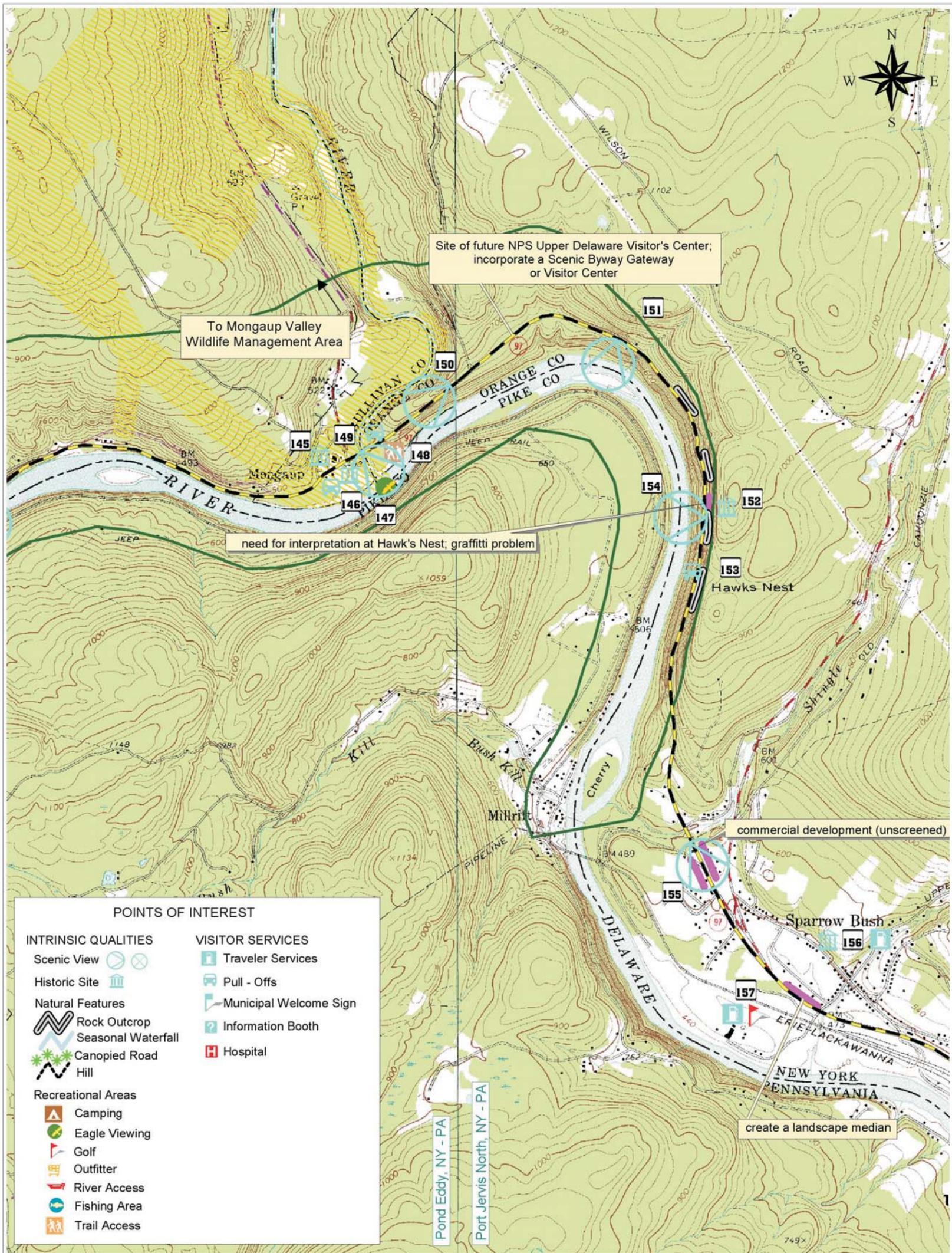
Map produced by Gray & Pape's GIS/EM Department in ArcView 3.1. Data derived from HRG field investigations, Sullivan County Planning Dept. GIS and US Census Bureau 1995 TIGER files.

**Upper Delaware Scenic Byway**

**Sheet 15 of 15  
Orange County**

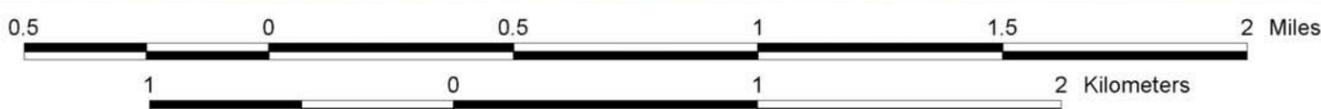


HRG Consultants, Inc.



**POINTS OF INTEREST**

INTRINSIC QUALITIES	VISITOR SERVICES
Scenic View	Traveler Services
Historic Site	Pull - Offs
Natural Features	Municipal Welcome Sign
Rock Outcrop	Information Booth
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Canopied Road	
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Recreational Areas	
Camping	
Eagle Viewing	
Golf	
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**LEGEND**

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	Assessment Comments
	Upper Delaware Scenic and Recreational River Corridor
	Other Park Boundaries
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	Undeveloped Lands
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**Upper Delaware Scenic Byway**  
**Sheet 14 of 15**  
**Sullivan and Orange Counties**

A P P E N D I X

A

**Community Resolutions**



**SUPPORTING THE DESIGNATION OF ROUTE 97 FROM PORT JERVIS TO  
HANCOCK AS A SCENIC BYWAY**

**Whereas,** A Scenic Byway Advisory Group has been formed to form plans and submit an application for the Route 97 Road to be designated a New York State "Scenic Byway," and,

**Whereas,** Route 97 is an important part of the upper Delaware Valley's history and heritage, and,

**Whereas,** These designations will help to preserve and promote our valley's history and promote tourism in those communities along the byway, and,

**Whereas,** Port Jervis is a "community" whose support was vital to the creation of New York State Route 97, and whose existence has been sustained by it.

**NOW THEREFORE, BE IT RESOLVED,** by the Council, City of Port Jervis, State of New York, the majority of the members thereto concurring as follows:

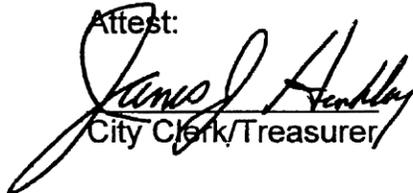
**SECTION I:** That the city supports the work of Route 97 Scenic Byway Advisory Group in having Route 97 declared a Scenic Byway and urges this designation.

**SECTION II:** This resolution shall take effect at the earliest period of time allowable by law.

SEAL

Dated: September 24, 2001

Attest:

  
City Clerk/Treasurer

City of Port Jervis

  
R. Michael Worden, Mayor

Orange County, New York  
Resolution

Supporting the Designation of State Route 97 as a New York State Scenic Byway

WHEREAS a Route 97 Scenic Byway Committee has been formed and has submitted an Enhancement Concept to the New York State Department of Transportation for New York State Route 97 to be designated and known as Route 97 Scenic Byway, and

WHEREAS, the designation, is an important step to having Route 97 declared a Scenic Byway and

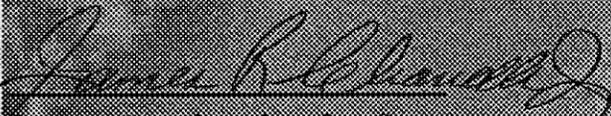
WHEREAS, Route 97 is an important part of the history and heritage of the Town of Deepark, Orange County, New York, and

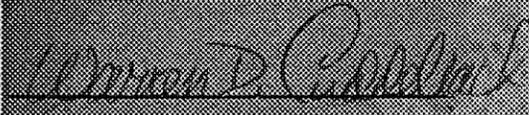
WHEREAS, this designation will help to preserve and restore this part of our history and promote tourism benefiting all communities along Route 97, and

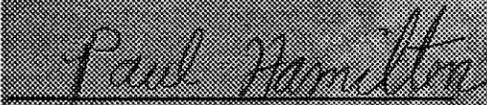
WHEREAS, the Town of Deepark, Orange County, New York believes that said designation will serve to highlight the exceptional feature of the regions appeal to residents and visitors alike, the highway itself. The most significant and attractive aspects of the Byway will continue to be its spectacular scenic highway vistas, access to the Delaware River and its resources, and the uniqueness of the communities along the Byway. The economic climate will be enhanced through careful promotion of the Byway and its resources.

NOW THEREFORE, BE IT RESOLVED, by the Town Board of the Town of Deepark, Orange County, New York, the majority of the members elected thereto concurring, by setting our signatures heretofore, that we support the designation of Route 97 as a Scenic Byway.

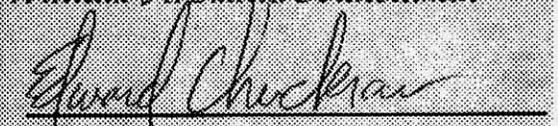
Date: September 10, 2001

  
James R. Chandler Jr. Supervisor

  
Warren Cuddeback, Councilman

  
Paul Hamilton, Councilman

  
William A. Smith, Councilman

  
Edward Chuckran, Councilman

**RESOLUTION #122 -01**

**TUSTEN SUPPORTS SCENIC BYWAY**

On motion of Councilman Knapp, seconded by Councilwoman Falk, the following resolution was

**ADOPTED AYES 5 NAYS 0**

**RESOLVED** that the Town of Tusten supports the Enhancement Concept for the Upper Delaware Scenic Byway and

**WHEREAS**, the Town of Tusten recognizes the importance of the Route 97 Scenic Byway and

**WHEREAS**, the State of New York is considering designating Route 97 as a Scenic Byway and

**WHEREAS**, the designation of the Scenic Byway will make access to funding available and

**WHEREAS**, the County of Sullivan and the local municipalities have taken the lead in developing the Enhancement Concept for the Upper Delaware Scenic Byway program and endorsement and cooperation of local governments in the area will be necessary to make the program a success,

**NOW THEREFORE BE IT RESOLVED** that the Town of Tusten fully endorses the Enhancement Concept for the Upper Delaware Scenic Byway.

**This is a true and correct copy of Town Resolution No. 20-01.**



**Carol J. Wingert**  
Tusten Town Clerk



**RICHARD B. CRANDALL**  
**SUPERVISOR-TOWN OF TUSTEN**  
*Town Hall, Box 195*  
*Narrowsburg, NY 12764*

RESOLUTION # 153 SUPPORTING THE DESIGNATION OF STATE ROUTE 97  
AS A SCENIC BYWAY

WHEREAS, the Cochection Town Board recognizes the importance to this region of having State Route 97 designated a Scenic Byway, and

WHEREAS, the Scenic Byway designation of State Route 97, will encourage tourist to visit our area which in turn will help the local economy, and

WHEREAS, the Town Board believes this designation will help in preserving the natural beauty of the Delaware River Valley, therefore

BE IT RESOLVED, that the Cochection Town Board endorses the designation of State Route 97 as a Scenic Byway and lends its support in implementing this addition to our region.

Resolution moved by: Councilperson Meyer

Seconded by: Councilperson Cardone

Vote: Supervisor S. Indelicato yes  
Councilpersons: L. Richardson yes  
D. Smith not present  
J. Meyer yes  
S. Cardone yes

Town Clerk certification I Hollye Schulman, certify that this resolution was adopted by the Town of Cochection Town Board at the regular Town Board meeting on October 10, 2001.

Hollye Schulman

RESBYWAY.97

TOWN OF DELAWARE  
Town Clerk/Tax Collector

104 Main Street, P.O. Box 129  
Hortonville, New York 12745  
845/887-5250 FAX: 887-5228

**Town of Delaware Town Board  
Resolution #5-1998**

WHEREAS, Route 97 is one of the most aesthetically pleasing corridors to travel in New York State, and

WHEREAS, tourism remains an important and viable industry for the Towns along the river corridor, and

WHEREAS, the designation as a New York State Scenic Byway will make available State funding to promote the corridor as a tourist destination, thus enhancing the economy of the Towns, and

WHEREAS, the planning for future activities in the corridor will be guided by a Corridor Management plan developed by the Towns and residents along this corridor, and

WHEREAS, the existing authority of the New York State Department of Transportation Commissioner will remain unchanged with a New York State scenic byways designation,

NOW, THEREFORE, BE IT RESOLVED, that the Town of Delaware does hereby support the designation of Route 97 as a New York State Scenic Byway.

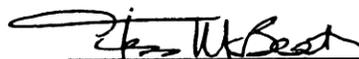
The question of the adoption of the foregoing resolution was duly put to a vote on March 18, 1998, and thereupon declared duly adopted.

Motion to re-affirm the above resolution was made at the September 19, 2001 meeting of the Town Board; motion was seconded and unanimously carried.

STATE OF NEW YORK )  
  )  
COUNTY OF SULLIVAN )

I, TESS McBEATH, Town Clerk of the Town of Delaware, Sullivan County, do hereby certify that I have compared the foregoing copy of a resolution with the original thereof now on file in my office and that the same is a correct transcript therefrom and of the whole of said original.

WITNESS my hand and seal of said Town of Delaware this 25<sup>th</sup> day of September, 2001.

  
\_\_\_\_\_  
Tess McBeath, Town Clerk

# Village Of Hancock

CHARTERED 1888

**MAYOR WILLIAM L. WARD, JR.**

MUNICIPAL HALL 230 EAST FRONT ST., SUITE 1  
HANCOCK, N.Y. 13783  
TEL. 607-637-5341  
FAX 607-637-3698  
voh@hancock.net

**REGINA M. SKINNER**  
VILLAGE CLERK-TREASURER

**TRUSTEES**

SHAUN M. SHANNON  
GEORGE R. NEARING

A. YVONNE DOLPH  
SANDRA C. KARCHER

**PHYLLIS SCHOONMAKER**  
DEPUTY VILLAGE CLERK-TREASURER

## RESOLUTION OF ENDORSEMENT

WHEREAS, The Village of Hancock recognizes the importance of tourism in New York State, and

WHEREAS, The NYSDOT has designated certain highways in New York State as State Scenic Byways, and

WHEREAS, the designation of a Scenic Byway will make funding available, and

WHEREAS, endorsement and cooperation of local government in the area is necessary,

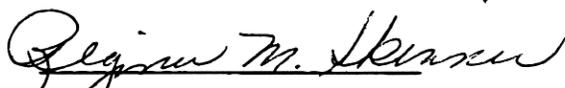
NOW THEREFORE BE IT RESOLVED that the Board of Trustees of the Village of Hancock support the Enhancement Concept for the Upper Delaware Scenic Byway.

Adopted this 10th day of September 2001.

VILLAGE OF HANCOCK

  
\_\_\_\_\_  
Mayor, William L. Ward, Jr.

Attest:

  
\_\_\_\_\_  
Clerk



IN REPLY REFER TO:

## United States Department of the Interior

NATIONAL PARK SERVICE

Upper Delaware

Scenic & Recreational River

RR 2 Box 2428, Beach Lake PA 18405-9737

November 21, 2001

A90 (NPS-SUP)

Mr. Alan Sorensen, Commissioner  
Sullivan County Planning Department  
County Government Center  
100 North Street  
Monticello NY 12701

Dear Mr. Sorensen:

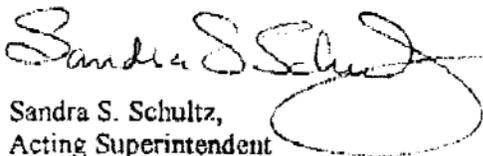
The National Park Service at the Upper Delaware Scenic and Recreational River is pleased to support the designation of New York State Route 97 as the Upper Delaware Scenic Byway. The concept of establishing a scenic byway along Route 97 and the proposed Enhancement Concept for the Upper Delaware Scenic Byway is compatible with:

- The Designation of the Upper Delaware River as a Scenic and Recreational River under the Wild and Scenic River Act.
- The Upper Delaware River Management Plan in the areas where it applies.

The National Park Service also supports scenic byway designation because it will compliment other area efforts including ours to improve visitor services and highway safety. Designation will also expand funding opportunities for enhancement projects for the entire byway corridor and surrounding communities thus assisting us in our effort to provide a valuable resource for the citizens of New York and their visitors.

The National Park Service can provide additional assistance in this effort, so please contact me at 570-729-8251 about how we might continue to support the scenic byway initiative.

Sincerely,



Sandra S. Schultz,  
Acting Superintendent

A P P E N D I X

B

**Outdoor Advertising Sign Inventory**



Region 8-5, Orange County, Route 97: 2.75 Miles, Beginning Milepost: 2009; Ending Milepost: 2054  
 Original Dated: 2/2/1979; Updated To: 09/26/2000

Mile Marker	Side	Length x Height	Faces	Zoning	Class	Permit Number	Sign Owner	Legend
2009.0	R	8 x 4	1	Commercial	1		Alexander Steak House	Alexander Steak House Hotel & Restaurant
2009.7	R	16 x 10	3		1	8306490	William Kestler	
2011.3	R	8 x 6	1	Commercial	1	8307445	Michael Scully	Scully's Restaurant
2012.3	R	4 x 6	1	Commercial	1	1080097565	J & B Escott, Inc	Gamo's Country Store
2012.3	R	0 x 0				1080097565	J & B Escott, Inc	Gamo's Country Store
2015.0	L	25 x 10	2	Commercial	1	8307447	Vincent & Kathy Galligan	Neversink Lumber Company
2016.0	L	25 x 12	1		1	8306423	Midpott Outdoor, Inc.	
2016.5	R	14 x 12	1	Commercial	1	8307450	Edward T. Ridley	
2016.6	R	2 x 2	1				Methodist Ch.Lower Brook Roa	
2017.		0 x 0				1080097295	Eddy Farm Hotel	Eddy Farm Hotel
2018.9	R	32 x 10	1		3	8300836	Highway Displays, Inc.	
2019.1	R	20 x 10	2		1	8306965	Richard & Catherine Felter	Fort Delaware/Cedar Rapids Inn
2019.8	L	40 x 12	2		1	8306966	Deborah Lauer	Indian Head Canoes
2019.8	L	40 x 12	2	Commercial	5	8307000	Frank and Theresa Loeffler	
2020.8	R	33 x 10	1		1	8300835	Highway Displays, Inc.	Mtn.View Log Homes
2020.8	L	40 x 10	1			8300838	Deerpark Oil	Deerpark Oil
2054.0		0 x 0				1080097316	Cherry Lane	Cherry Lane

ADVERTISING SIGN INVENTORY

Region 9

Page 1 of

County: SULLIVAN

Route: 97N

Beginning Milepost: \_\_\_\_\_

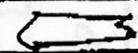
Ending Milepost: \_\_\_\_\_

Total Miles: \_\_\_\_\_

Original Dated: \_\_\_\_\_

Updated To: \_\_\_\_\_

Updated To: \_\_\_\_\_

Mile Point No.	Estimated	Side of Highway	Face No.	Length	Height	Zoning	Classification	Sign Legend and/or Sign Owner
1001		R	1	4 x 3			WEL	WELCOME TO TOWN OF LUMBERLAND
1010		R	1	12 x 12			ILL	LANDER'S RIVER TRIPS
1010		R	2	2 x 3			ILL	LANDER'S KNIGHTS EDDY BASE
1027		L	1	8 x 5			ILL	KITATIMMY CANOES STAIRCASE RAPIDS ACCESS
1039				POND	EDDY			
1046		R	1	8 x 4				MARTIN CONSTRUCTION 2 SIGN
1046			1	8 x 4				WWW.SPIRITREARMS.COM
1046		R	1	1' x 18"				WHITE WATER WILLIE'S PARKING 2 SIGN
1046		R	1					REBER'S REALTY
1046		R	1	3 x 2				UKRAINIAN RESORT CENTER
1046		R	1	3 x 1				ST. CHURCH
1046		R	1				WEL	WELCOME TO TOWN OF LUMBERLAND
1053		R	1	24" x 34"			CHURCH	UNITED METHODIST CHURCH POND EDDY
1053		R	1	2 x 2 + 1 x 1				TRIFIT SHOP (AT) METHODIST CHURCH 2 SIGN
1053		R	2	4 x 2			ILL	SACRED HEART CHURCH
1073		R	2	8 x 14"			ILL	JERRY'S 
1073		L	1				ILL	JERRY'S CANOES / RAFTS

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ADVERTISING SIGN INVENTORY  
Region 9

County: Sullivan

Route: \_\_\_\_\_

Beginning Milepost: \_\_\_\_\_

Ending Milepost: \_\_\_\_\_

Total Miles: \_\_\_\_\_

Original Dated: \_\_\_\_\_

Updated To: \_\_\_\_\_

Updated To: \_\_\_\_\_

Mile Point No.	Estimated	Side of Highway	Face No.	Length	Height	Zoning	Classification	Sign Legend and/or Sign Owner
1076		R	2	8x5			ILL	KITATIMNY CANDIES ← CARPOND 7 MILES AHEAD
		FACING SOUTHBOUND					ILL	MATAMORAS BASE 15 MILES AHEAD
1077		R		8x4			ILL	RAINBOW DINER
1090		R	1	8x12			ILL	LANDERS RIVER TRIPS
1090		R	1	8x8			ILL	HAGEMANN'S BAIT-TACKLE IL CASTELLO RISTORANTE
1093		R	2	4x1			ILL	THE WATERGEE GARDEN RETREAT
Town of Highland								
1112		L	1	6x4			ILL	VINTON'S COUNTRY HOUSE RESTAURANT
1113		L	1	8x4			ILL	BAREVILLE EXTERMINATING
1113		L	1	8x4			ILL	RAINBOW DINER
1113		L	1	8x4			ILL	IL CASTELLO RISTORANTE
1113		L	1	8x7			ILL	BAREVILLE REALTY
1113		L	1	8x4			ILL	HIGHLAND GENERAL STORE
1113		L	1	8x4			ILL	ELORE POWER EQUIPMENT
1115		R	1	6x4			WEL	WELCOME TO THE TOWN OF HIGHLAND
1115		R	1	8x4			ILL	LAKE VIEW GOLF COURSE
1119		R	1	8-LARGE BILBOPEL			OP	HICKORY HAVEN LODGE

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**ADVERTISING SIGN INVENTORY**  
Region 9

County:                     

Route:                     

Beginning Milepost:                     

Ending Milepost                     

Total Miles                     

Original Dated:                     

Updated To:                     

Updated To:                     

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197  
1966

12 MI

PENN YORK  
EST. EST. DATE

Mile Point No.	Estimated	Side of Highway	Face No.	Length	Height	Zoning	Classification	Sign Legend and/or Sign Owner
		R	1	16 x 20			1LL	16A - 4 MILES →
1123		R	1	5' x 31"			WEL	WELCOME TO BARRYVILLE
WT 4 Mile 6		R <sup>RT 975</sup>	1	4 x 4			1LL	WASH BOARD LAUNDRY MAT
1126		L	1	8 x 7			1LL	INDIAN HEAD CANOES + RAFTS
1126		L	2	4 x 8			1LL	TEDDY'S DELI DEPOT
1143		R	1	8 x 4			1LL	KITATINNY CANOES
1148		L	1	8 x 12			1LL	LANDERS RIVER TRIPS - NARROWSBURG CG 12 MI SKINNERS FALLS CG 18 MI
		R	1	21' x 31"			CHURCH	ST MARK'S LUTHERAN CHURCH
1163		R	1	12 x 10			1LL	HONCSDALE NAT'L BANK
1187		L+R	2	2 x 1			1LL	ANTIQUES
1187		R	1	3 x 2			1LL	PETE BOSSER - USED CARS
1248		R	1	30 x 16 <sup>2</sup>			1LL	GROVER HERMAN HOSPITAL
				NARROWSBURG				
1011		L	1	12 x 9			WEL	WELCOME TO NARROWSBURG
1011		R	1	2 x 3			CHURCH	UNITED METHODIST CHURCH
1010		R	1	16 x 12			1LL	LANDERS RIVER TRIPS / PENN YORK EST. EST. DATE
1009		L	1	10. x 12			1LL	FORT DELAWARE

**ADVERTISING SIGN INVENTORY**  
Region 9

County:                     

Route:                     

Beginning Milepost:                     

Ending Milepost                     

Total Miles                     

Original Dated:                     

Updated To:                     

Updated To:                     

Mile Point No.	Estimated	Side of Highway	Face No.	Length	Height	Zoning	Classification	Sign Legend and/or Sign Owner
1270		R	2	12 x 10			1LL	BLANK SIGN / SEE AREA ENTER HERE
				COCKEYTON				
1311		R	1	4 x 4			WEL	WELCOME TO TOWN COCKEYTON
1318		R	1	8 x 5			1LL	NATIONAL PARK SERVICE GET OUT
1321		R	1	11 x 12			1LL	LANDERS RIVER TRIPS
1324		L	1	11 x 12			1LL	LANDERS RIVER TRIPS SPINNERS FALLS CG
1336		R	1	5 x 3			1LL	TRILOGY PERENNIALS GREENHOUSE
1336		R	1	4 x 4			1LL	RIVER BROOK FARM
1345		R	1	3 x 1			1LL	CUSNETUNK CAMPGROUNDS
1347		R	1	4 x 4			1LL	CHEERS
1347		R	1	8 x 4			1LL	COCKEYTON GENERAL STORE
1372		R	1	8 x 4			1LL	FOR SALE - TONY GALANO
1374		R	1	8 x 6			1LL	TOP OF THE WORLD ESTATES
				TOWN OF DELAWARE				
1378		R	1	8 x 4			1LL	MATTHEW J FREDA - REAL ESTATE
1386		R	1	4 x 4			1LL	19 ACRES FOR SALE
1391		R	1	8 x 5			WEL	WELCOME TO HALLICORN

**ADVERTISING SIGN INVENTORY**  
Region 9

Page 5 of     

County:                     

Route:                     

Beginning Milepost:                     

Ending Milepost                     

Total Miles                     

Original Dated:                     

Updated To:                     

Updated To:                     

Mile Point No.	Estimated	Side of Highway	Face No.	Length	Height	Zoning	Classification	Sign Legend and/or Sign Owner
								St. James
1391		R	1	2x3			CHURCH	THE EPISCOPAL CHURCH
1391		R	1	2x3			CHURCH	GRACE BAPTIST CHURCH
1391		R	1	8x5			ILL	RED BARN CAMPGROUND
1393		R	1	16x8			ILL	KLIMCHOK REAL ESTATE
1396		R	1	8x2			ILL	MOE'S CYCLE
1396		R	1	8x4			ILL	MINI STORAGE
								CALLICOON
								FREMONT
1444		R	1	2x3			CHURCH	UNITED METHODIST CHURCH
1445		R	2?	8x9			ILL	ALLEN KRAFT BUILDER
1445		R	1	8x5			ILL	RED BARN CAMPGROUND
								HANKINS
1446		R	1	8x4			WEL	Welcome To HANKINS
		R	1	20"x19"			CHURCH	ASSEMBLIES of GOD
		R	2	11x7			ILL	CATSKILL-DELAWARE OUTDOOR
1461		R	1	3x1			ILL	SAULT FALLS INN
1477		R	1	5x5			ILL	SPORTING CLAYS

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ADVERTISING SIGN INVENTORY

Region 9

Page 1 of 5

County: DELAWARE

Route: 97 S

Beginning Milepost: \_\_\_\_\_

Ending Milepost: \_\_\_\_\_

Total Miles: \_\_\_\_\_

Original Dated: \_\_\_\_\_

Updated To: \_\_\_\_\_

Updated To: 11.13.00

Mile Point No.	Estimated	Side of Highway	Face No.	Length	Height	Zoning	Classification	Sign Legend and/or Sign Owner
1131		R	1	8x4			ILL	DELTON DICKINSON / HANCOCK PLANT ✓
1130+		R	1	8x2			ILL	COLONIAL MOTEL ✓
1129		R	1	4x4			OFF	WELCOME TO UPPER DELAWARE SCENIC REC RIVER ✓
1129		R	1	4x2			OFF	PLEASE RESPECT PRIVATE PROPERTY RIGHTS! ✓
1072+		R	1				TOD	THE FAMILY SCHOOL ✓
1048+		R	2	2x3			ILL	SARAH'S GARDENS - ON ROAD ✓
1000				SULLIVAN COUNTY				360
1478		R	1	3x2			ILL	HILL'S TWIN SPRUCE LODGE ✓
				NEAR JCT 134				
1478		L	1	8x4			ILL	NAT'L PARK SERVICE DET OUTLET TOWN ✓
1461		R	2	4x2			ILL	SOARING EAGLE AMPHIBIOUS ✓
				HANKINS - JCT 94				364
		R	1	8x4			WEL	WELCOME TO HANKINS ✓
		R	1	8x4			ILL	KEEP YOUR EYE ON HANKINS ✓
1446		L	2	4x4			ILL	EAST ROUGE ORGANIC DINEE ✓
1433				TOWN of DELAWARE				
1422		R	1	20x12			ILL	ABORTION ✓

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ADVERTISING SIGN INVENTORY

Region 9

Page 2 of 5

County: SULLIVAN

Route: 97

Beginning Milepost: \_\_\_\_\_

Ending Milepost: \_\_\_\_\_

Total Miles: \_\_\_\_\_

Original Dated: \_\_\_\_\_

Updated To: \_\_\_\_\_

Updated To: 11.13.00

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Mile Point No.	Estimated	Side of Highway	Face No.	Length	Height	Zoning	Classification	Sign Legend and/or Sign Owner	
1422		R	1	12 x 4			ILL	BUDDEWNAELEN GARAGE	
		R	1	8 x 4			WEL	WELCOME TO CALLICOON	
		R	1	2 x 3			CHURCH	GRACE BAPTIST CHURCH	
		R	1	2 x 3			CHURCH	ST. JAMES EPISCOPAL CHURCH	
1407			TOWN of CALLICOON						
		R	1					WELCOME TO CALLICOON	
		R	1	STD			TOD	VILLA ROMA	
		R	2	4 x 2			ILL	MOE'S CYCLE	
			1	TOWN of DELAWARE					
1388		R	1	9 x 4			ILL	TOP of THE WORLD ESTATES	
1385		L	1	8 x 4			ILL	PROPERTY FOR SALE	
1382		R	2	8 x 4			ILL	RIVERSIDE ROOFING	
			TOWN of COCNECTON						
1374		R	1	4 x 2			WEL	WELCOME TO TOWN of COCNECTON	
1374		R	2	8 x 4			ILL	COCNECTON GENERAL STORE	
		R		9 x 4			ILL	MICHELE'S RESTAURANT	
		R	2	8 x 5			TOD	COCNECTON STATION	

**ADVERTISING SIGN INVENTORY**  
Region 9

County: SULLIVAN

Route: 97

Beginning Milepost: \_\_\_\_\_

Ending Milepost \_\_\_\_\_

Total Miles \_\_\_\_\_

Original Dated: \_\_\_\_\_

Updated To: \_\_\_\_\_

Updated To: 11.13.00

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Mile Point No.	Estimated	Side of Highway	Face No.	Length	Height	Zoning	Classification	Sign Legend and/or Sign Owner
1346		R	1	8 x 6			ILL	FORT DELAWARE
1339		R	1	4 x 4			ILL	RIVER BROOK FARM
1337		R	1	3' x 8"			ILL	GREENHOUSE
1325		R	1	8 x 8			ILL	MIKE'S MATTRESS BARN
1319		L	1	4 x 4			ILL	NATI PARK SERV GET OUT
				TOWN OF TUSTEN				
1281		L	1	8 x 4			ILL	PENN YORK REAL ESTATE
1281		R	1	16 x 8			ILL	BOB LANGERS CAMPGROUND
1282		L	1	5 x 3			WEL	WELCOME TO NARROWSBURG
1284		L	1	12 x 12			ILL	FORT DELAWARE
				TOWN OF NARROWSBURG				
1276		R	1	6 x 3			WEL	WELCOME TO NARROWSBURG
				11.14.00				
1274		R	2	8 x 4			ILL	PECK'S MARKET
1274		R	2	8 x 10			ILL	PECK'S MARKET PLACE
1250		L	2	8 x 4			ILL	PENN YORK REAL ESTATE
1244		R	2	8 x 4			ILL	ROYALE OAKS ESTATES

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**ADVERTISING SIGN INVENTORY**  
Region 9

Page 4 of 5

County: SULLIVAN

Route: 97

Beginning Milepost: \_\_\_\_\_

Ending Milepost \_\_\_\_\_

Total Miles \_\_\_\_\_

Original Dated: \_\_\_\_\_

Updated To: \_\_\_\_\_

Updated To: 11.13.00

Mile Point No.	Estimated	Side of Highway	Face No.	Length	Height	Zoning	Classification	Sign Legend and/or Sign Owner
1244		R	2	8x10			ILL	MCKEAN REAL ESTATE
				TOWN of NIGHTLAND				36620
1172		R	1	2x2			WEL	WELCOME TO TOWN of NIGHTLAND
		R	1	118" x 2'7"			CHURCH	ST MARK'S LUTHERAN CHURCH
		L	2	4x2			ATTR.	MINISINK BATTLEGROUND
1146		L	2	16x8			ILL	KITATINNY CAMPGROUND
1145		R	1	8x4			ILL	CANOE CUSTOMERS-TURN LEFT 350'
		R	1	2x3			CHURCH	UNITED METHODIST CHURCH
				BARRYVILLE				
1122		L	2	4x4			ILL	FOR SALE OR LEASE
1121		L	2	8x6			ILL?	IL CASTELLO
1121		L	2	7x8			ILL?	BARRYVILLE REALTY - ELEC. PLUMB HEAT
1120		L	2	8x4			ILL?	OLD NEW INDOOR FLEA MARKET
1121		R	1	2x3			CHURCH	SAINT JACOBI LUTHERAN
1121		R	1	3x2			CHURCH	ST ANN'S CHURCH
1121		R	2	8x2.58 8x4 NB			ILL	BAIT + TACKLE
1121		R	2	8x2			ILL	PEGALA UNLIMITED NAT'L FOODS

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A P P E N D I X

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**Fact Sheets  
State Scenic Byways Program  
Signs, Signs, Signs**



## **Upper Delaware Scenic Byway Scenic Byway Committee**

### **New York Scenic Byways Program Fact Sheet**

What is the New York State Scenic Byways Program?

The New York State Scenic Byways Program, established in 1992, was a legislative action that is now a State Highway Law under Article XII-C, Section 349. Under Section 349-aa Statement of Intent:

"The Legislature hereby finds that certain portions of the State Highway System are notable for their scenic, historic, recreational, cultural and archaeological value and worthy of designation as Scenic Byways to provide special consideration of their unique features and special role in the Highway System..."

It is a locally-driven effort designed to bring attention to the roadway corridors in the state that have regionally significant scenic, natural, recreational, cultural, historic or archaeological resources. By bringing attention to these corridors, the program aims to convey to the traveler some of the state's heritage, recreational opportunities, and scenic beauty. Section 349-bb New York State Scenic Byways Program states that

"For the purposes of this article, a "Scenic Byway" is a transportation route and adjacent areas of particular scenic, historic, recreational, cultural or archaeological characteristics which is managed to protect such characteristics and to encourage economic development through tourism and recreation."

The pursuit of State Scenic Byway designation must come from local initiatives that gather support for the project and see the process through to the application. Roadways that are designated State Scenic Byways must have a Corridor Management Plan that guides development and promotion of the roadway corridor in a way that both protects the resources that make it special and encourages local economic development opportunities. The Corridor Management Plan is developed at the grassroots level. In seeking community input to develop the plan, it is expected that the resulting character of the Byway will echo the priorities and goals of the people who live along it.

Also, under Section 349-bb, Paragraph 2 (b), it states that the commissioner is authorized:

"...to make safety improvements to a highway designated as a scenic byway under this article to the extent such improvements are necessary to accommodate increased traffic, and changes in the types of vehicles using the highway due to such designation."

(Excerpt from a letter from the New York State Department of Transportation) This authorization recognizes the potential for increased traffic (greater usage and visitation) that may follow designation as a scenic byway... Should this be the case, this paragraph authorizes the Commissioner to make safety improvements to accommodate the type of vehicles already using the road.

To assist the Department of Transportation in the operation of its Scenic Byways Program, the New York State Byways Advisory Board was established under Section 349-cc. It has a number of duties including the designation and removal of scenic byway routes.

What are the regulations associated with the Program?

There are no regulations associated with the New York State Scenic Byways Program. It is a voluntary decision by local municipalities to participate by nominating a route as a state scenic byway. The Federal Highway Beautification Act, 23 U.S.C.131, prohibits the construction of new billboards along designated scenic byways that are interstate, National Highway System or federal-aid primary roads. Route 97 is a major collector from the Orange County line to Route 52 and a minor arterial from Route 52 to Route 17. A billboard is a sign advertising a product that is not sold or offered on the premises of the sign. Local regulatory controls can be stricter than federal regulations.

What does participation in the Program mean for local governments?

There are no requirements that municipalities enact any particular regulations under the scenic byway program or any provisions for state oversight of local regulations. Individual towns, nevertheless, may, on their own, choose to use their zoning and other land use regulations as a means of complementing the byway.

Participation in the State Scenic Byways program can have many benefits for local communities. Promotion of the Byway can translate into more visitors to the area or extended visitation to the area in the shoulder seasons. This means the potential for increased patronage of local businesses and a market for new businesses. The Corridor Management Plan gives communities the chance to define the acceptable levels of tourism and develop strategies for meeting but not exceeding these levels. Communities also will be able to define their stewardship priorities with regard to natural resources, historic sites, and the roadway itself. Improvements to the roadway and the construction or maintenance of rest areas and picnic facilities can benefit residents as well as visitors, and may help local governments achieve other transportation goals such as traffic management in the process.

By participating in the State Scenic Byways program, local governments will have priority access to grant funds through the National Scenic Byways and Enhancements Programs of the Transportation Efficiency Act for the 21st Century (TEA-21). These funds could be used for tourism development, interpretation, resource management, marketing, and bricks and mortar projects, such as, bikeways, scenic pulloffs, and visitor centers.

## **SIGNS, SIGNS, SIGNS - A Fact Sheet**

### **What is a sign?**

A sign is any display, device, figure, painting, drawing, message, placard, poster, billboard, or other structure which is designed, intended or used to advertise or inform, any part of the advertising or informative contents of which is visible from the main traveled way of a highway, whether the sign is permanent or portable. (NY DOT Sign Program)

### **What types of signs are there?**

#### Official Signs

An official or public service sign are those signs whose advertised activity and applicant is a Municipality, State Agency, Federal Agency, or Not-For-Profit organization recognized by DOT. These signs have a number of requirements that stipulate location, size and other factors depending upon the specific circumstances. Typically, they are located within the right-of-way and provide safety and traffic information to the traveling public. They include signs showing the road speed limit, upcoming curves, or stops, among others. (NY DOT Sign Program)

#### Trailblazer Signs

These signs are often highly visible along a road or trail because they portray an easily identifiable logo or symbol. Trailblazer signs mark the path and provides for identification of the route. An example of this type of sign is the Appalachian Trail markers, and the Seaway Trail and other state scenic byway markers. The Department of Transportation typically is responsible for the fabrication and installation of scenic byway trailblazer signs that are in the right-of-way.

#### Directional Signs

Tourist Oriented Directional (TOD) Signs are produced, installed and maintained by the Department of Transportation. They are intended for rural areas and are not used in urbanized areas such as Long Island, New York City and other large cities. These signs provide directional information to the traveling public about places located on non-primary routes. The type of places that may be identified on a sign include natural phenomena, historic, cultural, scientific, educational and religious sites, places for camping, lodging, eating, vehicle service and repair. They also include signs advertising services, activities, arts, crafts or products that are generally and commonly accepted to be of specific interest to the traveling public for the particular region and which do not relate to nationally-advertised products, trade-marks or brand names. (NY DOT Sign Program)

## Informational Signs

Informational signs are intended to provide and communicate motorist information. These can be either official or non-official signs.

## Interpretative Signs

A display, kiosk or exhibit that presents a story or message. A wayside exhibit or trail panel interprets features or events on a site to develop a theme or story. It may communicate basic rules and orientation information, but it differs from a sign by providing explanations. The primary purpose is to enhance the visitor's experience and understanding. These are designed for learning at leisure. (Signs, Trails, and Wayside Exhibits; Suzanne Trapp, Michael Gross and Ron Zimmerman)

## **What regulations exist?**

### Outdoor Advertising

Under the Federal Highway Beautification Act 23 (U.S.C. 131), the construction of new billboards (also known as off premise or outdoor advertising signs) along designated scenic byways that are on the National Highway System is prohibited. However, there is only .7 mile of the byway route that is on the National Highway System where it overlaps Route 52. Sign control for the most part is at the local level. The only exception to this is areas within the state right-of-way, which varies in width but typically is 50 feet along Route 97. All of the signs within the state right-of-way are either official or illegal. An inventory table below lists all signs along the byway many of which are illegal. Route 97 is classified as a major collector from Orange County to Route 52 and a minor arterial from Route 52 to its terminus at Route 17. In the City of Port Jervis, Route 42 or East Main Street is considered a connector road.

Under the Manual of Uniform Traffic Control Devices, outdoor advertising signs should not be permitted within 500 feet of any intersection, which may fall outside the state right-of-way. As a result, there is the potential that outdoor advertising signs could occur within 500 feet of an intersection if the local sign regulations permit them. In addition, the practice of clearing vegetation so that a sign can be seen from the road often is done without consideration of the aesthetic impact. It is important that local government and the management entity for the Upper Delaware Scenic Byway inform property owners and businesses about maintaining vegetation that enhances and protects the scenic quality of the byway. The vegetation management of signs along the byway is recommended as part of Action II2.1 - Landscape Enhancement Plan and Program.

## Local Regulations

### Town of Deerpark Sign Regulations

Deerpark's zoning law contains sign regulations for signs within all of its zoning districts. In general, the regulations support the creation of a roadside character that is free of clutter but still provides people with adequate direction and notice of businesses. In particular, the law encourages ground signs rather than pole signs, suggests that multiple signs be combined whenever possible, and specifies that signs should not obscure architectural features, dominate a building, or degrade highway scenery. Signs unrelated to permitted uses on a property are prohibited in all districts, however, this does not mean that off-premises signs are prohibited. Free-standing signs are limited to ten feet in height, or eight feet in height if a commercial directory sign in a commercial/industrial district.

### Town of Lumberland Sign Regulations

Off-premises signs are prohibited in all districts unless specifically permitted. Special regulations apply to signs in the River District in an effort to maintain its scenic quality. Signs in this area are to be of an appearance, design and color that harmonizes with the landscape. Businesses in the district may only have one identification sign on the premises. Directional signs for these businesses are to comply with any uniform signage identification program that may be established.

### Town of Highland Sign Regulations

Highland's zoning ordinance explicitly prohibits new billboards or roof signs. In general, signs must be reviewed by the code enforcement officer to determine that they are not detrimental to the public safety or welfare or surrounding properties, and that they are in harmony with the character, size and location intended for the district. In the H-C district, business signs not exceeding 32 square feet are permitted at a rate of one sign per road frontage.

### Town of Tusten Sign Regulations

Non-exempt signs (generally business signs) in all districts, except the SR and RR districts, may not exceed two square feet per lineal foot of building frontage or one square foot for each lineal foot of lot frontage. In the RR district, signs may not exceed one square foot per lineal foot of building frontage. Non-exempt signs are reviewed as Special Uses if they exceed 24 square feet in size and if they are off-premises signs. In the SR and RR Districts, signs also must harmonize with the environment. Commercial businesses in these districts are limited to one identification sign on and for their property, and directional signs to these businesses must comply with any uniform signage program developed by local, state and federal governmental agencies.

### Town of Cochection Sign Regulations

Any sign greater than 24 square feet and all free-standing signs must be reviewed and approved by the Planning Board. This review must take into consideration design, shape, materials, colors, illumination, legibility, location and size. The signs are to be "a subordinate part of the landscape viewed from the road" and should be compatible with the natural landscape. Business and commercial property owners are encouraged to develop Master Signage Plans. Landowners may erect one free-standing sign or one free-standing sign per 200 linear feet of lot frontage. If these signs are pole signs, they may not exceed 24 square feet in area or 10 feet in height. Ground signs may not exceed 64 square feet in area and 6 feet in height.

### Town of Delaware Sign Regulations

Delaware's zoning law permits properties in the RU district to erect two 32-square-foot signs advertising or identifying the location of a business or trade, and directory signs for three or more businesses that do not exceed two feet by six feet. Business Districts (B-1 and CAL-B-1) allow signs advertising a business or trade to total the lesser of the number of lineal feet of frontage or 100 square feet, though individual signs may not exceed 40 square feet in area or 20 feet in height. Freestanding signs may not exceed a height of 35 feet.

Signs for Special Uses in the Delaware River District may be conditioned by the Planning Board with regard to their size, location and number.

The town of Delaware permits off-premises advertising signs and billboards in the B-1 District along Routes 97, 52 and 17-B. However, the erection of an off-premises sign or billboard shall not be permitted unless an off-premises sign or billboard of equal or greater size is removed from another location in the Town. These signs are limited in area to 150 square feet, with a maximum height of ten feet and length of 15 feet. The total projection height of the sign may not be taller than the maximum building height in that zone. This provision could be inconsistent with the goals of the River Plan and the Enhancement Concept and should be carefully reviewed.

### Town of Fremont Sign Regulations

Sign regulations vary within each zoning district, however, they all are generous in this requirement than can result in oversized signs that may be incompatible with other goals. In the Hamlet District, signs relating to an establishment on the same lot are permitted if they do not exceed one square foot per lineal foot of frontage or 40 square feet. No more than one free-standing sign no greater than 40 square feet and no higher than 20 feet from ground level is permitted. The River Conservation District permits only incidental signage.

## Town of Hancock Sign Regulations

The proposed site plan review law contained in the 1989 master plan includes a section on signs. Business or trade identification/advertising signs would be allowed at a rate of one per 50 feet of lot frontage and could not exceed one square foot per one foot of lot frontage. No one sign would exceed 100 square feet. This regulation is also generous and may result in signs that are incompatible with other goals to preserve the town's rural quality.

Business or trade signs in the Delaware River Districts would be required to apply only to businesses or trades located on the premises. They also would not exceed six square feet in area. Advertising signs would not be directed toward the Delaware River and would only advertise a business located in the town of Hancock or adjoining municipalities. These signs were to be limited to one per county or state access road leading to the location of the business and would not exceed six square feet each or one per 1000 lineal feet of frontage. This provision could be revised to include signs along the Upper Delaware Scenic Byway.

A P P E N D I X

D

**Local Plans and Regulation**



## **Town of Deepark**

### **Design Guidelines**

Deepark does not have design guidelines, but they do require that the Planning Board consider issues of landscaping, aesthetics, and siting when reviewing development applications. The design of buildings should be compatible with the natural and man-made surroundings. Buildings should not be placed along property edges nor in the middle of open fields, and they should not be sited above treetops or along ridgelines so as to be seen from public places or highways. Arbitrary adherence to franchise design is discouraged.

### **Zoning**

Deepark's zoning law is in the process of being revised. The new draft law includes overlay districts for planned residential and floodplain development and creates six zoning districts:

RR	Rural Residential
NR	Neighborhood Residential
HM-U	Hamlet/Mixed Use
IB	Interchange Business
I	Industrial
RRC	Recreational River Corridor

Of particular interest to the Upper Delaware Scenic Byway are the Upper Delaware River provisions that apply to areas in the RRC (Recreational River Corridor) District or the Upper Delaware National Scenic and Recreational River. These provisions:

- Include additional review of special use applications for their impact on the river
- Prohibit junkyards and salvage operations, airports, solid waste disposal sites, manufacturing and commercial uses in excess of 2,000 square feet or five employees
- Prohibit major commercial recreational development that could have a significant impact on land and water resource values including amusement parks, drive-in theaters, auto race tracks, sports arenas, etc., and limit new outdoor recreation facilities to those designed for short use periods and basic visitor services
- Specify that small hotels and motels (12 or fewer rooms) shall be adjacent to arterial roads and be compatible with the natural and scenic characteristics of the River corridor
- Prohibit building along ridgelines of the river valley in such a way that it creates erosion, sedimentation or landslide conditions

## **Master Plan**

The town of Deepark Master Plan (or Comprehensive Development Plan) was adopted on September 11, 1989. It contains 14 primary objectives (paraphrased below):

- To guide land use and development in a manner that promotes public health, safety, morals and general welfare
- To protect from fire, flood, panic and other natural and man-made disasters
- To provide adequate light, air and open space
- To avoid conflict between development in the town and development in neighboring municipalities, the county and the State as a whole
- To promote population densities and concentrations that protect the wellbeing of the community and preserves the environment
- To promote efficient public expenditures by coordinating public development with land use
- To ensure a balanced economy and tax base by providing for appropriate locations for agricultural, residential, recreational, commercial and industrial uses and open space
- To encourage the location and design of transportation facilities that allow the free flow of traffic and prevent congestion and blight
- To promote creative development techniques and good civic design
- To conserve open space and natural and scenic areas, protect historic sites, prevent urban sprawl and degradation of the environment
- To encourage planned unit developments that are designed to relate to their particular site
- To encourage senior citizen community housing
- To coordinate the land development process so that it is less expensive and makes more efficient use of the land
- To conserve energy through land use planning designed to reduce energy consumption and utilize renewable energy sources

The town submitted a grant request to the Upper Delaware Council to update their Comprehensive Plan.

## **Historic Preservation**

The 1989 Master Plan recommended that a Cultural Resource Commission be formed to serve as both an architectural review board and a historic commission. This commission would inventory and study local cultural resources and ways to maintain them.

## **Land preservation Incentives**

Deepark has two special elective districts: agricultural and forest management. Properties in both districts receive reduced property tax assessments as long as they are maintained in agricultural or timber production. The plan recognizes that this is not a permanent land

preservation technique, and suggests that the town explore the use of Transferable Development Rights (TDRs). TDRs allow the owners of undeveloped land to sell their development rights to developers working in more developed areas. This limits the amount of land consumed by development and offers financial gains for both parties. The strategy is targeted in the plan to commercial farmers, forest land managers, and fishing and hunting preserves, which make up 42% of land in the Town.

### **Environmental Protection Measures**

The 1989 Master Plan recommended formation of a Town Environmental Resource Commission to identify unique natural resources that are to be designated "critical environmental areas." These might include rock outcrops and promontories, waterfalls, scenic vistas, and eagle nesting places and flyways. Steep slopes (those in excess of 25%) and the Neversink aquifer also were recommended as areas to receive this designation. The effect of this designation would be that no removal of vegetation, grading or excavation could take place without review and the issuance of a permit from the town.

### **Economic Development and Tourist Promotion Plan**

The Economic Development and Tourist Promotion Plan was adopted by the town of Deerpark in March 1996. The purpose of the plan was to define ways in which the town might enhance its economy through tourism, specifically through recreational tourism. The Upper Delaware Scenic and Recreational River is recognized as the primary attraction that can be capitalized upon for tourist promotion. In fact, Deerpark has initiated a sign program that identifies it as "the gateway to the Upper Delaware Scenic and Recreational River." Attractions along the Upper Delaware Scenic and Recreational River were identified first, and then other attractions in the Town that could be linked to these were identified. For example, the scenic Hawk's Nest drive on Route 97 could be linked to the D&H Canal Park and the Neversink Valley Area Museum among others. Additionally, the plan recognized the potential for increased tourism that could result from the construction of a southern gateway interpretive visitors' center planned by the National Park Service.

Limiting the negative impacts that can accompany increased tourism also is addressed in the plan. It recommends using a map to inform visitors of river hazards and proper behavior. The plan also supports the creation of the NPS gateway interpretive visitors' center to ease the pressure for restrooms and trash disposal facilities.

Some of the needs identified in the plan included scenic pull-over locations, picnic areas and designated hiking trails, as well as the need to direct visitors to existing visitor services and destinations. Another identified need was for joint promotion with other communities in the region and the states of Pennsylvania and New Jersey. The plan recommended that the zoning law be revised to encourage business development while also addressing aesthetic and open space issues. These recommendations have been followed through in the revisions that are currently underway and are compatible with the goals for the Upper Delaware Scenic Byway.

## **Town of Lumberland**

### **Design Guidelines**

The town of Lumberland's zoning law requires that special use applications and non-residential development proposals be accompanied by a landscaping plan. The landscaping plan sets standards for the minimum size of plant materials and makes provisions for buffering of parking areas and between property lines.

### **Zoning**

With assistance from a grant through the Upper Delaware Council, the town of Lumberland updated their zoning law in August 1998. It established six zoning districts:

HD	Hamlet District
RR	Rural Residential District
LD	Lake District
RF	Residential Forest District
RD	River District
PUD	PUD District

The Route 97 corridor only passes through the Hamlet District and the River District. In general, the Hamlet District is centered around Pond Eddy, Barryville and Glen Spey. The River District fronts on the Delaware River except where the hamlets of Pond Eddy and Barryville are located. The remainder of the town is split between the Rural Residential District and the Residential Forest District.

The Hamlet District is intended to be the area where more intensive commercial land uses are clustered along with some residential uses. Permitted commercial uses include business and professional offices and, as special uses, visitor services such as lodging, eating establishments and certain recreational facilities. The River District is designed to implement the recommendations in the River Management Plan. It allows for residential development and rural land uses. Special uses in this district include commercial recreation and visitor services such as dining and lodging. All special uses in the River District are subject to review for compatibility with the Upper Delaware River Management Plan's goals, objectives and recommendations.

Conservation subdivisions may be approved in any district in the town if the parcel of land is at least ten acres in size. They also can be required in the event that the planning board believes significant loss of open space or environmental resources would result otherwise. If applied to an undeveloped parcel of land located along the byway, cluster developments could help to preserve the scenic and natural beauty along the corridor while still allowing for development.

### Land Use Plan

The most recent land use plan adopted by the town of Lumberland was adopted in 1976. Because it is so outdated, it is more relevant to examine the impacts on the byway of the more recently adopted zoning law would have than the Land Use Plan. It is worth mentioning, however, that the land use plan notes the need to control development to protect the town's natural environment, scenery and rural qualities.

### Land Preservation Incentives

The 1976 land use plan contains a section on the control of development and open space protection. It recognizes several techniques that can be used to achieve development control, including zoning, subdivision regulations, health regulations and environmental review. Open space protection techniques mentioned include conservation easements, variable assessment rates, and in-fee acquisition.

### Environmental Protection Measures

The town's zoning law includes restrictions on uses and buildings in areas of special flood hazard. In general, only agricultural and low-impact recreational uses are allowed in these areas. The zoning law also specifies that clearcutting of more than two and one-half acres may require a professional forester's plan.

## **Town of Highland**

### **Zoning**

The zoning ordinance for the town of Highland originally was adopted in July 1989 and amended in August 1993. The town contains four zoning districts:

- H-C Hamlet - Commercial District
- R-1 Residential District
- R-2 Residential - Agricultural District
- WLRD Washington Lake Resort District

All but the WLRD District occur along the Upper Delaware Scenic Byway corridor. The H-C district permits residential, business and agricultural uses, with most commercial uses being special uses. The R-1 district permits residential and agricultural uses, with most commercial and business uses being special uses. The R-2 district permits residential and agricultural uses, as well as forest and wildlife management and low-impact outdoor recreation. Limited commercial uses may be considered as special uses in the R-2 district.

The planning board may approve cluster subdivisions in any district on parcels of land that are at least 15 acres in size. The flexibility in design that cluster subdivisions allow presents the opportunity to preserve land for open space and recreation. It also allows for buildings to be sited away from the road in such a way that the view from the road might be of trees and fields rather than houses. This is particularly important for the byway.

The zoning ordinance contains specific requirements for the approval and permitting of campgrounds. Campgrounds must have adequate parking and provide:

- shade through the retention of trees
- safe and convenient fireplace locations
- an adequate supply of potable water within 250 feet of all campsites
- toilets, urinals, lavatories, and showers

Quarry operations may not be located within 200 feet of any lot line and must have a reclamation plan that defines post-mining use of the land.

#### Environmental Protection Measures

Floodplain regulations in the town of Highland follow those of the Federal Emergency Management Agency's flood insurance program.

## **Town of Tusten**

### **Environmental Protection Measures**

Tusten's zoning law establishes areas of special flood hazard. Permitted uses in these areas must have low flood damage and flow obstruction potential, and include agricultural uses and recreational areas that do not require development within the flood plain. Variances are permitted if the applications meet certain standards that are designed to reduce the potential for flood damage. Forest management practices require a permit and, in cases where clear cutting is planned for more than one acre, review by the planning board.

### **Zoning**

Tusten's zoning law was adopted in November 1998. It established seven zoning districts:

R-1	Rural Residential
R-2	Residential Business
RR	Recreational River
SR	Scenic River
DB	Downtown Business
RB	Roadside Business
GR	General Residential

Additionally, two overlay zones exist: the FP Floodplain District, which includes areas mapped as Special Flood Hazard Areas; and, the SO Scenic Overlay District, which applies to a corridor 250 feet wide on either side of the Route 97 right-of-way. The SO District requires that:

- Buildings be 20 feet or less in height
- Front yards be increased by 50%
- No more than 60% of the vegetation be removed unless in an RB District
- All uses except residential be treated as special uses

Much of the byway lies within the R-1 district, with shorter sections of it traversing or bordering the SR, RR and very briefly the GR and R-2 districts. The R-1 district is a low-density residential district that allows for residential, agricultural, recreation and arts, crafts and antiques uses among others. The minimum lot size is two acres. Special uses in the district include auto service centers, B&Bs, offices, commercial recreation, mining and seasonal residences. In the RR district, principal permitted uses include residential, agricultural (except intensive livestock operations), forest management (except sawmills) and wildlife management. The minimum lot size also is two acres. Special uses include B&Bs, campgrounds, canoe liveries, commercial recreation, river access facilities, small hotels/motels, and sportsmen's clubs and hunting preserves. The SR district is designed to protect the scenic quality of the river valley. It has a minimum lot size of five acres and, with the exception of the recreation-related uses, permits the same uses as the RR district. The DB district incorporates Bridge, Main and Fifth Streets in Narrowsburg. It is designed to encourage high-density commercial and residential activity, including offices,

arts and crafts stores, and small scale retail and service businesses. Special uses include parking lots, cultural and recreation facilities, restaurants, banks, retail and service businesses, and upper floor single-family dwelling units. The RB district is designed to provide for highway-oriented services and businesses at relatively high densities.

Special uses require site plan review. In making its review, the planning board must consider the compatibility of the proposal with the natural and man-made surroundings, the proposal's environmental impacts and impacts on the objectives of the Upper Delaware River Management Plan, and the adequacy of landscaping and buffering to mitigate effects on adjacent properties. Landscaping plans for special uses should enhance the appearance of the development and preserve existing vegetation to the greatest extent possible.

In order to comply with the Upper Delaware River Management Plan, the zoning law applies additional standards to properties within the boundaries of the Upper Delaware Scenic and Recreational River corridor. The planning board must assess the impacts of stormwater runoff and waste from special use proposals. Junkyards, solid waste disposal sites, light manufacturing, major airports and some commercial uses are not permitted within the corridor. Additionally, major commercial recreational development that could have a significant impact on land and water resource values are prohibited. Small hotels and motels (12 or fewer rooms) must be adjacent to arterial roads and be compatible with the natural and scenic characteristics of the river corridor. Building along ridgelines of the River valley in such a way that it creates erosion, sedimentation or landslide conditions also is prohibited.

Special permits must be obtained for campgrounds with five or more campsites, contingent upon the following criteria: health department regulations are met; a 25-foot planted buffer is provided on all property boundaries; the property is a minimum of ten acres; the property is served by central water and sewer; the campground does not exceed a density of eight sites per acre; and, the site does not have any permanent occupancy.

The Town's zoning and subdivision laws both include a section that allows the planning board to approve conservation subdivisions, or "cluster developments." They also may require this type of development when it is felt that a development would degrade environmental resources or result in substantial loss of open space.

### **Comprehensive and Master Plans**

Tusten's most recent comprehensive plan was adopted in 1998. It provides an update from the 1980s plan, though it acknowledges that little has changed since then. It has the following goals:

- Preserve the peace and tranquility of Tusten so that residents may continue to enjoy their land and their quality of life
- Conserve the quality and quantity of natural, historic and scenic resources for the use and enjoyment of all residents
- Prevent degradation of surface and groundwater resources

- Provide for a variety of land uses throughout the town to meet the needs of residents in a balanced manner and allow the town to develop in natural manner
- Promote safe, quiet efficient and uncongested roads
- Discourage further use of tax exemption status for land in the town without adequate tax compensation from New York State

Like other towns along the Upper Delaware, the town of Tusten recognizes the influence of the second home market on their community. Of the town's housing units, 40% were classified as "occasional use" in 1990. This represents a substantial number of people who most likely place an emphasis on recreation and convenience services, and who may become year-round residents in the future.

The master plan noted that the commercial area around Peck's Market has drawn business away from Main Street in Narrowsburg, but that Main Street also has managed to attract service, antique and craft businesses that are more of a draw for tourists. Cultural facilities such as the Delaware Valley Arts Alliance, the opera and theater have added to the tourist offerings in the Town. Main Street revitalization efforts are discussed in more detail in the Big Eddy Waterfront Revitalization Program (see below). This document encourages the town to attract visitor-oriented shops and services through zoning that allows for these businesses and provides flexibility in the reuse of older buildings (specifically basement areas), and through the use of economic incentives such as tax breaks.

A Sullivan County comprehensive plan survey revealed a compatibility between town resident's preferences and the pursuit of scenic byway designation for Route 97. Town residents primarily liked living in Sullivan County because of its natural resources and open space and supported efforts to protect forest land, open space, groundwater resources and wildlife habitat. They also felt that the economic future of the county lay in the promotion of tourism and cultural, recreational and historic activities.

### **Economic Development**

In 1996, Tusten completed a plan for Big Eddy waterfront revitalization in Narrowsburg. Because Narrowsburg is a significant point of entry into New York and the Upper Delaware River area from Pennsylvania, and because it is in full view of river users, it is important for the waterfront area to be attractive and vital. Buildings on Main Street are oriented to the street rather than the river, so the river frontage has been allowed to deteriorate. Enhancing this frontage to take advantage of the beautiful river views and the tourist potential could lead not only to an improved appearance but also greater recreational and economic opportunities. The two primary recommendations in the plan were: to construct a river walkway that would include a landing from the river, landscaping, lighting, and benches; and to update the zoning law so that lower-level retail could occur along the walkway. The walkway has not been pursued due to concerns about privacy and trespassing.

The desire to enhance the riverfront did not diminish, though. In 1999, a proposal was submitted to the NYS Office of Parks, Recreation and Historic Preservation for grant assistance in the development of a river front park that would flank the Narrowsburg bridge. It would be built on town-owned land and serve the purpose of providing residents and visitors alike with a place to gather and enjoy the scenery. A town map and bulletin board would provide visitors with information. Hopefully, the project also will spur renovation of some of the properties along the river as well.

## **Town of Cochecton**

### **Design Guidelines**

The zoning law contains a set of site plan review criteria that direct the planning board to consider conservation features, aesthetics, landscaping and the impact on surrounding development when reviewing development proposals. Additional considerations include compatibility with the natural and man-made surroundings, environmental impacts, and landscaping to buffer the visual impact of development. Special use permit applications are to be given additional review to determine whether the use will have a positive or negative impact on the environment or open space preservation, and whether there is appropriate landscaping, attention to aesthetics and natural resource preservation.

A landscape plan is required as part of any special use application. It also is required for non-residential uses in any district, so as to ensure adequate buffering of parking areas and buildings.

### **Zoning**

The Cochecton zoning law was updated concurrently with the town's comprehensive plan in 1998. It contains five zoning districts:

AC	Agricultural Conservation District
RU	Rural Development District
HD	Hamlet District
ND	Neighborhood Development District
ND-R	Neighborhood Development - Residential Overlay District

Additionally, overlay districts exist for Planned Unit Developments (PUDs) and floodplains. The Upper Delaware Scenic Byway passes through the Agricultural Conservation, Rural Development and Hamlet Districts. Of particular note is the fact that sand, gravel and other quarrying operations are allowed as special uses in the AC and RU Districts. This presents an opportunity to support current businesses while raising the question of how these operations might impact the existing landscape view.

### **Comprehensive Plan Update**

Cochecton recently prepared a comprehensive plan update with the assistance of a grant from the Upper Delaware Council. The Plan was adopted in 1998. The goals contained within the comprehensive plan update remain essentially the same as those adopted under the original 1972 Comprehensive Plan. They are:

- Conserve and use efficiently the natural resources, directing economic activities and land use development toward compatibility with the physical environment
- Create a development pattern that will conserve natural amenities, and encourage a harmonious balance between various land uses, both seasonal and year

round, to produce an overall appealing atmosphere and a distinctive community character

- Develop a diversified economic base to assure a variety of employment opportunities and a range of commercial and service activities to meet local demand
- Develop a variety of housing types to permit a range of choice for the residents regardless of their economic status or social characteristics
- Develop a level of community facilities adequate in amount and type to meet the existing population needs and prepare for future demand, locating such facilities for maximum accessibility and efficiency of operation
- Develop a circulation system that provides safe and convenient movement of people and goods, with the least possible infringement of other values

Of interest to the byway are some of the statistics in the plan that reflects the impact of recreation and tourism. In 1990, just over 40% of the housing units in the town were classified as being of "occasional use" or "other vacant." These are typically second homes whose owners are looking for a clean environment, recreational opportunities and convenience services. Second-home owners hold the potential to become permanent residents, so the large number of these types of homes in the Town is significant to the potential for future growth and priorities.

The plan makes specific mention of the Upper Delaware Scenic Byway effort and the dependence of the Town on the tourists that come to the Upper Delaware River. It also notes that nearly all of Cochecton is in a New York State Agricultural District. The town's farms help to support other significant employment sectors such as feed manufacturing and farm equipment.

The comprehensive plan update recommended that the zoning law, which was being revised at the same time, incorporate the concept of conservation subdivisions. It also recommended the addition and clarification of supplementary regulations on landscaping, signs, conservation of natural features, and forestry uses among other things.

#### Environmental Protection Measures

Cochecton's zoning law contains floodplain development standards that are effective in an overlay zone called Special Flood Hazard Areas on the Flood Hazard Boundary Maps for the town. Properties within this area may develop under the regulations governing the underlying zone, but in so doing also must comply with the flood damage prevention law.

Additionally, the zoning law contains natural feature conservation standards. These state that no more than 30% of the total lot area may be altered, regraded, cleared or built upon if the average slope is 15-20%, and areas of greater than 25% average slope may not be altered in any way. No more than 20% of mature woodlands in a floodplain, wetland, steep slope or shoreline may be altered or cleared. In reviewing special use applications, the planning board should ensure that natural features such as rock outcroppings, scenic views, exceptional mature trees and streams are preserved to the maximum extent possible.

Properties located within the corridor of the Upper Delaware Scenic and Recreational River are subject to additional review. In these cases, applications for special uses are reviewed for their potential impacts on the river. Also, sand, gravel and other quarrying operations are required to have an evergreen buffer of at least 75 feet wide and eight feet high between the operation and the highway and the river. An exception to this requirement is made if a 100-foot-wide buffer of dense woods already exists and is preserved. Small hotels and motels within the corridor must be located near arterial roads and be compatible with the scenic and natural qualities of the corridor. Development on the ridgelines is discouraged. The following uses are prohibited in the corridor: junkyards and salvage operations, solid waste disposal sites, light manufacturing, commercial uses with a floor area of more than 2,000 square feet or five employees, and major airports.

Conservation subdivisions may be approved in any district in the town if the parcel of land is at least ten acres in size. They also can be required in the event that the planning board believes significant loss of open space or environmental resources would result otherwise. If applied to an undeveloped parcel of land located along the byway, cluster developments could help to preserve the scenic and natural beauty along the corridor while still allowing for development.

## **Town of Delaware**

### **Design Guidelines**

Site plan review is required for special uses and any proposals that would disturb one acre or more of soil surface area or involve the construction of 21,780 square feet of building. During site plan review, the planning board must consider: the proposal's compatibility with the Town's master plan; its impact on adjacent properties and effect on the public health and welfare; location, site layout and architectural design compatibility; and landscaping, among other things.

The planning board may require that special uses provide landscaped buffers to protect adjacent properties from adverse impacts and to maintain the rural character. Additionally, the planning board can require special use applicants to prepare a landscaping plan that preserves natural features to the greatest extent possible.

Cluster developments are permitted as special uses in the DR, CAL-R-1, R-1, RU and PUD Districts. The zoning ordinance sets forth several general planning criteria around which cluster developments are to be developed. These include preserving natural site features, providing open space, arranging lots so that the view to and from the buildings is pleasing, and designing the development so that the lot layout is diverse and original.

### **Zoning**

The most recent zoning law for the town of Delaware was adopted in September 2000. It created nine zoning districts:

RU	Rural District
R-1	Residential District
B-1	Business District
DR	Delaware River District
PUD	Planned Unit Development District
FP	Floodplain Overlay District
CAL-B-1	Callicoon Business District
CAL-R-1	Callicoon Residential District
DC	Downtown Callicoon Overlay District

These last three districts related to Callicoon comprise the "Callicoon Hamlet" area described in the Upper Delaware Scenic and Recreational River Management Plan.

The Delaware River District complements the goals of the River Management Plan by maintaining the scenic character of the river corridor in the Town while still allowing for recreational use and development. Agricultural and other rural uses are permitted, as are single-family homes at a density of one unit per two acres. Visitor services such as B&Bs and recreational uses such as golf courses are included in a short list of special uses. The Callicoon districts (CAL-B-1, CAL-R-1) are designed to allow for business and residential development that is in conformance with the River Management Plan. In general, the per-

mitted uses are typical for business and residential districts. Properties within the Downtown Callicoon Overlay District have a separate set of development standards that recognize the urban nature of the built environment in that part of the town. Residential districts are designed to provide low- and medium-density housing at a minimum lot area of approximately one-half to one acre, depending on the availability of water and sewer service. The Rural District allows residential and some business uses that are compatible with agriculture. Special uses in this district include country clubs, hotels and motels, manufacturing, recreational facilities, self-storage facilities and warehouses. Cluster developments are allowed as special uses on parcels greater than five acres in the DR, CAL-R-1, R-1, RU and PUD districts.

An additional set of performance standards apply to uses in the DR, CAL-B-1, and CAL-R-1 Districts because of their relation to the Upper Delaware Scenic and Recreational River. In the DR District, residential density can not exceed a net density of one unit per two acres. Structures proposed within 100 feet of a ridgeline or that are visible from the Delaware River are reviewed as special uses in an effort to minimize the impacts on the river. Structures and septic systems must be located at least 100 feet from the normal high water mark of the river. The Planning Board may attach conditions to special use applications in these zones that relate to: increased setbacks; buffers, landscaping and fencing; special stormwater control facilities; limitations on the location, number and size of advertising signs; more restrictive lot coverage limitations; and more restrictive building height limitations.

#### Master Plan

The town of Delaware Master Plan has as its primary goals:

- Protecting and promoting agriculture as a desirable use of land
- Providing for commercial and industrial development to meet local and regional needs
- Providing for a variety of housing types and densities to accommodate the needs of persons of all income levels
- Protecting scarce or sensitive natural resources, specifically including the Upper Delaware River and environs, and limiting problems from poor uses of those resources
- Maintaining, to the maximum degree possible while accepting growth, the rural scenic character of the town
- Preventing and eliminating other hazards and nuisances

#### Historic Preservation

Delaware's zoning law recognizes that housing needs have changed over the last 60 years, and that many of the Town's 19th- and early-20th-century homes are too large to serve as residences anymore. However, these structures contribute to the town's tourist draw. In order to encourage preservation of the buildings rather than deterioration because of high maintenance and energy costs, the Zoning Law allows for the adaptive reuse of pre-1940

residential buildings in the R-1 and CAL-R-1 districts to commercial use. These uses are considered special uses and include: art galleries, B&Bs, funeral homes, insurance offices, medical offices, private schools, professional offices, real estate offices, restaurants and studios. Permitting such uses will allow owners of these historic buildings to offset maintenance costs with an income source. The buildings are to maintain their residential appearance, and off-street parking and landscaping must be provided.

#### Environmental Protection Measures

Delaware's zoning law contains floodplain development standards that are effective in an overlay zone called Special Flood Hazard Areas on the Flood Hazard Boundary maps for the town. Properties within this area may develop under the regulations governing the underlying zone, but in so doing also must comply with the Flood Damage Prevention Law.

Clearcutting of timber in the DR, CAL-B-1 and CAL-R-1 Districts is treated as a special use if it exceeds two acres, and is therefore subject to more rigorous review of the potential impacts to soil, water, vegetation and wildlife. Additionally, no more than 50% of the tree canopy may be cut within 50 feet of the normal high watermark of the Delaware River, and any timbering in this area must be of the selective cut method.

Slopes in excess of 15% are classified as steep slopes. Proposals for development within steep slope areas must avoid highly erodible soils and high water tables, preserve natural vegetation to the greatest extent possible and mitigate the constraints of the slope through design.

## **Town of Fremont**

### **Design Guidelines**

Site plan review requires that the planning board take into consideration public health, safety, welfare, comfort and convenience. Additionally, the planning board is directed to consider the proposal's compatibility with the location, size and character of the district and ensure that it will not be detrimental to the orderly development of adjacent properties. Special consideration should be given to the impact of proposals on adjacent residential districts. However, the zoning law explicitly states that the architectural style or period of a proposed building may not be made a subject of review. Site plan review also requires that proposals provide landscaping and screening of playground, parking and service areas from adjacent residential lots and streets, and that trees with a 12-inch caliper measurement or greater be preserved. Existing drainage courses, water bodies and scenic features are to be preserved, as are wildlife habitats to the extent possible.

### **Zoning**

The town of Fremont, with the assistance of the Upper Delaware Council, is in the process of updating their zoning law. The draft revised Zoning Law includes provisions for conservation subdivisions in any district except the River Conservation district. Conservation subdivisions may be required if the planning board believes traditional development would result in the significant loss of open space or environmental resources.

The town's zoning consists of five districts:

RR-1	Residential Recreation District
H-1	Hamlet District
RC	River Conservation District
MC-1	Mountain Conservation District
MC-2	Mountain Conservation District

The River Conservation District generally allows single-family dwellings and rural land uses such as agriculture, forest management and open space recreation. Commercial uses are allowed in the River Conservation District, the Residential Recreation District and the Hamlet District, subject to site plan review.

## **Town of Hancock**

### **Zoning and Master Plan**

The town of Hancock does not have any zoning. The 1989 town of Hancock Master Plan includes a draft site plan review law which, in addition to protecting the public health, safety and welfare, was designed to ensure the conservation and proper use of the natural and man-made resources of the town and ensure consistency with the objectives of the Upper Delaware Scenic and Recreational River Management Plan. These objectives were to be accomplished through the application of a set of performance criteria. Site plan review would not be required for signs, one- or two-family dwellings outside of the river corridor, or farm and forestry related activities (except that clear-cutting within the river corridor must comply with the Secretary of the Interior's guidelines for the river). The planning board would review applications for compatibility with the master plan and the Upper Delaware Scenic and Recreational River Management Plan. In determining any conditions to attach, the planning board would consider:

- Compatibility of buildings, lighting and signs
- Pedestrian safety and circulation
- Landscaping and buffers, including maximum retention of vegetation
- Impact on flooding and/or erosion
- Conservation and protection of natural features on the property, including soils, vegetation, wildlife, open space, surface and underground waters, wetlands, farmland and forested
- The impact of design and landscaping on the immediate surroundings

Summer camps, which were defined as "temporary living quarters for recreation, education or vacation purposes where no permanent occupancy is permitted...." would be located on properties of at least ten acres in size. They also would be licensed on an annual basis by the town. No one other than the operator or a caretaker would reside on the premises permanently.

Also included in the master plan is a draft RV park law, which applies to both campgrounds and recreational vehicle parks. Park owners would be required to obtain a license to operate. The sites would have to be located on at least five acres of land, provide vegetative screening along all property boundaries at a depth of at least 20 feet, not exceed a gross density of eight sites per acre, not have any permanent structures attached to RVs, and not have an entrance or exit in a densely populated area.

To date, none of the draft laws have been adopted. Subdivision Regulations adopted in 1975 continue to apply today. These regulations lack the detail of those proposed in the Master Plan, but do direct the planning board to encourage applicants to retain, where possible, natural features such as large trees, wooded areas, marshes and beaches, historic sites, vistas and other significant features.

## Master Plan

Hancock's most recent master plan was drafted in 1989 but never adopted. It contained the following goals:

- Preserve and enhance the small town rural quality
- Maintain and protect the town's natural resources
- Promote the availability of recreational facilities
- Encourage local economic development
- Provide necessary and desirable community facilities
- Provide and maintain an adequate transportation network
- Maintain and improve local housing and site quality
- Preserve cultural heritage
- Cooperate with adjoining municipalities, especially the village of Hancock, in the implementation of this plan

The growth in the seasonal home market is recognized in the plan. It recommends that the Town work with the village of Hancock to address the commercial and service needs that this type of development requires. This includes providing for motels, new retail sites and other commercial activity. The plan also suggests using tourism promotion as a way to enhance the economy, particularly in terms of being a replacement industry for agriculture.

## Land Preservation Incentives

The master plan recommends that the town work with the Cooperative Extension Service and other agencies to protect agricultural and forestry activity.

## Environmental Protection Measures

The recommended site plan review law would incorporate performance criteria related to slopes, seasonal highwater tables, depth to bedrock and other environmental conditions, including issues relating to the Upper Delaware Scenic and Recreational River. Specifically, it recommends that slopes in excess of 25% remain undeveloped except for passive recreational use. Slopes between 15-25% should be developed only if measures are taken to protect against erosion, sedimentation and flooding. Vegetation removal and road construction on slopes over 15% is discouraged.

The master plan also recommends that aquifer recharge areas not be developed and that they remain in open space use. Lakes, ponds and streams should be buffered from encroachment.

Soil suitability is addressed in the Master Plan as well. Soils that are of high quality for agriculture are recommended to support only those uses that are compatible with agriculture, so that farming remains a viable activity. Shallow soils should support only large lot development if viable.

## Economic Development

The town's master plan anticipated a need for additional commercial acreage based upon a desire to stimulate economic growth and the growth in seasonal activity that might occur as a result of the designation of the Upper Delaware Scenic and Recreational River. It recommended increasing commercial land around the village of Hancock by 50-60 acres, bringing the total to 150 acres.



A P P E N D I X  
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**Historical Background**



## Historical Background

The Upper Delaware Scenic Byway in New York roughly parallels the Upper Delaware River from Port Jervis in Orange County to Hancock in Delaware County, with the majority of the route being located in Sullivan County. It is an area characterized by stunning scenery, a rich history, communities both lively and quaint, and an abundance of recreational opportunities. The Delaware River not only forms the scenic backdrop to this attractive area, but also the historical backdrop to the communities and land patterns of today. Views across the river to Pennsylvania emphasize the integral role neighboring river communities across the border have played and continue to play in life along the byway corridor. This tapestry of qualities - historic, natural, scenic, recreational, and cultural — offers the visitor many ways in which to explore and experience the area.

Research and data collection along Route 97 indicates that significant historic, cultural, natural, recreational, scenic, and archaeological qualities exist within the byway corridor. The effective management of these resources is a primary concern of this Enhancement Concept. On the surface, the most significant quality of the Route 97 corridor is the highway itself, which was built in the 1930s as a scenic road. However, there are numerous significant resources that relate to the settlement and development of this section of the Upper Delaware River Valley. Most notable are two other transportation resources — the Delaware and Hudson Canal and the Erie Railroad. The extent of these qualities is highlighted here along with a brief discussion of the historical development of the Upper Delaware River Valley along Route 97.

### Historic Qualities

Route 97, "the most scenic highway in the East," follows the Upper Delaware River through Sullivan County and parts of Orange and Delaware counties. Built in the early 1930s to link Port Jervis in Orange County with the town of Hancock in Delaware County, it was envisioned from the beginning as both a scenic highway and a means of opening up the southern tier counties through which it passed. Route 97 also connected with Route 17 in Hancock providing a route to Binghamton and points west. Its final route over Hawk's Nest, 150 feet above the Upper Delaware River, was a significant engineering feat and provided drivers and their passengers with scenic vistas "comparable to California at its best".

### Early Settlement and Growth

The Lenape or Delaware Indians and their ancestors inhabited the land through which Route 97 passes. European colonization began with Dutch explorers, missionaries, and fur traders who were transient visitors to the region. In 1687, the Governor of New York requested a fort be built in the area of present-day Cohecton to protect traders in the region. It appears that the fort was never built. A 1730 exploration of the Upper Delaware River Valley by representatives of the Pennsylvania proprietors discovered a hunter's and trapper's cabin along with apple orchard in the vicinity of Mast Hope, but

there were no large settlements. By the mid-18th century, settlements known as Cushetunk were scattered between Hollister Creek and Ten Mile River with farms and cabins on both sides of the Upper Delaware River. The major Cushetunk settlements were located at Cochecton, Damascus and Milanville, and at Ten Mile River. It was not until the late-18th century that systematic settlement occurred especially in the valleys of the Neversink and Mongaup Rivers. By 1800, there were 3000 settlers in the area. The lower part of the Upper Delaware River Valley around Port Jervis and Huguenot and points to the east in Orange County were settled in the 1690s — earlier than the upstream section of the Delaware which were settled in the 1750s and 1760s. Port Jervis, located at the junction of the Delaware and Neversink Rivers, served as a transportation hub, first with the Old Mine Road, and later with the canal and railroad. The area experienced a moderate but steady increase in residents until the arrival of the Delaware and Hudson Canal, which brought significant growth to the area. The population around Port Jervis was about 120 in 1790.

#### The Revolutionary War

There was little activity in the Upper Delaware River Valley during the first year of the war. By 1777, however, the formerly neutral Native Americans frequently sided with the British. The valley became an avenue for invasion by the British and Native Americans who focused on the relatively rich but poorly defended Minisink area of New Jersey. British troops also were sent into the Upper Delaware River region in an effort to divert the forces of the American General Sullivan from their campaign to destroy Indian crops and villages in western New York. One notable episode occurred on July 20, 1779, when 27 Tories and 60 Iroquois Indians under the leadership of Mohawk Chieftain Joseph Brant raided Minisink, killing four settlers and burning houses, barns, mills, and the fort. The following day the militia from Orange and Ulster counties in New York and Sussex County, New Jersey, led by Lieutenant Colonel Benjamin Tusten and Colonel John Hathorn, pursued the British and Iroquois as they followed a shoreline route upriver. On the morning of July 22, the militia confronted the raiding party as they forded the Delaware near the mouth of the Lackawaxen River. The ensuing engagement resulted in the death of tens of militiamen while the raiding party lost only eight. The Minisink Battleground Park, which is listed on the National Register of Historic Places, now commemorates this battle.

The effect of this and other skirmishes and raids was to force settlers from the Upper Delaware River Valley, at least temporarily, to the relative safety of Orange County. The Sullivan campaign ultimately destroyed the Iroquois power in New York and Native Americans ceased to be a factor for most settlers in this area of New York.

#### Post-Colonial Development

Settlement of the Upper Delaware River Valley was a slow process. A combination of land ownership controversies and geography impeded its development. The mountain ridges paralleling the Delaware River cut off easy immigration from the east. Early visitors contributed to its problems by describing the region as poor and desolate when

compared to the rich land opened for settlement in western New York following the collapse of Iroquois power. By 1800, 22 villages had been established in the valley but most consisted of a handful of structures. Six sawmills, four taverns, and one store were recorded as standing in the valley.

Following the Revolutionary War, the largest of the Cushetunk settlements, Cochecton, began a period of slow but steady growth. Other communities in the region also developed. Hancock, in Delaware County, grew to accommodate the timber industry. On the Pennsylvania side of the river, Stockport developed into a major lumbering center. Long Eddy, located in Fremont Township, Sullivan County, was settled prior to 1776 and by 1800 boasted a sawmill. A tavern built at Long Eddy became a favorite resting place of raftsmen. Hankins, also in Fremont, was settled as early as 1780 and was initially known as Pierce's Brook. With the arrival of John Hankins in 1834, the village began to grow. He built a store and blacksmith shops and, in 1847, constructed a mill there. Joseph Ross, who during the Revolutionary War remained loyal to Britain, originally settled Callicoon. He left the region during the war but returned at its close. Callicoon only prospered with the arrival of the railroad.

There was little settlement in the townships of Highland and Lumberland until after the Revolutionary War. Handsome Eddy had at least one occupant by 1789, but development in Highland grew only with the arrival of the Delaware and Hudson Canal. Pond Eddy, in Lumberland, grew up on both sides of the river, and the village of Mongaup was settled not long after the war. Sparrowbush, in Deer Park Township, appears on a 1792 map of Pennsylvania as "Deckers," also owes its growth to the D&H Canal. In 1830, its name was changed to Sparrowbush.

Port Jervis continued to serve as a crossroads and the gateway for the Upper Delaware River Valley. The population of Port Jervis significantly increased with the arrival of the Delaware & Hudson Canal in the late 1820s and then the Erie Railroad in 1847. In the 1850s, its population stood at 2,500 and by 1900 it had increased to 10,000. Port Jervis's glory days, however were during the Gilded Age from about 1880 to 1925. During that period, it was a transportation and industrial center and became a city in 1907.

## Transportation Improvements

### The Delaware River

Early transportation routes were limited, and the rivers provided the most access into the region. However, the Upper Delaware River was shallow and rough and discouraged large-scale attempts to transport goods and supplies by water. During much of the year, only canoes or Durham boats could use the Delaware, and the spring freshets made it unsafe for any small craft. In 1790, Ebenezer Taylor established a store at Cochecton and brought his goods upriver using a Durham boat. These boats also were used by the Prestons to bring goods to Stockport, just below Hancock.

The Delaware was better suited to float rafts of the region's abundant trees down river to markets. The rafting of lumber downriver to Philadelphia and later Trenton became the first major industry of the Upper Delaware River Valley. The tall, straight trees that grew in the river valley were in demand for use as ship's masts. Daniel Skinner is credited as the first to float logs to Philadelphia as early as 1764. These log rafts were floated on the spring river floods.

Only a small portion of the region's population was involved in river rafting in the late 18th century. An increased demand for timber and a corresponding growth in the area's population also increased the rafting industry. After the 1820s, the composition of the rafts changed because the best and tallest trees had been cut. This meant the rafts were composed of smaller logs, but with the increased availability of rope, the rafts became larger. The larger rafts meant larger crews to maneuver them. By the 1840s, sawmills were located at most of the major tributaries to the Delaware and sawn lumber was also rafted down the river. One Narrowsburg resident used rafts to carry flagstone and bluestone from his quarries to urban markets. By 1830, at least 1000 rafts were at work on the Delaware River with an annual volume of 50 million board feet.

River rafting created a boom for many of the river communities. Rafts were not floated at night but tied to trees at popular resting points. Hotels and taverns used by the rafters were a significant aspect of the local economy. Long Eddy was the first night's stop for up-river crews. Cochection and Narrowsburg were also stopping points.

The return trip for the raft crews changed over time as transportation routes improved. Daniel Skinner and the early rafters walked back from Philadelphia using old Indian trails. The completion of the Newburgh-Cochection Turnpike provided an easier, if circuitous route, but the completion of the railroad along the river significantly eased the trip home.

#### The Delaware and Hudson Canal

Another significant means of transportation through the Upper Delaware River Valley was the Delaware and Hudson (D&H) Canal. The D&H Canal was the culmination of the efforts of Williams and Maurice Wurts. During the 1810s, the brothers became convinced of the ultimate necessity of using anthracite coal as heating fuel. The canal would provide New York City with coal from the mines of Wayne County, Pennsylvania. The company was incorporated in 1823 and work commenced in 1825. When completed in 1828, the 108-mile canal featured 16 miles of gravity railway and 108 locks. The canal began in Honesdale, Pennsylvania, and followed the Lackawaxen River until it met the Delaware River. Canal boats crossed the Delaware at Lackawaxen and paralleled the New York shore to Port Jervis. There the canal turned eastward following the Neversink and Rondout Creeks to the Hudson River near Kingston.

The inauguration of the canal occurred in late November 1828 when a fleet of ten canal boats carried ten tons of coal through the canal to the Hudson River (LeRoy 1980:21). The D&H Canal was the country's first privately built canal and by 1848 was probably the nation's largest private corporation. In the late 1840s and 1850s, the canal was

deepened and its locks enlarged, increasing its capacity from 200,000 tons to one million tons annually. It was during this period of expansion, that the aqueduct that carried the canal across the Delaware River between Lackawaxen, Pennsylvania and Minisink Ford, New York, was designed and built under the supervision of the future architect of the Brooklyn Bridge, John A. Roebling. A road bridge today, it is the oldest existing wire suspension bridge in the United State.

The construction of the canal increased growth in many of the areas through which it passed but because it crossed into Pennsylvania at Lackawaxen, it had little effect on growth in the upper reaches of the Delaware River. Along the route of the canal, villages and towns sprang up. Lackawaxen in Pennsylvania, and in New York, Barryville, Pond Eddy, and Mongaup in Sullivan County and Bolton Basin, Sparrow Bush and Port Jervis in Orange County owed some part of their development to the canal. The canal company laid out the original plan for Port Jervis and in 1826 the town was named in honor of the canal's engineer, John B. Jervis. New industries such as boat building, glass works, and foundries developed while the older ones (tanneries, lumber mills, stone quarries) prospered with improved transportation. The canal, however, brought conflict with the lumber rafters. Collisions between the lumber rafts and canal boats crossing the river or damage to the rafts crossing the Lackawaxen Dam were not infrequent and significant animosity developed between the rafters and the canal. The construction of the Roebling aqueduct was in part an attempt to alleviate some of these conflicts.

The rise of the railroad increased competition for canals across the country. In addition to increased competition, other problems facing the Delaware and Hudson were winter weather, floods, and droughts all of which limited the canal. At the same time, the board of managers of the D&H was increasingly absorbed in the expansion of the railroad that the company created. By the turn of the 20th century, the Delaware and Hudson Canal was abandoned.

#### The New York and Erie Railroad

The construction of the New York and Erie Railroad (the Erie) brought additional prosperity and growth to a wider area of the Upper Delaware River Valley than the canal had before it — particularly upriver from Lackawaxen where the canal crossed the Delaware River and ascended the Lackawaxen River. It was conceived of as an "iron highway" from Lake Erie across the Southern Tier counties to the Hudson River in Orange County with the hope that it would allow the southern counties to more successfully compete commercially with the central counties served by the Erie Canal. The Erie was officially organized in July 1833, but it was not completed to Dunkirk until 1851. It became the first long line railroad in the country.

In the Upper Delaware region, the railroad reached Port Jervis from Piermont in 1847. Two miles above Port Jervis the railroad crossed into Pennsylvania because the D&H Canal, which occupied the east bank of the river, obtained a permanent injunction that preempted all rights to the bank upon which the canal was built. It recrossed the Delaware into New York above Tusten.

The railroad, which opened a fast and direct connection with New York City, was instrumental in the economic development of the region's resources. It provided both passenger and freight service and shipped agricultural and lumber products from the Upper Delaware River Valley to larger markets. Previously scarce commodities, such as rope, became more accessible via the railroad. The passenger service became an important component of the local economy as the train brought tourists to the vacation spots that developed in the valley. The railroad was also a competitor for the Delaware & Hudson Canal that previously had been the major transportation artery in the area.

The railroad, even more than the canal before it, boosted the local economy and the development of small towns along the railroad. Callicoon grew up around one of the railroad depots and became one of the largest communities in the Upper Delaware River Valley with hotels, restaurants, and retail shops that catered to railroad passengers. In 1874, the Erie doubled its track through the region. Irish and Italian immigrants came to the area to work on the construction joining German immigrants already living in and around Callicoon.

Port Jervis also benefited from the railroad shops that were located in the city. The railroad shops handled all of the major repairs on the Delaware Division and a major coal storage facility was built in the town in 1900. By the 1920s and 1930s, the Erie served as a major source of employment in Port Jervis, employing some 2,500 Port Jervis residents. The city served as a division center for the Erie between Jersey City, New Jersey and Susquehanna, Pennsylvania. By 1922, 20 passenger trains a day passed through Port Jervis and freight trains hauled anthracite coal into the major metropolitan areas (Osborne 12). Ironically, the canal's chief engineer, John B. Jervis, was instrumental in bringing the railroad through Port Jervis.

## Roads

Early road travel frequently was difficult with roads becoming quagmires in wet weather. Roads were built to move farm goods to market and to allow people to travel from town to town. One of the earliest roads in the region was the Old Mine Road, a north-south route through the western part of Orange County, including Port Jervis, which is now Route 209 in New York. It was one of the earliest roads in the country to extend over 100 miles. It was a combination Indian trail and road used by the Dutch traders and settlers trying to find valuable minerals and is believed to have been established by the 1720s. The Old Mine Road linked Kingston and the Pahaquarry copper mines near the Delaware Water Gap and was the transportation corridor that made much of the settlement of the southern part of the Upper Delaware River Valley possible.

The development of turnpikes increased mobility. The Newburgh-Cochecton Turnpike was begun in 1801 and completed to the Delaware River in Cochecton in 1803. It was extended on to Great Bend on the Susquehanna with final completion in 1910. This turnpike was a major artery for pioneers moving west and for western farmers shipping their livestock and products east. Both settlement and the economy were boosted by the construction of this roadway. The turnpike made Cochecton the transportation and

commercial center of the valley until the construction of the railroad. The Mount Hope and Lumberland Turnpike Company envisioned a second turnpike. Work began in 1815, and it eventually extended as far as the Narrows. Pennsylvania later extended the road to Honesdale. The only other road of consequence was the Cannon Road that connected North Branch and Hankins (Dekin 1982:3-80).

The dawn of the 20th century saw a valley much changed from a century earlier. A number of villages dotted the river. Transportation was largely by means of the railroad with a network of roads and bridges. Gone were most of the forests, cut either for their timber or for use in tanneries and acid factories.

As the new century brought increased use of automobiles, more attention was paid to road development. New York passed legislation in 1907 for new road construction and the first in the Delaware region to be improved was the old Newburg-Cochecton Turnpike. The Liberty Highway was constructed at about the same time. Its western terminus was in Narrowsburg and contributed significantly to the town's development. These two roads illustrate the nature of most roads on the New York side of the Delaware. Most roads ran from the river inland, but there was no through road that ran parallel to the river for its entire length through the valley. Some areas had a road that paralleled the river such as the Town of Cochecton. The Beers 1875 map shows a road paralleling the river and the railroad for the entire length of the township. However, other towns such as Highland and Lumberland had only short segments of roads along the Delaware. This lack of a highway along the river would eventually change.

#### Route 97

As the availability and use of automobiles increased, residents of the upper Delaware region began to lobby for a new highway that would link the communities along the river. A road along the New York side of the Delaware River had been proposed as early as 1915, but the plan lay dormant. In 1920, the proposed road was removed from the state's official plan but protests resulted in its reinstatement in 1925. One area resident was also a secretary to New York Governor Franklin D. Roosevelt, and partly owing to his influence, a section of the highway was built between Mongaup River and Pond Eddy and another from Hancock to the Fremont town line. No further improvements occurred in the road situation until Governor Roosevelt visited a Boy Scout Camp at Ten Mile River. In 1929, after Roosevelt's visit, the pace of the project increased.

The March 28, 1930 edition of the Narrowsburg paper headlined "Talk About 30-Ft. Parkway Up The Delaware River" and "Gov. Roosevelt Tells of Giant Project of New York, Jersey & Penna.". The article noted that the proposed highway would extend to Dunkirk, New York, or Erie, Pennsylvania and connect New York City with the western part of the state much like the New York and Erie Railroad had done decades earlier. The article also noted that the plan was to keep the new road "in the hills and mountains as much as possible because of the scenic beauty". Route 97, initially known as 3-A; was conceived of not only as a transportation corridor across the southern tier counties, but as a scenic highway.

There was also considerable push to begin construction of this road as a means to bolster the local economy and employment. There was public pressure on both Governor Franklin Roosevelt and President Herbert Hoover to get projects such as this underway. With the nation's economy in turmoil and the depression looming, local officials lobbied Albany to complete more of Route 97. The mayor of Port Jervis was a leader in the push to have the projects begun sooner than initially planned. Initially, the project was to begin in 1931, but was pushed back to 1932. Port Jervis mayor, Thomas Conmy, lobbied hard for an earlier construction date.

There were several engineering and construction obstacles that had to be overcome in the construction of this highway. Deep ravines at Narrowsburg, Cohecton, Callicoon and Hankins had to be crossed. There apparently was public concern that the automobiles were not powerful enough to climb the grades these ravines would necessitate. Perhaps the biggest question was how to tackle the Hawk's Nest.

One proposal called for the road to begin at Bolton Basin in Sparrowbush and follow the old towpath of the Delaware & Hudson Canal along the bottom of Hawk's Nest. This was based on a 1907 survey. However, the Erie Railroad owned the right-of-way along the river from Port Jervis to Tusten including the bed of the former Delaware & Hudson Canal. The railroad objected to their land being taken but the state decided to pursue obtaining a right-of-way in court and meetings between the state and the Erie Railroad were held in late 1931. An alternate proposal called for a route in back of Hawk's Nest but that route would miss the scenic qualities. Finally, in October 1931, it was announced that an old single road that went about halfway up Hawk's Nest would be the route the new road would follow. A new bridge across the Mongaup River also was proposed. The Erie Railroad also objected to this plan fearing that debris from the construction of Route 97 across Hawk's Nest would dump "thousands of square yards" of debris on their land below the construction area. The state responded by moving the planned roadway further into the mountain which would create less debris. Construction of this section was to commence in spring 1932.

While all the squabbling about the route over the Hawk's Nest was settled, work progressed elsewhere on the roadway. By spring 1930, the contract for construction of the section between Pond Eddy and Barryville was about to be put out to bid. Work on roadway surveys and acquisition of rights-of-way was carried out during the summer and fall of 1930 and work began in October of that year on that section. In early 1931, it was announced that the Pond Eddy-Barryville section would be completed later in the year and that the contract had been let for the Minisink Ford to Narrowsburg stretch. By the spring of 1932, work was underway on the section from Minisink Ford to Narrowsburg and the Barryville to Pond Eddy segment. Right-of-way maps for the segment between Narrowsburg and Callicoon had been completed and more than 150 parcels were needed for this 12-mile segment. The right-of-way for the Barryville to Minisink segment was not acquired until September 1934 when the Sullivan County Board of Supervisors agreed to purchase 55.7 acres of the old Delaware & Hudson Canal right-of-way from the Erie Railroad. It was noted that if the old canal bed had not been acquired for this project, the cost would have been considerably greater than the \$4,000 paid for this land.

By the fall of 1932, work was underway on all segments of Route 97 including the segment over Hawk's Nest. It was announced that a 1,000-foot-long, 22-foot-wide viaduct containing 13 spans was to be built to cross the grade changes at Callicoon and would enter the village on an upper level street. Bursen Engineering Company of Manhattan was awarded the contract of \$130,000 and it was to be completed by December 1933. The construction of Route 97 required the excavation of more land than had occurred before in Sullivan County. An average project required the excavation of about 18,000 square yards per mile while 48,000 square yards per mile would be moved for Route 97.

The effects of the Great Depression were another problem that beset the Route 97 project. Due to the dismal state of the economy, New York announced in January 1933 that as an economy move all workers of the state highway department would be laid off without pay. The impact on the completion of Route 97 could have been significant. However, the inauguration of former, Franklin Roosevelt as president and the beginning of the New Deal made available a huge fund of money for projects such as this. It was hoped locally that the highway would be finished in 1934.

During work on the Hawk's Nest portion, a deep fissure in the mountain was discovered. The crack was about a foot and a half wide and went deep into the mountain. Rumors circulated predicting the face of Hawk's Nest would fall into the river. Various suggestions to deal with this problem were put forth but it was decided to build the road over the fissure. By the fall of 1933, the Hawk's Nest section was nearing completion. The project included the construction of six "bay windows", as the scenic overlooks were called, on the river side of the highway. The largest was to be near the old lookout at the foot of the Hawk's Nest. The new entrance to this section from Sparrowbush replaced the winding and indirect route of the old road, removing many of its dangerous and sharp curves. The bridge crossing the Mongaup River also had been built. All of the materials used in the construction had been supplied locally. Of particular interest was the fact that the contractor had used gasoline-powered equipment in lieu of steam power.

In December 1933, the segment of the road crossing the Hawk's Nest was unofficially opened. Although the highway was not complete, the state highway department and the contractor, Miller Brothers Construction, allowed the road to be opened if drivers would maintain the 20-mile-per-hour speed limit. The old, one-lane, dirt road that this replaced had probably been built as early as 1859 and had been the main artery between Port Jervis and Sullivan County.

During the construction of the entire length of the highway along the Delaware River, only one construction fatality occurred. In November 1933, Samuel Smirch, 21, a laborer employed on the section between Barryville and Minisink Ford was killed when a tree fell on him while clearing right-of-way. Another worker was badly injured.

The last section of the highway was not completed until late summer 1939. Although the road was not complete, traffic had used the highway during the summer. This last segment was located near Hancock in Delaware County. The road was concrete from

Sparrowbush to Pond Eddy and from Doyle Hill to Hancock, with the remainder constructed of macadam. Two large viaducts, the one at Callicoon and the other over the Basket Creek near Long Eddy, were part of the final highway. In addition to the Hawk's Nest, the other engineering feat was building the highway across the Cahoonshees Cut near Tusten.

As the highway neared completion, a great debate arose over the name of the roadway. As many as nine names were proposed but the three most popular seemed to be the Delaware Trail, the Tom Quick Trail, and the Minisink Trail. Editorials, articles, and letters to the editor all extolled the benefits of one name over the other. There was even a Tom Quick Trail Committee that promoted the Quick name. (Quick was an early settler and trapper who is said to have slain 99 Indians.) Some thought the Quick name was historic and would bring more tourists to the region while others were horrified that the road would be named for someone who had killed so many people. In the end, the state highway department weighed in with the news that highways were no longer given names — only numbers. This seemed to end the debate.

With the highway complete, a grand opening event to be held on August 30, 1939. The Executive Committee of the Route 97 Council, which had representatives from the areas through which the highway passed, handled the festivities. It had taken nine years since the first contract had been awarded and a ceremony that would be "one of the largest ever staged in the Delaware Valley" was planned.

Despite rain on August 30, the event was a success, with at least 300 hundred cars and over 2,000 people participating in the event. The celebration began in Port Jervis with a short parade, speeches, and ribbon cutting by the Mayors of Port Jervis and Hancock, the two towns connected by the highway. A motorcade of dignitaries then began its 72-mile journey up the Delaware Valley on Route 97. At each stop along the way, a ceremony with entertainment was held. Stops included Sparrowbush, Mongaup, Pond Eddy, Barryville, Minisink Ford, Narrowsburg, Cochection, Callicoon, Hankins, and Long Eddy before reaching Hancock. It was planned that the motorcade would reach Hancock at 7:00 p.m. after leaving Port Jervis at 11:20 that morning. At Hancock more speeches were given before the festivities concluded.

The program noted that Route 97 had cost \$4,100,000.00 to build and that most of the highway was built on new ground with very little of the route using old roadways. It recounted the engineering accomplishments of the highway including the Hawk's Nest segment, the rock cut near Tusten and the valley spans at Callicoon and Long Eddy. It noted that it was a short route between metropolitan New York, western New York, and Pennsylvania.

The program also highlighted the road's most significant qualities – its scenic beauty and the historic nature of the area that it traversed. It was prophesied that the road would be a popular one. "It presents every possible phase of landscape, hills and valleys, lakes and river, and mountains." It also alluded to the history of transportation in the region by proclaiming "this [Route 97] will again link the valley of the Hudson with the Delaware Valley as in the days of the old D. and H. Canal".



A P P E N D I X

F

**Town of Lumberland Scenic Loop**



### **Town of Lumberland Scenic Loop**

By following a short loop through the Town of Lumberland, visitors to the Upper Delaware Scenic Byway can explore more of the region's heritage in the vicinity of Glen Spey. The following loop tour diverges from the byway after it crosses the Mongaup River going north, just west of the Orange County/Sullivan County line:

From Route 97 North, turn right onto County Route 31 just west of the Mongaup Bridge.

Along this stretch of the roadway, motorists can enjoy views of old stone walls, farmland and foliage that is beautiful at any time of year but particularly in the fall. Approximately four miles from Route 97 is an unusual saltbox barn (c. 1893) that is undergoing restoration.

At the end of County Route 31, motorists can decide to return to Route 97 via County Route 41 or turn right and then left to return to Route 97 via Hollow Road (see below for sights along Hollow Road).

To follow County Route 41, take a left where County Route 31 ends.

At the intersection of Routes 31 and 41 stands the stone-domed "Bel-air Lodge" (c. 1890), one of several mansions along this section of the road built by the Mackenzie family, who were associated with the Singer Sewing Machine Company. Several hundred feet beyond Bel-air Lodge is an unusual stone pillared house that formerly was home to Edward Hemmond Mackenzie. A contemporary structure separates this house from the Margaret Elkin Mackenzie mansion, "Burnbrae." Burnbrae is now the site of Mike Fraysee's Sports and Bicycling Resort. As visitors continue heading south, they will pass several other Mackenzie mansions, as well as St. Volodymr's Ukrainian Catholic Church, designed by Glen Spey native Apollinaire Osadca. The Mackenzie mansions Ardmore and Bramblebrae are located in this vicinity and since the 1950's have served as the home of the Ukrainian Center Verkovynia. Further south on County Route 41, lies the onion-domed church Sts. Peter and Paul Ukrainian Orthodox Church. After passing this church, motorists will descend a hill approaching Route 97 in Pond Eddy.

Just before reaching Route 97, motorists can turn right onto Hollow Road.

After turning onto Hollow Road, an immediate left onto Berme Church Road will take visitors along the Berme Church Historical Trail. Buildings found along the trail are described under Historical Resources in the Inventory section of this report. They include the Pond Eddy School, Home of A.M. Montgomery, Barn and Grounds of W. Johnston, Berme Church Road Cemetery, Sacred Heart Roman Catholic Church, Pond Eddy United Methodist Church, Orchard House, Allington Residence, Maxwell Residence, Martin House, Thomas Adams Homestead, Maney's Store & Rooming House, and Cornelius Foley House.

Staying on Hollow Road will route visitors back up towards Glen Spey to the Lumberland Town Hall and Thomas F. Hill Municipal Office Building, where town functions and the Cultural Series Concerts take place in the fall. Directly across the street stands the c. 1876 Glen Spey School, a unique Victorian structure with an accompanying town park. Motorists can return to Route 97 via Hollow Road or Route 41.

A P P E N D I X

G

**Route 97 Publication from 1941**





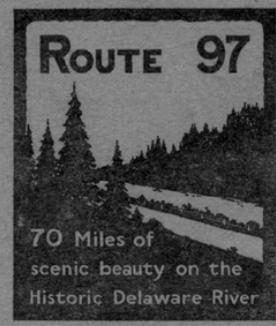
*Please return to  
Rudy Ault.*

R. G. Ault  
Narrowsburg, N. Y.  
R. D. 2 12764

Souvenir Program

'97' DAY

1941



1941

WEDNESDAY, AUGUST 13, 1941

Barryville, N. Y.

UNDER THE AUSPICES OF  
ROUTE 97 COUNCIL

Deerpark  
Lumberland  
Highland  
Tusten

Cochecton  
Delaware  
Fremont  
Hancock

# Program

(Subject to Change)

Walter A. Schwarz, General Chairman and Master of Cermonies

(ALL EVENTS TAKE PLACE ON DAYLIGHT SAVING TIME)

Raising of Flag—Boy Scout Demonstration—Band	2:00 P. M.
Parade of All Contestants Headed by Callicoon Center Band	2:30 P. M.
Tug of War Teams	3:00 P. M.
Horseshoe Pitching Teams	3:15 P. M.
Wood Chopping and Wood Sawing Contest	3:30 P. M.
Mountain Music	3:45 P. M.
Judging of Best Old Fashioned Rider and Horse	4:00 P. M.
Oxen Team Exhibition	4:15 P. M.
Judging of Old Fashioned Buggy and Horse	4:30 P. M.
Judging of Best Hay Ride—Rig and Occupants	4:45 P. M.
Music	5:00 P. M.
Judging of Best Farm Hound and Bird Dog	5:00 P. M.
Judging Old Model Auto in Running Condition	5:15 P. M.
Judging of "Belle of 97 Day"	5:30 P. M.
Music	6:00 P. M.

## RECESS

Al Fine's Orchestra — Dancing	7:00 P. M.
Crowning of "Belle of 97 Day"	8:00 P. M.
Square Dancing	8:30 P. M.

Judging of Best Square Dancing Musician

Judging of Best Old Fashioned Dresses—Square Dancing Couple

Introduction of Honored Guests

Dancing

# Contest Judges

(Subject to Change)

Horse Shoe Pitching and Tug of War	EDWARD PRING	
Wood Sawing and Chopping	RALPH WRIGHT	
The Belle of 97	}	
Old Wedding Dress		MRS. FRANK GRISWOLD
Old Fashioned Dress		MRS. BLAKE WASHINGTON
In Square Dance		MRS. CHESTER OSBORNE MRS. FRED HESSINGER
Square Dance Musician	AL FINE	
Old Fashioned Horse and Rig	ANDREW McCULLOUGH	
Hay Ride	ROBERT MANY	
Farm Dogs	FRANK I. VANDERBEEK	
Hound and Bird Dog	ROBERT STAPLETON	
Old Fashioned Dressed Rider with Horse	FRANK OSBORNE .	
Draft Horses	ANDREW McCULLOUGH	

Other Judges may be announced on the field  
All Decisions of Judges are Final

## *Route 97*

"70 miles of scenic beauty on the historic Delaware River," is the slogan of the Route 97 Council and it is no mistatement. The beauties of the Delaware Valley have long been recognized.

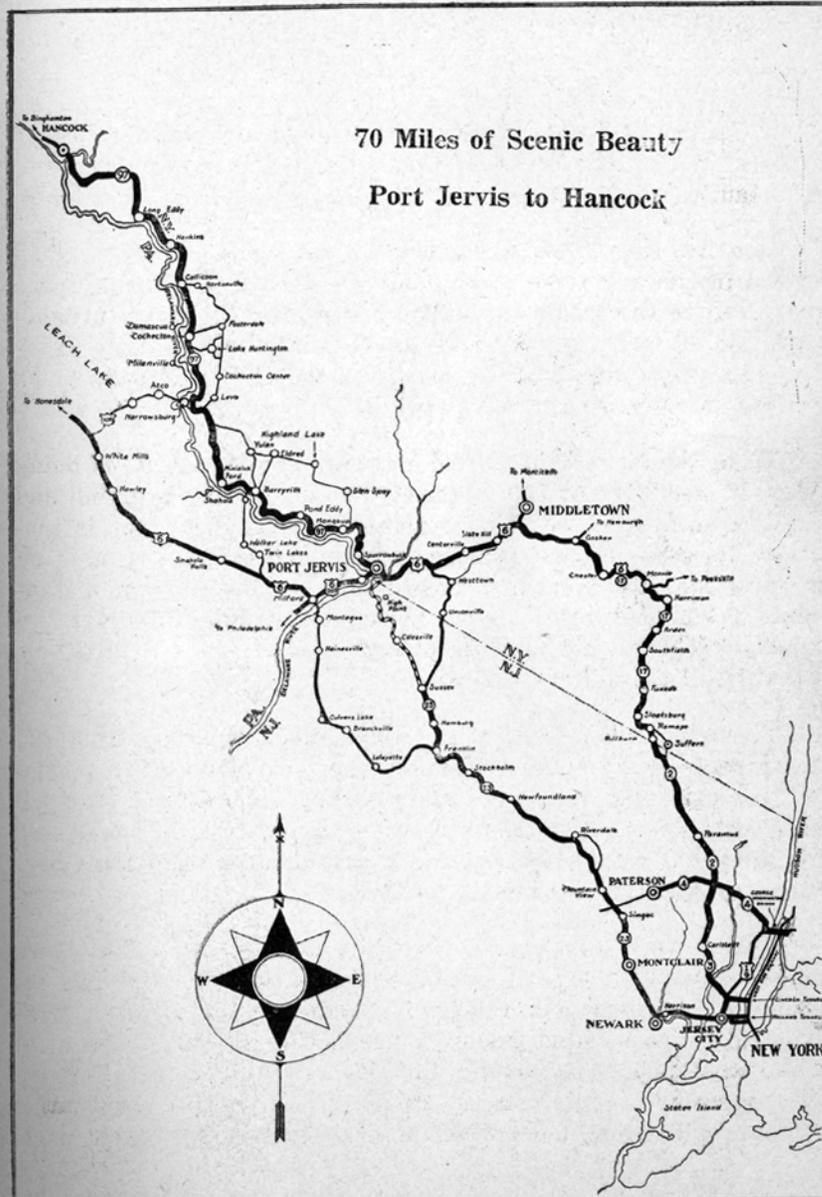
In a travel guide published over 75 years ago and which sited various interesting trips throughout the East, considerable space was given to the Delaware Valley concerning its beautiful landscape and its many historic legends. It pointed out that the territory was easily accessible by means of the Erie Railroad, which was then a comparitively new project.

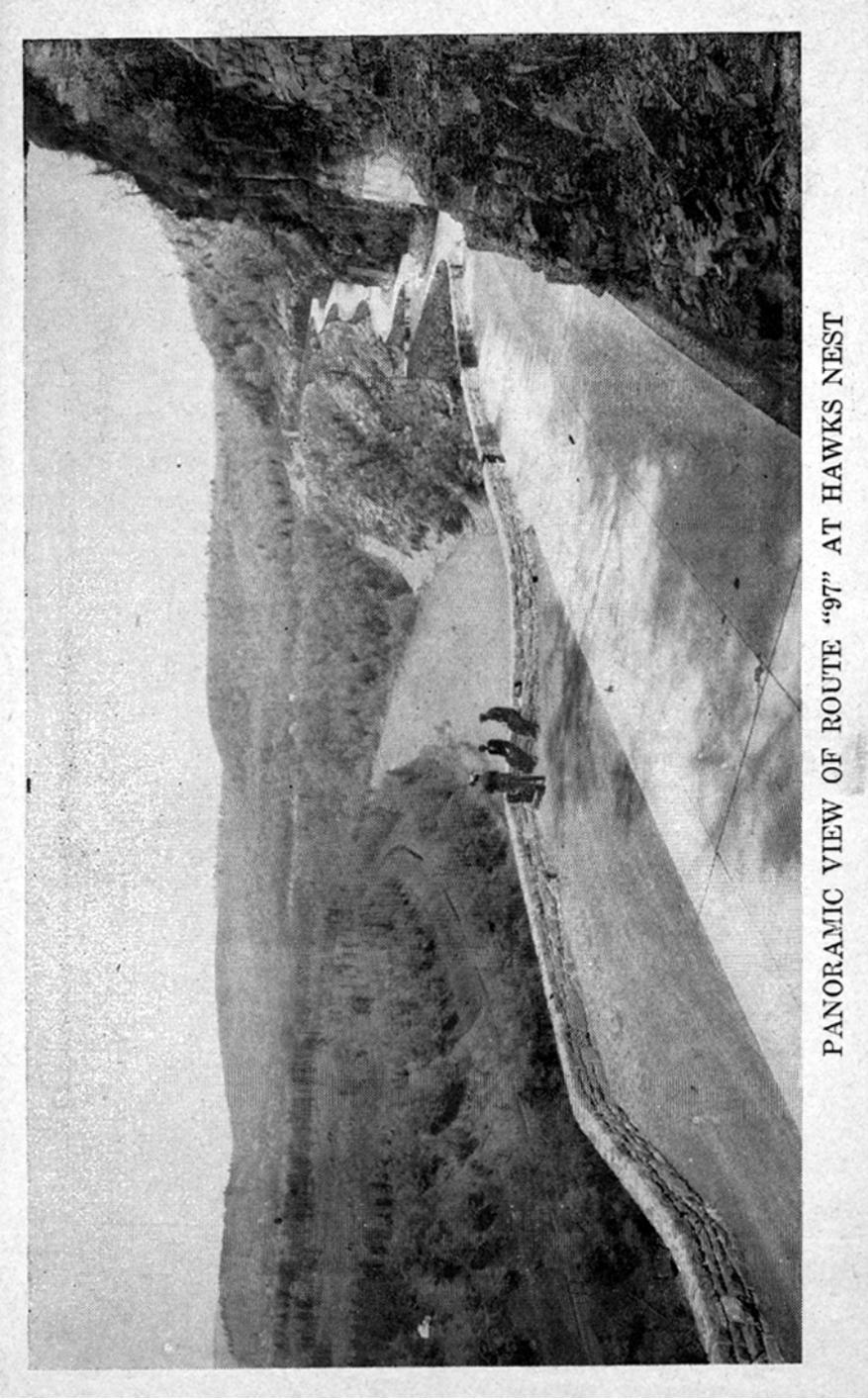
What the Erie Railroad did 75 years ago, Route 97 is doing today. It has provided the motorist with a highway over hill and dale that is unsurpassed as far as an interesting journey is concerned. Its use is becoming more common and it is not an unusual thing to see cars bearing license plates of states from distant points. It has been designated as an important link in the National Defense Program, and has been placed on the map by the military authorities as a military highway.

The cost of Route 97 was tremendous, not alone from the money sense, but time and effort on the part of unselfish public-spirited men, who would not allow strong opposition to dampen their enthusiasm for a Delaware River route. It is to persons of this kind that we particularly are thankful, because of their perseverance Route 97 became a reality.

The Route 97 Council, though young in years, has many accomplishments. Perhaps one of the greatest is that it has cemented cities, towns and villages together in a congenial progressive and public spirited group. It has nothing to sell, asks little in the way of financial contribution, its only aim being to further and promote the interests of Route 97 through a cooperative community program under which all participating towns take part.

THE SCENIC HIGHWAY OF THE EAST — ROUTE 97





PANORAMIC VIEW OF ROUTE "97" AT HAWKS NEST



*An Enhancement Concept*

F O R T H E



*Upper Delaware Scenic Byway*

F I N A L