



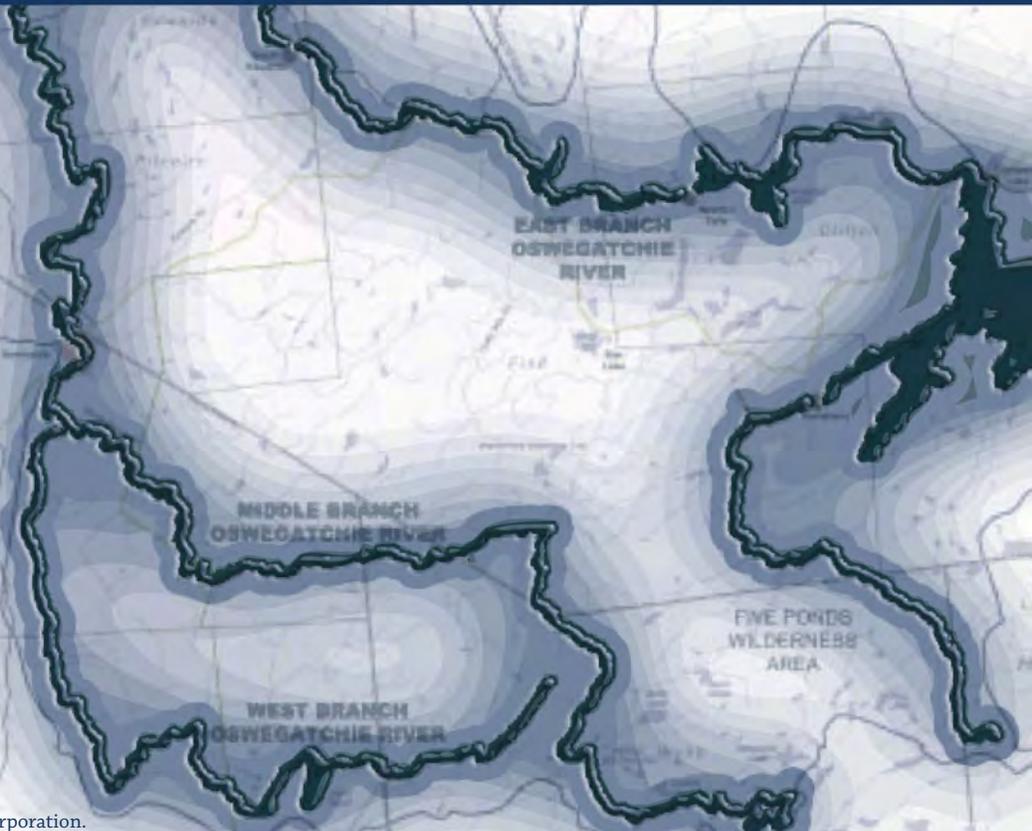
DECEMBER 2015



Oswegatchie River

BLUEWAY TRAIL MANAGEMENT PLAN

Prepared by:
peter j. smith & company, inc.
with **Aubertine and Currier**



This document was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund and by the New York State Empire State Development Corporation.

Acknowledgements

The Oswegatchie River flows through 32 communities. It is a vital, now-a-days often unrealized, resource. In order to help re-engage their communities with the river, the following individuals, forming the steering committee, were charged with directing the development of the blueway trail plan:

<u>Steering Committee Representative</u>	<u>Community</u>
Annette Craig	Wanakena
Sherman Craig	Wanakena
Bud Nichols, Town Supervisor	Town of Oswegatchie
Mark Hall, Town Supervisor	Fine
Spencer Morrisey	Clifton
Corenne Black	Clifton
Gary Williams, Mayor	Harrisville
Dianne Hurley	Edwards
Ron McDougall, Mayor	Gouverneur Town & Village
Eldon Conklin	Gouverneur Town & Village
Barbara Finnie, Treasurer	Gouverneur Town & Village
John Frary, Supervisor	DeKalb
Connie Elen	DeKalb
Jim O'Neil (alternate)	DeKalb
Sarah and Kyle Hartman	Rensselaer Falls
Allen Kelly	Rensselaer Falls
Linda McQuinn	Town of Canton
Mary MacCallion	Town of Canton
Ginger Thomas (Alternate)	Town of Canton
Barbara Lashua, Mayor	Heuvelton
Dave Kingsley	Heuvelton
Gregg Denny	Ogdensburg
Jerry Lincoln	Ogdensburg

Special Thanks To:

City of Ogdensburg

John Pinkerton – City Manager

Andrea Smith – Director of Planning & Development

Matt Curatolo – Director of Parks and Recreation

NYS DOS – Barbara Kendall

NYS ESDC – Caitlin Lecker

Matilda Larson – G.I.S, Planning, St. Lawrence County

Chris Angus, Janet and Bob Wakefield, Coralee Barrett, Connie Elen,

Zoe Smith for photos

Dobisky Visitors Center, Harrisville Central School, United Helpers

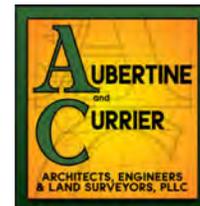
Edwards, Town of Fine, TAUNY, Town and Village of Gouverneur,

Village of Heuvelton for meeting venues

DESIGN based
PLANNING
peter j. smith & company, inc.

www.pjsc.com
www.pjsc.com

United States Buffalo, New York • Canada Fort Erie, Ontario





Blueway Trail Management Plan

December 2015

Prepared By:

peter j. smith & company, inc.

with Aubertine and Currier

Architects, Engineers &

Land Surveyors, PLLC

CONTENTS

1. THE FUTURE – A SUMMARY	1
1.1 Defining a vision.....	2
2. INTRODUCTION	4
2.1 A Blueway Defined.....	4
2.2 Oswegatchie River Blueway Background.....	4
2.3 Project Partners.....	6
2.4 Blueway Boundary.....	6
2.5 The River’s Reaches (Character Areas).....	7
3. GOALS FOR THE OSWEGATCHIE BLUEWAY:	10
3.1 Overview.....	10
3.2 Vision.....	10
3.3 Goals and Objectives.....	11
4. THE STRATEGY	13
4.1 Overview.....	13
4.2 Enhancements throughout the Blueway.....	13
4.3 Interpretation & Wayfinding on the Blueway.....	19
4.4 Primary Node Concepts.....	24
5. THE OSWEGATCHIE RIVER BLUEWAY	33
5.1 Regional Context.....	33
5.2 Historic Context.....	34
5.3 Where Blueways and Byways Connect – Scenic Byways on the Blueway.....	36
6. MARKET PROFILE	38
6.1 Tourism and the Blueway.....	38
6.2 Tourism Impact.....	38
6.3 Target Markets.....	38
6.4 Recent Trends.....	42
7. MANAGING & PROMOTING THE BLUEWAY	43
7.1 Management of the Blueway Trail.....	43
7.2 Stewardship of the Blueway Trail.....	47
7.3 Promotions Plan.....	49
7.4 Building Capacity for Tourism.....	51
8. IMPLEMENTATION	53



APPENDIX TABLE OF CONTENTS

A. BLUEWAY TRAIL AREA INVENTORY	60
A.1 Intrinsic Resources	60
A.2 Overview	60
A.3 Water Quality	68
A.4 Wetlands and Natural Resources	69
A.5 Habitats	69
A.6 Agriculture	71
A.7 Land Use	71
A.8 Water Uses	74
A.9 Infrastructure	75
A.10 Ownership Patterns (including underwater lands)	75
A.11 Local Development Controls	77
A.12 Dams, Obstacles and Portages (Navigation)	80
A.13 Hydrology, Topography and Geology	80
A.14 Navigation and Dredging	81
B. PUBLIC INPUT	82
B.1 Overview	82
B.2 Community Workshops	85
B.3 Online Survey	87
C. FUNDING SOURCES	100
D. RESOURCES FOR TRIP PLANNING	108
E. SAMPLE MEMORANDUM OF AGREEMENT	109



November mist envelops the island at Kearney Falls. (Photo courtesy Bob and Janet Wakefield)



1. THE FUTURE – A SUMMARY

The Oswegatchie River: an untapped resource and an unpolished gem.

Back in the day, as the saying goes, the Oswegatchie River was a powerful economic engine, driving a milling, mining and forestry economy. Those days are over, but the new day is here. This day dawns on the river as a world-class recreation attraction.

At its heart, away from most humans and their settlements, the river is filled with pristine beauty and the lure wilderness mysteries. Outdoors sports opportunities abound: paddling, hiking, biking, hunting, fishing, camping. Along its shores its residents know it as an equal-opportunity recreation resource for all families: everyone can go swim, picnic and play by the water.

The Oswegatchie River is a unique North Country waterway. Like its people, it is by turns friendly, quirky, mysterious and very private. So private, in fact, it is hidden at its most populous crossings. The character of the Oswegatchie varies tremendously. It is wilderness and town, farm and city. Raging rapids and fierce drops are broken up by quietly meandering waters.

The Oswegatchie River Blueway Trail Management Plan is a strategy for economic development and sustainable tourism through recreational access to the Oswegatchie River and the many other year-round recreation resources along the river corridor. Through a series of plans, it describes how the Oswegatchie’s communities poise themselves to attract visitors, who those visitors could be, how they should find their ways around.

The blueway trail holds promise of economic development opportunities. If blueway attractions increase tourism in St. Lawrence County by just one percent, an additional \$1.15 million would be added to the economy. One percent would support \$440,000 in wages and generate almost \$140,000 in local and state taxes. If tourism were to add five percent to local tourism, it would generate \$5.7 million in spending.

Understanding this potential for their shared futures, the Oswegatchie River communities came together under the leadership of the City of Ogdensburg and funding from the New York State Department of State and Empire State Development Corporation to plan for a vital and revitalized future.

The area for the blueway trail management plan is the river’s



watershed and it is vast. For mostly rural communities, like those of the Oswegatchie, developing a new economy may seem like a heavy lift. But the Oswegatchie River communities found that what they their shared capacity and resources far exceed what they bring to the table as individual towns, villages, hamlets and rural settlements. The area is so vast that shared effort will be central to shared and individual successes along the river.

Consider: the Oswegatchie River watershed is about 1,050 square miles and covers almost a third of St. Lawrence County, in which it is principally located. There are 17 towns, 16 hamlets, six villages and a city within its five counties.

The Oswegatchie ranges in elevation from 239 to 2,503 feet above sea level. The river is approximately 450 miles long and includes approximately 3,590 miles of tributary rivers and streams within the watershed. There is also an abundance of lakes, ponds and wetlands, including the largest, Cranberry Lake which itself is in excess of 10 square miles.

1.1 Defining a vision

The Oswegatchie River Blueway Plan defines a vision for the future of the Oswegatchie and its communities. It outlines strategies for recreational access to the river and enhancements for the river's communities. Access points including developed and undeveloped launches, trails and trailheads, camping, overlooks and scenic nodes are described.

An interpretation and wayfinding plan

brands the Oswegatchie as a “true North Country River” wild with excitement and calm with isolation and privacy. Bold signs make statements about the identity of the river and its community, directing attention to the river which is often hidden from view, around the bend, under a bridge inaccessible at many points. The purpose of the signage program is to bring attention to the river at every visual and physical access point.

The blueway's innovative level of service approach to the development of facilities and amenities along the river helps communities implement the plan at a level that is appropriate for each. The most populous river communities are the primary nodes, where the most visitor services are located and the most intense development is appropriate. Secondary nodes lend visitor support at a more intimate and smaller-scale level.

Outside of the primary and secondary nodes, development is recommended to be appropriate to each site and in most cases at a low intensity. These sustainable access and recreation points are designed to protect the river and to require minimal maintenance from the communities in which they are located.

Safety is a key concern for the blueway river trail. Access points are recommended to connect to road or trails, river hazard warnings and wayfinding are recommended to help prevent boaters avoid mishaps.

The Oswegatchie River Blueway Trail offers plentiful outdoor recreation opportunities. The plan recommends strategies to increase recreational tourism and also to diversify the



visitor base by attracting heritage and culture visitors. Proud North Country communities with beautiful downtown architecture and unique shopping are just what these well-off and curious visitors want. Authentic experiences, local fare and hand-crafted wares will draw these tourists to visit and return again and again.

Packaging tourism opportunities, and providing the visitors with an expanded range of experiences will help regional promotional agencies fine-tune a message that will bring these new visitors. The potential for growth in spending and an exploration of recent trends in blueway-type recreation help define this potential.

The coordinated effort that brought the plan to fruition must now be directed toward its implementation. The plan explores management concepts for the blueway. The scenarios detailed will be fine-tuned and a model that emerges will ensure that the blueway trail will be sustained and flourish.

A manager or management group is but one entity responsible for the blueway's future. Everyone is potentially a steward of the Oswegatchie River. A stewardship plan that outlines the roles that landowners, municipalities, recreation groups and others can take in helping to protect the river and its resources.

Now is the time for the blueway trail to begin its transformation and realize its potential. To do this every community within the study should signify its support for the Oswegatchie River Blueway Trail Plan. By taking this step, they indicate their willingness to work together to identify and implement the strategies of the plan. To facilitate their work, an implementation matrix with action steps, time frames, costs and partnerships is provided. There is much to be done to prepare for this new day. The blueway partners have already realized some fruits of their shared work. As they continue to plan regionally, new partners can join in the effort.



The put in at Flat Rock on the Oswegatchie River. The site is owned by New York State and maintained by the NYS Department of Environmental Conservation. As manager of numerous launches, forests, forest preserves, wildlife management areas and other resources in the Oswegatchie River watershed, DEC is an important blueway partner. (Photo courtesy of Bob and Janet Wakefield)

2. INTRODUCTION

2.1 A Blueway Defined

Blueways are recreationways. They are areas for all kinds of activities on and in the water – boating in small craft both human powered and motorized, paddling, fishing, swimming and just dangling feet in the water – as well as next to the water, including cross country skiing, hiking, hunting and trapping, snowmobiling, ATV riding, camping, nature appreciation and photography. For some brave souls some pursuits take place both from land and water sides.

A traditional blueway is a route from Point A to Point B with numerous stops along the way. These traditional blueways combine recreation and environmental awareness and encourage users to link stops along the way together for rest, overnight stays and attractions in the communities along the river's length. The Oswegatchie River Blueway is unique among blueways because so much of it is located in the wilderness and is inaccessible by road. The creation of the Oswegatchie River Blueway Trail is an opportunity to understand the area as an enormous park with gateways, hubs and experiences within – both linear and non-linear.

The Oswegatchie Blueway Trail joins a growing network of blueway trails in New York State. In the North Country, the Raquette and Black rivers are part of a system that also includes the Hudson River Water Trail, Canal Recreationway, Lake Champlain Paddlers Trail and Cayuga Lake, Mohawk River and South Shore blueways, to name a few. Each blueway celebrates the unique experiences available along its span and the culture and heritage of the people

and settlements within. Over time these will become a single connected route that will be recognized as part of a New York State system of recreationways.

2.2 Oswegatchie River Blueway Background

The sections of the Oswegatchie are so different, each emblematic of the river's different personalities.

The headwaters of the East Branch is located south of Cranberry Lake, in the Five Ponds Wilderness Area (see map on page 6). One way to get there is to paddle through Lows Lake and then portage over to the headwaters. An easier way is to put in at Inlet and paddle in.

The West and Middle branches are similarly secluded. These are some of the most remote and wild areas of the Adirondacks, cherished as recreation areas. Few possess enough grit and determination to survive the harsh winters – inevitably followed by black fly season – to reap the rich rewards of a life surrounded by such natural beauty. However, many are called to visit. The East Branch is the most accessible and





Linear Park Concept

THE OSWEGATCHIE RIVER

well known of the three branches. It is paddlers' heaven, 25 miles of designated Wild River.

The confluence of the east and west branches of the Oswegatchie is near Talcville, once one of the world's leading talc mining areas. This area is the cradle of industry on the river. It was once dotted with mills powered by the might of the river as it drops 1,000 feet between Newton Falls and Gouverneur. It is through this area that the Oswegatchie moves out of wilderness and into civilization. Through here quaint downtowns – like pearls on a string – are arrayed along the banks. The largest of these, Gouverneur, is the most urbanized place on the river between the headwaters and Ogdensburg. It serves as a hub for goods and services throughout a rural area of St. Lawrence and Jefferson counties.

At Ogdensburg, the tannic waters of the Oswegatchie meet the blue waters of the St. Lawrence River and a shift in scale happens as the smaller, slower craft of the inland Oswegatchie give way to the larger and more powerful boats of the bigger waters of the St. Lawrence. Here and only here the Oswegatchie

dominates the scene, its banks flanked by trails and marine-oriented services. But even here the Oswegatchie takes a reticent role, blending into the background, there but not there and somewhat absent in its very presence.

This is the enigma of the Oswegatchie. It is nearly invisible from the road. This is not a car-touring river. This is a true river lover's river. It mostly flows through areas away from roads. In many settlements it is obscured by highway bridges. The river that fueled the economy is mostly hidden, its mines and mills mostly silent. In coming together to create the Oswegatchie River Blueway Trail, the river communities are looking back to their river to recreate themselves and their economies while preserving and promoting the character of each area of the river.

This is the mission of the Oswegatchie River Blueway Trail: To bring the river to the foreground as a destination for economic development and sustainable tourism through recreational access to the Oswegatchie River and the many other year-round recreation resources along the river. The blueway trail plan is a multi-municipality effort to celebrate

the river and to draw visitors to its communities to experience the unique heritage and culture of these North Country communities, bringing them to a new future.

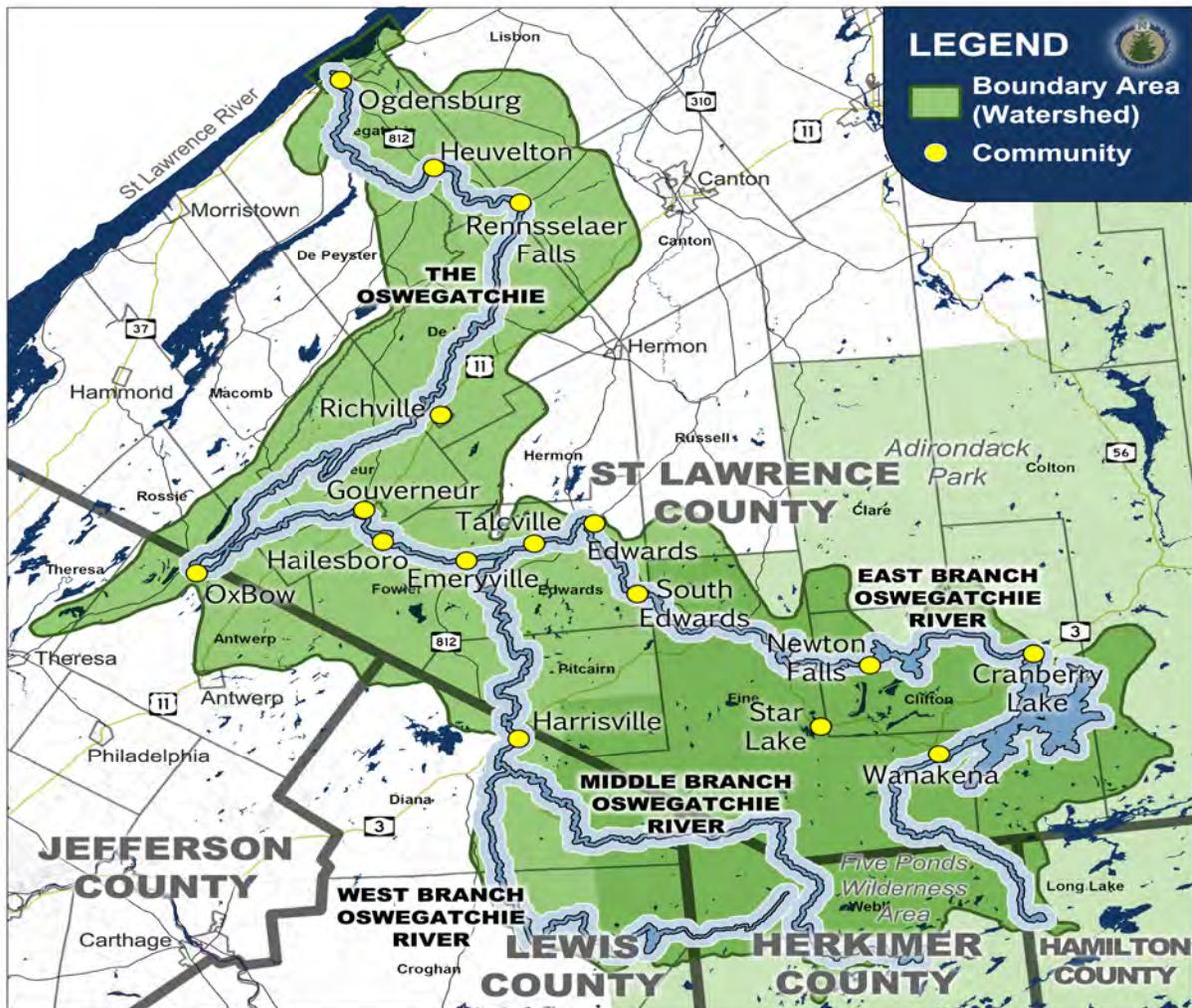
2.3 Project Partners

For this Oswegatchie Blueway Trail Management Plan, the City of Ogdensburg, on behalf of the 32 communities in five counties along the three branches of the river applied for and received grants from the New York State Department of State and Empire State Development Corp. Private donations and contributions by municipalities added to the funding and the momentum. Throughout the planning process the project's

leaders have made membership on the project steering committee open for all the communities. By summer 2015, 25 individuals representing 13 municipalities and a county had stepped up to participate.

2.4 Blueway Boundary

A boundary was established in order to define the extent of study area for the purpose of planning activities and identifying resources. For the Oswegatchie Blueway, it made common sense to define the study area as the Oswegatchie River watershed, not including the Indian River watershed which could be considered a sub-watershed of the Oswegatchie watershed. In the City of Ogdensburg,

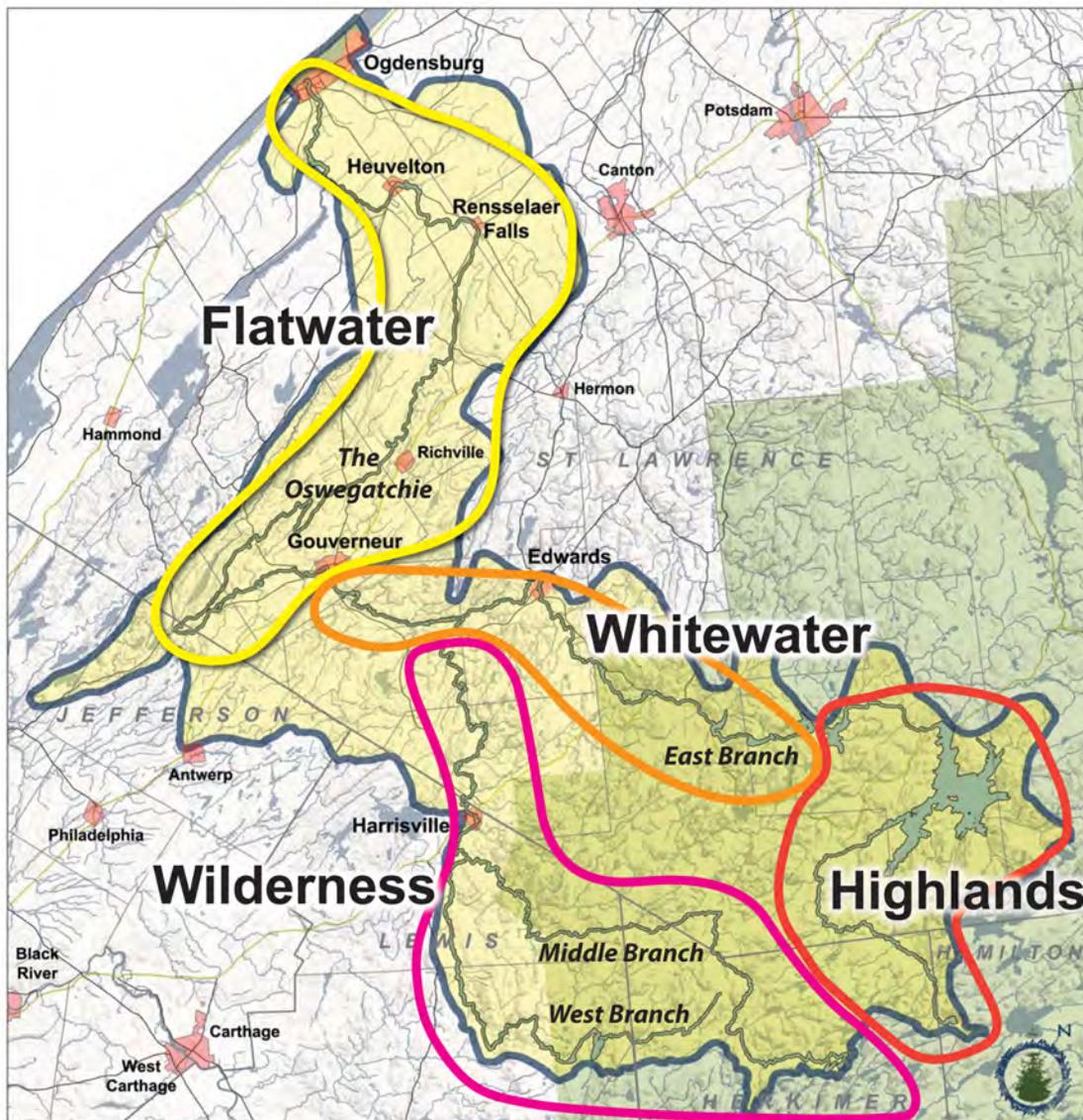


the Oswegatchie River watershed narrows and much of the city drains directly into St. Lawrence Seaway. Therefore, in order to include some of the tremendous assets in the City of Ogdensburg, the blueway study area includes the entire city in addition to the watershed boundary.

2.5 The River's Reaches (Character Areas)

The character areas map outlines areas with common qualities, but of course in a landscape this extensive, numerous generalizations facilitate

mapping. The purpose of defining the character areas is to break the region into understandable pieces and create an organizational framework for the region. The character areas are referred to again and again to guide the process. Is the proposed structure of the access and economic development plan homogenous? Will the facilities for community implementation fit within the framework? Is the unique character of each area sufficiently defined? What are its potentials for interpretation? These are the questions that have guided the development of the plan.



Four general character areas have been identified within the project boundary based on a number of factors including navigability and accessibility of the river. These classifications are generalizations since there are navigation and accessibility variations within each of the character areas.

2.5.1 Highlands

The Highlands character area is that portion of the Oswegatchie River which includes the East (Main) Branch on the Adirondack Plateau from the headwaters to Newton Falls. This section of the river is generally flat water and sparsely inhabited and access is limited. This area includes Cranberry Lake which has been augmented in size by the establishment of a dam in the 1800s. There is a waterfall and a few rapids where a portage would be required, but generally canoe navigation is possible. The rapids before Cranberry Lake are not severe, but the shallow depth makes navigation difficult. This area is well established with hiking trails and primitive campsites.



Cranberry Lake in the Highlands Character Area. Cranberry Lake State Campground is a popular destination on the lake. The Hamlet of Cranberry Lake, at the northern tip of the sprawling lake, also offers access.

Source: NYSDEC website

2.5.2 Wilderness

The Wilderness Character Area is generally defined as the Middle and West Branches of the Oswegatchie River. Both of these branches are characterized by having several waterfalls and exhilarating rapids, many of which are Class V; only the most experienced paddlers can run these rapids. The area is generally inaccessible. There are fewer trails than are available around the East Branch headwaters. Portages are often difficult due to lack of portage trails. While these branches offer tremendous scenery, few people have the opportunity to see them.



Grand Island Park in Harrisville is one of few public access points in the Wilderness Character Area. For those who can access the Middle and West Branches, the scenic rewards are great. Serious whitewater enthusiasts know this area for its Class V rapids.

2.5.3 Whitewater

The Whitewater character area is defined as the Oswegatchie River from Newton Falls to Gouverneur. In this area, the Oswegatchie River drops more than 1,000 feet in elevation with a series of waterfalls, rapids, and dams. This section is still heavily wooded and relatively primitive. It is easier to access this area with a vehicle than it is in the Wilderness and Highlands character areas. Even so, hiking trails and campsites are limited. Most portages follow roadways that parallel the river.



The Oswegatchie River trips over rocks under the old Route 122 Bridge in the Town of Fine.

2.5.4 Flatwater

The Flatwater Character Area is defined as the Oswegatchie River from Gouverneur to the mouth in Ogdensburg. This portion of the river is characterized by expansive sections of flatwater interrupted by fast water as well as Class I, II and III rapids and one dangerous Class IV channel. This section can be navigated with minimal carries. Dams and a few falls that confine the use of motorized watercraft. This area is less wooded with more agricultural land along the river banks. Access to the river is more widely available here. However, private ownership of much of the land outside of settlements means there are no trails and limited camping possibilities. At its mouth, the river is wide and flat.



The Oswegatchie near its mouth on the St. Lawrence River. More motorized boats use this portion of the river.

3. GOALS FOR THE OSWEGATCHIE BLUEWAY:

“One True North Country River”

“Stay true to the river.” The Oswegatchie River is the spirit of the North Country. More than the roads and the communities, the river has existed for millennia; it is the signature of the real North Country, offering a unique and true North Country experience, one for which visitors are searching. As a brand, the river should be the dominant identifier for the region and tie all of the communities together. The Oswegatchie and its natural environment, shorelines, wetlands and forests is the central story of the region.

3.1 Overview

When the river encounters settlements and communities, it is almost universally hidden under bridge, distancing the experience of the river from the travelers above. To support the concept of the river as the spirit and essence of the North Country, this remote experience of the river trail needs to be mitigated at every opportunity: bridges, gateways, waterfalls, rapids, still pools, craggy rocks, jagged shorelines and especially the portages that facilitate river access. Everywhere the river is viewed, the name “Oswegatchie” should be apparent, informing residents and visitors alike of this as a central theme of the region. Revitalization should focus on the communities as anchors in the North Country river system with the state’s most majestic and remote region at its headwaters and the City of Ogdensburg at its mouth, forming a unique gateway and primary anchor as downtown and riverfront combine.

3.2 Vision

The vision for the Oswegatchie River is natural, clean water, serene experience with a multitude of scenic views maintaining a natural “North Country”

river flowing through mostly wild natural landscapes interspersed with human settlements and agricultural landscapes. It is a reflection of the overriding remote North Country experience. This is the true Oswegatchie experience: much of it accessible only by canoe or kayak and for paddlers of all skill levels to glide along and experience the varied waterscapes: rushing, surging and pooling, have privacy, stop for respite, fish, swim and view the wildlife. From its shores the river offers year-round recreational appeal for myriad activities: biking, hiking, angling, skiing, snowshoeing, and hunting as well as the contemplative pursuits of nature appreciation and just sitting by the water and watching it move by.

The Oswegatchie River is the link that binds its communities together through a hierarchy of service nodes, access nodes and scenic stops. Above all the river is rural, wilderness, a remote resource that offers a unique blend of historical interpretation: nature, transportation, settlement, timber and industrial heritage. The natural beauty of the Oswegatchie enhances the region as a year round destination, an active, clean, safe and exciting destination.



3.3 Goals and Objectives

The goals and objectives reflect the needs and desires of the Oswegatchie River communities today and for decision making into the future.

The following are attributes of the Oswegatchie River to build on:

- It is a natural and uniquely pristine river in the North Country
- It offers a variety of outdoor recreational attractions and activities
- It is generally an untapped resource for future economic development from both the water and land sides

- It offers the most significant visitor attractions in the region
- It offers inexpensive, fun, healthy, natural recreation and a food source
- It preserves and enhances wildlife habitat, both terrestrial and aquatic

Adoption of goals and objectives establishes the evaluation criteria and supports long-term sustainable partnerships among residents, elected officials, stakeholders, communities and agencies. The following goals and objectives form the foundation and guidance in addressing specific projects, issues and concerns.



Where (and when) possible, human obstructions should be removed or their intrusion on the river and its habitats minimized through promotion of wildlife habitats and fish ladders.

Source: US F&WS

3.3.1 Preserve the River

As a non-renewable resource, the Oswegatchie River should be enhanced, preserved and protected. Natural areas in the watershed should maintain water quality and habitat:

- Promote education and interpretation of the river as a resource

- Promote and restore wildlife and aquatic habitat and areas
- Strategically locate and sensitively design any intrusions into the natural environment such as: rest areas, access, portages, signage etc.
- Remove artificial obstructions of human origin where and when possible
- Promote wildlife areas and where necessary, fish ladders





The community of Edwards has been working on restoring its landmark opera house as a pathway to community revitalization. It hosts performances of all kinds including the popular summer concert series funded through decentralization grants.

3.3.2 Revitalize Riverfront Communities

As the Oswegatchie River is recognized as an economic generator, then river recreation and related activities should be established on the riverfront and surrounding settled areas in an environmentally sensitive manner:

- Reuse, preserve and upgrade vacant and underutilized land and heritage buildings

- Enhance economic development and tourism through riverfront related economic enhancements and water dependent uses
- Develop a wayfinding/branding system to direct people to attractions and the riverfront
- Improve all modes of transportation/circulation to and along the river
- Encourage a wide range of compatible water-related uses
- Encourage public art as an expression of community and cultural identity



The brand and identity of the river should be improved and access to its waters increased everywhere possible.

Source: Packbasket Adventures website

3.3.3 Improve River Identity

The identity of the Oswegatchie River should be enhanced as a unique, true, clean, remote and natural North Country river:

- Increase and improve access and trailheads to the riverfront, along the riverfront and improve connections to inland destinations

- Acquire strategic land and access points to facilitate public access and linkages to the river
- Promote riverfront-related facilities, river identification, portages and gateways
- Improve the visual/natural appearance and brand of the riverfront in urban areas
- Sign and inscribe all viewpoints, portages, crossings with an iconic river symbol



4. THE STRATEGY

The strategy for the Oswegatchie River Blueway Trail has an ethic and that is to bring the Oswegatchie River to the forefront. This means that at every point the river comes in contact with a road, a trail, a community, a bridge, something there has to call attention to the river. The focus of the strategy is to describe a system, or formula, to enhance, interpret and promote the Oswegatchie River, one that is readily applied by all river communities and partners. The system, the Blueway Master Plan Concept, is described in this section.

4.1 Overview

The system, or hierarchy that has been developed for the Oswegatchie Blueway Trail anticipates that there will be projects that all communities will want to implement throughout the blueway trail, in rural and small-town settings. As many or as few of these can be implemented as conditions warrant.

There is also a set of primary nodes and secondary nodes. These are the anchor or hub communities of the blueway trail. Primary and secondary nodes should be where any intense development takes place on the blueway trail. All other development should have as small a footprint as possible as appropriate for each setting.

The description of projects begins with the projects for all communities. It is followed by a description of interpretation and wayfinding concept for the blueway. Enhancements for primary nodes follows the concept and the section is completed with a narrative description and matrix describing the levels of service for each potential improvement type.

4.2 Enhancements throughout the Blueway

4.2.1 Overview

Throughout the blueway area communities can work cooperatively to ensure that a consistent and exciting brand is communicated for the blueway. The interpretation, signage and wayfinding elements, below, are important elements of the branding. But the most important aspect of the brand harkens back to the ethic of the blueway: To bring the blueway to the forefront. The blueway enhancements do that by providing river access. Not every community will find each enhancement appropriate and some communities may find ways to incorporate all of them.

To best implement the blueway trail projects, the communities of the blueway will need to closely coordinate to minimize competition among themselves for scarce funding. One way to accomplish this is for the communities to enter into a memorandum of understanding or agreement to move forward together on establishing priorities and funding for projects in the plan. This is discussed further in Chapter 8, Implementation.

Blueway Master Plan Concept



The primary nodes are the most intensely developed areas of the Oswegatchie blueway and the largest communities to intersect the river. In the master plan concept above, the primary nodes are superimposed on the park concept. It shows these nodes fairly evenly spaced throughout the blueway. Each becomes an anchor for a visitor experience and theme or group of themes for the blueway.
(peter j. smith & company, inc. graphic)

4.2.2 Gateways and Streetscapes

Gateways are located at major roadway entrances to the Blueway Trail and at primary and secondary nodes. Gateways establish the identity of the Oswegatchie River Blueway Trail. Gateways can feature:

- Welcome Sign – This would identify the Blueway Trail using a simple iconic logo that is visually prominent.

- Interpretive Signage – Interpretive panel may include a map of the Blueway Trail, highlights of the character areas along the river, and directions to an information center.
- Entry Features – May be developed to enhance the visibility and attractiveness of the gateway such as plantings, architectural features such as a wall or kiosk, and developed parking.

Specific gateway locations will be established with the cooperation of



The Oswegatchie River is obscured from view for most of its length. When it does emerge from the wilderness and backcountry areas, it is obscured by highway crossings. Gateway signs, like this concept for a sign at the Route 58 bridge on the south edge of the Village of Edwards, call attention to the Blueway and announce it as a destination. This treatment includes viewing platforms, and a bicycle lane.
(peter j. smith & company, inc. graphic)



NYSDOT, communities and highway departments and placed in public rights of way or on lands where private landowners grant easements.

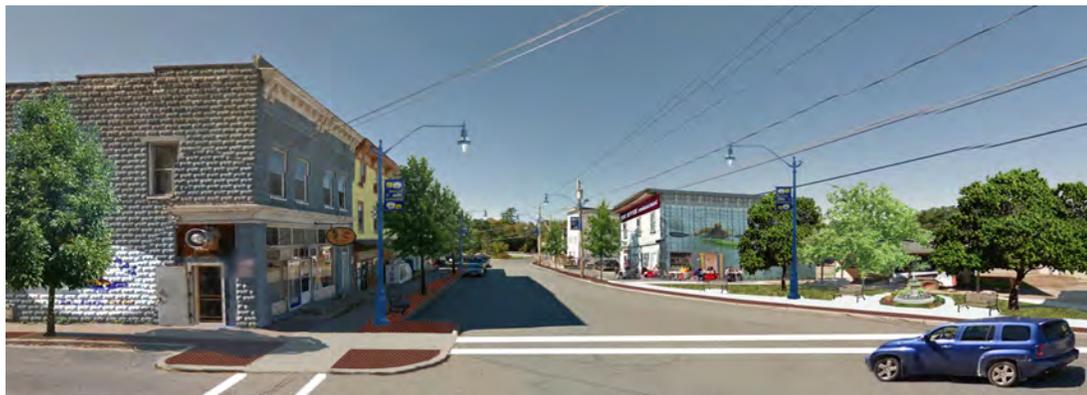
4.2.3 River Access and Launches

River access points should be increased in number and distributed geographically. In addition, the quality of existing access points should be improved. The National Park Service publishes an excellent reference for the design of boat launches titled “Logical Lasting Launches” which is available online at: www.nps.gov/ncrc/programs/rtca/helpfultools/launchguide.pdf.

There are three types of access points proposed; developed access, undeveloped access and riverbank access.

Access points that require streambank modifications will involve NYS Department of Environmental Conservation (DEC) and US Army Corps of Engineers (USACOE) permitting. A Joint Application Form for a NYSDEC Article 15 Stream Disturbance Permit and a USACOE Section 404 Clean Water Act Permit must be prepared and submitted for approval prior to beginning work.

Developed Access Points



Streetscape features can include crosswalks and bump outs on corners, pocket parks, banners and murals. Public art, such as murals and outdoor seating enhance the experience of the street. (peter j. smith & company, inc. graphic)

These river access points include surfaced parking and Blueway Trail identifying signs. They can also include a picnic area, interpretive



kiosk with maps and other information. In wilderness areas, they should also include sign-in logs. More highly developed access points could feature a full range of amenities such as launch ramp or car top launch, accessible fishing platform, permanent composting toilets or rest rooms and picnic areas. They can be developed in conjunction with portage points, trailheads and in appropriate areas can include primitive camping.



*Access points for canoes and kayaks should be minimally developed to lessen their impact on the river and its shoreline and to facilitate maintenance.
(peter j. smith & company, inc. graphic)*

Undeveloped Access Points

Undeveloped river access points should include a minimally developed parking area, river access sign and a trail to the river from the road. It is important that the design of these areas clearly signify that they are public access points, but they also need to be easily maintained and environmentally friendly.

Riverbank Access

Riverbank access areas are located between access and launch points for paddlers to rest and pause for a picnic. They may not be associated with roads or trails, but emergency access by a trail or logging road is always encouraged. Developed in pairs around rapids and dams, they can also serve as portage points. Either way, they should be

dispersed along the sections of river as summarized in the level of service matrix. These sites do not have to include amenities beyond a trail marker. Riverbank conditions must accommodate this use and easements granted by private landowners where necessary.

4.2.4 Camping

There are two state camping areas in the blueway area, Cranberry Lake State Campground operated by DEC



*Camping areas can have a very small environmental footprint. A place to haul boats safely onto the shore, some tent pads and a fire ring are all that is needed, particularly in areas that are only accessible by boat, such as in this scenic node concept. All areas are carry-in/carry-out.
(peter j. smith & company, inc. graphic)*





*Scenic overlooks increase access to the water in areas where the riverbank may not be otherwise accessible because of swampy conditions or steep slopes. Viewing platforms like this one protect the habitat and plants below.
(peter j. smith & company, inc. graphic)*

(south of the hamlet of Cranberry Lake), and Eel Weir State Park in Ogdensburg operated by the NYS Office of Parks, Recreation and Historic Preservation (OPRHP). There is also ample primitive camping on state-owned land inside the Adirondack “blue line.” Backcountry camping is permitted in Yellow Lake State Forest in Ox Bow. There are also private campgrounds in and near the blueway area in Heuvelton and Ogdensburg. But private ownership of the shore limits opportunities for camping along most of the river. Development of new camping areas should be encouraged, by public or private entities including owners of Federal Energy Regulatory Commission-regulated dams.

Camping need not be more intensely developed than an area at an existing boat launch, scenic node or rest area with a fire ring, picnic table and tent pad. More developed sites could include a cluster of tent pads with picnic tables,

fire rings and a composting toilet or toilets an appropriate distance from the water’s edge to be shared by the sites. Running water would be an amenity but not entirely necessary. All of these sites should be carry-in carry-out; trash service is infeasible.

The most developed camping, RV camping with partial and/or full hookups, should only be developed in areas of the blueway that will accommodate them. These will likely be private parks such as those currently operating in Cranberry Lake and on Route 37 west of Ogdensburg. Camp

Wildwood on Black Lake in Heuvelton has a limited number of hookups and both Wildwood and Yellow Lake in Ox Bow offer cottages and cabins in a fishing village setting.

4.2.5 Scenic Overlooks and Viewsheds

Each intersection of the Oswegatchie River and any road or bridge should be considered an opportunity for an overlook. A number of areas have special potential for connection to the river and as rest areas and trailheads. An area just off the eastern end of the Route 58 bridge in Edwards is a nice spot for a rest area; an undeveloped parking area exists there now. This bridge is has special potential as a gateway as well. The old Route 122 bridge in the Town of Fine is a beautiful spot to see the river at its fiercest.

Small turnouts already existing on Route 812 between Heuvelton and US 11 in Amish Country show the river

at its calmest. Dam sites between Gouverneur and Talcville could have developed overlooks and other associated amenities. Viewing platforms can be developed in areas where the river runs close to a road but access to the shoreline is inhibited. All primary and secondary nodes should include overlooks.

4.2.6 Trails

The blueway is a trail itself and unlike other New York State blueways, is not a road- or multi-use trail but a true blueway. On-land trails should be developed, linked and enhanced where possible to connect the river to population areas and roads. These can be located on public lands and on private lands through the use of negotiated (or purchased) easements.

Trails across the private lands should be combined with easements for rest stops for paddlers where possible. It is important to note that New York State law limits the liability incurred by private landowners who provide access to their lands for recreation purposes by the general public at no charge. When they charge a fee for access, then landowners assume responsibility for harm to users. Throughout the blueway area municipalities should adopt policies for trail access along the river. They will need strategies to implement these policies when lands become available and new owners, friendly to the concept of access, take over from others. Trails should vary in type and development level according to the context of the land on which they are developed.

Trails that can also fulfill the need for a portage should be prioritized. Existing

trails can be extended to on-road portages off the road. Similarly, informal paths used by paddlers as portages could be formalized where landowners allow them and/or provide easements.

Footpath

Footpaths are appropriate in areas where terrain limits the width and grade of the trail suitable for hiking, mountain biking and cross-country skiing. This type of trail is inexpensive and can be constructed by volunteers by simply clearing brush and grading with hand tools. Flooding has little impact on this type of trail since there is no applied surface. This type of trail is most appropriate in remote areas.

Recreational Trail

More developed than the footpath, this type of trail differs from the footpath in that it includes some type of surfacing such as stone dust or wood chips that discourages weeds and absorbs rainfall. This kind of trail is appropriate through rural residential and agricultural areas.

Accessible Trailway

This type of trail meets the standards of the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and the NYS Department of Transportation's Standards for the Development of Bicycle Facilities. The surface is firm stone or asphalt, the grades are very mild, turns are gradual and the sides of the trail have developed shoulders and are cleared of brush. This trail can be used by bicyclists for commuting, walkers, joggers, etc. and should be developed where trail usage is likely to be heavy near population centers. The Maple City Trail in Ogdensburg is an example of this kind of trail.



Urban Promenade

Areas of the Maple City Trail also serve as urban promenades. This trail is appropriate for heavily developed urban areas that will also get a lot of use. It should have a hard surface such as concrete or unit pavers and include amenities such as lighting, benches, railings, interpretive signage and plantings. It should provide access from parking and buildings to the shoreline. Special features may include river overlooks and developed river access where appropriate.

On-Road Trail

To connect the region’s scenic byways with the Oswegatchie River Blueway Trail, extend byway users’ visits to the area and provide additional recreational opportunities within the blueway area, bicycle facilities should be developed on roads where ever possible. Routes 58, 812, 68 and 184 are particularly suitable for bicycles. US 11 and NYS Route 3 have ample shoulders for bicyclists but volumes and speeds can be high. Route 3 is a designated bike route.

Traiblazing signs orient and reassure the visitor. They should be simple and easy to absorb from a moving vehicle. The examples above are clear and to the point. Designs like these can be adapted for other uses, such as directional, feature and river access markers. The graphic signage program should communicate consistently to reinforce the brand and logo and increase orientation

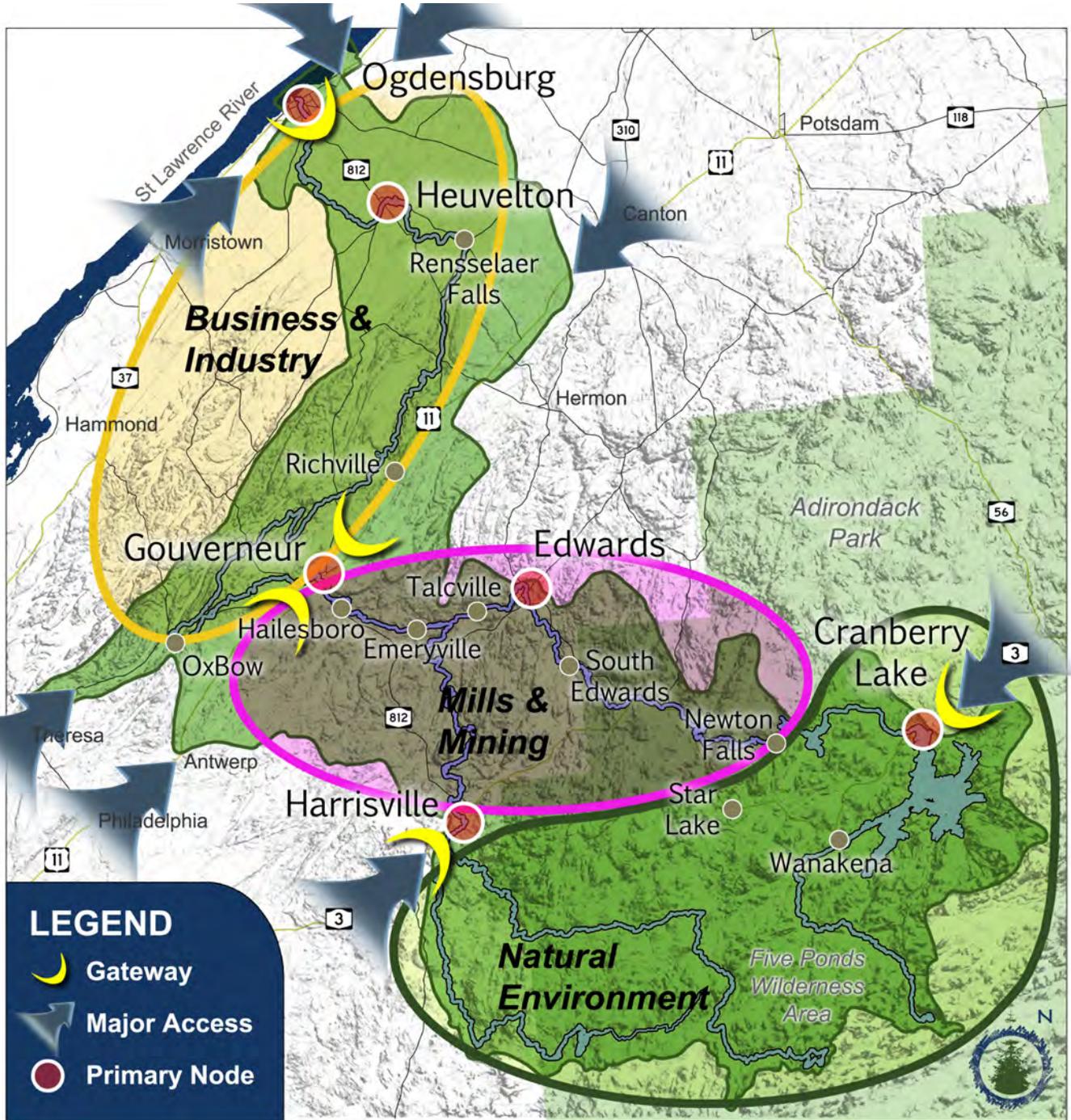


4.3 Interpretation & Wayfinding on the Blueway

Signage is a high profile product that a region can implement to convey the brand and identity of a group of communities. In the case of the Oswegatchie River Blueway Trail the attraction and destination that is being promoted is the river and its adjacent area, most of which is not accessible physically or visually from the road. The approach to recognizing the attraction is to make bold statements in the form of signage whenever the visitor crosses the river and to make constant reminders through all regional signage and promotions.

The brand for the river is a “true north country river” with all of the characteristics including portages, wilderness, camping, fishing, swimming, wild with excitement and calm with isolation and privacy.





Wayfinding and Interpretive Concept – This imagines the river as a park with different areas interpreting one of the three major themes of Business & Industry, Mills & Mining and Natural Environment. Interwoven throughout are the stories of the people and places of the blueway through a network of interpretive signs.

The signage system builds and reflects this branding theme through similar identification signs, wayfinding signs and an interpretive signage system both on river and on road. The hierarchy of

signs forms a series of gateways as the visitor enters and moves through the region. The message of the signs is not exclusive to one type of sign as all of the signs should be graphically coordinated

to remind the visitor that they are on the Oswegatchie River Blueway Trail.

The four basic categories of Oswegatchie River Blueway Trail signage are:

- Identification signs: branding signs that inform the visitor of their location in the system and communicate a cohesive “river” identity within the entire region
- Wayfinding signs: directional signs that guide the visitor through the road or river system and to major destinations within the blueway area including on river and on road signs.
- Interpretive signs: educational signs telling the various stories of the region that educate visitors and promote the blueway.
- On-river informational, safety and navigation signage.

Signs can include QR codes and GPS coordinates to aid in navigation and wayfinding.

The following outlines the signage program. An important step in implementation of the Blueway Plan will be the implementation of a signage program.

4.3.1 Identification Signs

Identification signs are the most important in the signage hierarchy to maintain a common theme for the entire river trail. Sign types include: welcome centers, community welcome signs, community logos, river crossings/bridges, storefront signs and displays and trailheads. Both residents and visitors to the Oswegatchie River Trail should be constantly aware of the Blueway as an iconic entity and organizing element in the region when they see the hierarchy of signs. Signs include:

- Welcome Centers/Kiosks: interpretive buildings and museums located in community urban areas

- Community Welcome Signs: existing signage at the entrance to most of the communities should remind the visitor it is an Oswegatchie River Community
- Community Logos: should all incorporate the river
- Bridge Signage: makes a bold statement reminding the visitor that it is a river crossing
- Storefront Signs: window displays and commercial signs can reinforce the river theme and be addressed in community signage by-laws
- Trailheads: can be thematically designed to remind the visitor of the river and the uniqueness of the region

4.3.2 Wayfinding Signs

Wayfinding/directional signage should reinforce the identity of the Oswegatchie River Blueway. The wayfinding signage directs visitors through the roadway system and orientates visitors to the location of the river and its access points. All directional signage should include a Blueway icon and text in a simple and bold form.

On road signs should guide visitors to the river and other destinations and regularly reinforce traveler orientation to the region. On road wayfinding/directional signs include:

- Blueway Trail Blazers: simple roadside signs with a logo that identifies the Oswegatchie River Blueway.
- River Access Markers: located on the side of roadways with the direction and distance to the river access point noted.
- Feature Markers: similar to river access markers except that they identify features such as interpretive centers or scenic overlooks.
- River Access Panel with Map: a panel with a key map of the Blueway Trail and an enlargement of the area including distances and estimated times to other access points and public access points.

4.3.3 Interpretive Program

Similar to an outdoor museum, interpretive signs tell the many stories of the Oswegatchie River to educate and entertain the visitor and broaden the regional experience. Interpretive Signage provides a means to educate Blueway visitors on a variety of topics.

Interpretive signage should be located at numerous locations such as along trails and at trailheads, local waterfront parks, roadway and rail gateways, scenic overlooks, kiosks and visitor centers. With recent advances in materials, sign panels can be manufactured from a laminate for relatively little cost that have high resolution color reproductions that are resistant to fading, even when left outdoors for years. They are also highly vandal resistant. Panels can be displayed on their own with pedestal mounts or incorporated into a small roofed structure. Other materials for interpretive displays include engraved stone, metal and etched glass.

Interpretive themes could include:

- Recreation: Stories could include canoeing, kayaking, white water, fishing, ice-fishing, snowmobiling, skiing, hiking, etc.
- Industrial Heritage: Stories could include the timber industry, hydro power, mills and mining
- History: Stories could include Fort de La Presentation Site, War of 1812, Ogdensburg Agreement, Native American presence, guides and guiding, community growth and decline and the impact of the rail
- People: Stories could include everyday life in small towns and wilderness, prominent men and women of the blueway including, for example, Frederic Remington, Fr. Francois Picquet, Gouverneur Morris, Paul Jamieson, Rhoda Fox Graves, Anne LaBastille, Eva Burns and the Grey Nuns of Ogdensburg, etc.

- Nature and Environment: Stories could include geology, birding, wildlife, wetlands, habitat, natural landscape, fish ladders, windfall and microburst, etc.
- Culture: Stories could include museums, Native American culture, architectural heritage, social history, etc.
- Arts: Stories could include Frederick Remington Art Museum, writers, artists and photographers of the blueway, handcrafts, etc.
- Current Affairs: Stories could include the locavore movement and the changing face of agriculture, in-migration of Amish families, environmental reclamation, etc.

4.3.4 On-River Signage

On-river signs should guide river users, directing them to portages, rest areas and campsites and warning boaters of obstructions, rapids or safety concerns. Signs should be kept to a minimum and have a minimal intrusion in the landscape. Water trail wayfinding/directional signs include:

- Water Trail Blazers: located at the river's edge for boaters they provide river mile numbers, turning points, etc.
- Access to Road/Trail Markers: offers direction and distance to the road access point noted, trailheads, trails and public access areas, safety and removal points.
- Water Feature Markers: identify features such as topography, geology, heritage, scenic overlooks, etc
- Water Rest Area Markers: identifies rest areas, pull outs etc and distance
- Water Hazards Markers: identifies water hazards, rapids etc
- Water Portage Markers: identifies portage and access/removal points

4.3.5 Sign Graphics and Style

One of the first steps before preparing any signage will be to develop an icon, or logo, for inclusion on all



Oswegatchie River Blueway trail signs, and promotional material. The icon should be graphically simple using a color and shape to create a unique and recognizable identifying feature.

The New York State Department of State has published standards for signage entitled: ‘New York State Coastal Resources Interpretive Program (NYSCRIP) Signage Design Guidelines.’ This manual provides suggestions for locally-based interpretive themes and guidelines for the graphic style of the panels and should be used as a reference when developing the Oswegatchie River Blueway signage. The NYSCRIP Guidelines should be consulted as a resource for development of signage programs funded by NYSDOS.

In addition, the NYSDOT has published a manual titled ‘New York State Scenic Byways Sign Manual’. While the Blueway is technically not a scenic byway, the manual is still a useful reference for the design of a variety of signage types. The manual includes several examples of existing byway logos and directional signs.

Since some Blueway signage will be located within roadway rights-of way, it will need to comply with the requirements for roadway signage that are published in the Manual of Uniform Traffic Control Devices (MUTCD) in the category of Recreational and Cultural Interest. This is the manual that sets standards for all traffic control features including roadside.

Wayfinding signage within the boundaries of the Adirondack Park must comply with NYSDOT Guidelines

for the Adirondack Park that apply to, “all signing on state land within state highway travel corridors.” These guidelines that include the ubiquitous brown and yellow colors are defined in the “Green Book” which is available online through the NYSDOT website.

4.3.6 Regional Wayfinding and Interpretation Concept

The regional wayfinding and interpretation concept is a high level organization of access and movement through the region coordinated with the interpretation or main stories to be told at a regional level. Greater detail is outlined in the “Wayfinding” and “Interpretive Program” sections of this document.

The plan shows a hierarchy of gateways and decision points as visitor move into and through the region. Access into the region from the south west is along highways 37 in the north, 11 in the center and 3 in the south. These are also the same highways that offer access into the region from the north east. The Ogdensburg-Prescott International Bridge accesses the region to and from Canada. All entry points should be accented with primary gateways that would offer interpretive



The blueway trail can help link together and interpret events and the places associated with them in the area. (Source: NYSDEC)

and wayfinding information in the form of visitor centers, prominent signs, tourism facilities and at minimum a kiosk. Destinations and decision points are urban areas of primary and secondary nodes all offering museums, interpretive centers, visitor information, water access and visitor supplies and amenities.

Interpretation is expressed in the concept demonstrating areas where the various stories of the region could be told. Many of the stories as outlined in the “Interpretive Program” are applicable to the entire region especially stories of environment and nature.

Interpretation would take the form of museums, interpretive centers, kiosks and at minimum interpretive signs on streetscapes or in rest areas and waterfront areas. Interpretation is also expressed through public art.

4.4 Primary Node Concepts

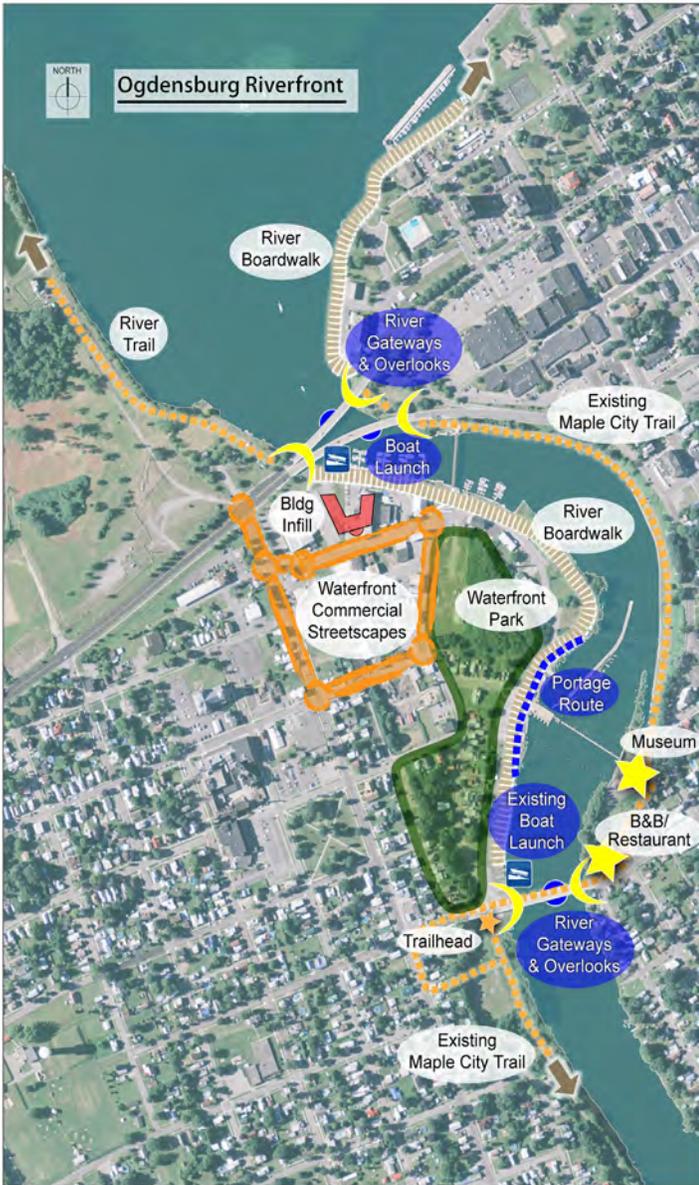
4.4.1 Overview

The six primary blueway nodes are the main tourism and visitor support communities. They are the most urban crossings along the Oswegatchie River and present the greatest opportunity to celebrate the river and develop access for passive and active recreational use. They



The United States Custom House in Ogdensburg was built in 1809-1810. It first served as a store and warehouse and was converted to use as a customs house in 1936 when it was purchased by the US government. It is the oldest building in the inventory of the General Services Administration.





are described on the following pages.

4.4.2 Ogdensburg Riverfront

The shoreline river trail in Ogdensburg is now quite extensive and should extend as far as possible, especially to the St. Lawrence River on the west side. The south end could tie to the Maple City Trail. The portage route would be located on the west side of the river adjacent to the existing commercial district.

The redevelopment focus of the concept targets the west side of the river as a “Waterfront Village” offering boutique shops, restaurants, outdoor cafes and

accommodation. The district would be defined with new waterfront style streetscapes and would reuse the heritage architecture. A large riverfront park could offer boater facilities as well as picnicking, camping, rest areas, etc. and would create the setting for potential higher density residential development. The former hotel and surrounding heritage buildings could be repurposed for new waterfront accommodation. A launch could be located proximate to this development.

As a link between two recreational waterways, the Oswegatchie and the St. Lawrence, this node would be well suited to serve as an interpretive node as well as a new focus of commerce and entertainment in the city.

The east side of the river could see the abandoned municipal heritage building, the former water plant, developed as a riverfront museum and on the hill above a former hotel, now multi-family building repurposed as a boutique hotel or B&B.

Additionally, the city’s hospital is virtually isolated in its district which is actually adjacent to Waterfront Village. This regional health care destination could be linked to the waterfront by way of a pedestrian path to the hospital, enhancing both districts, providing customers for riverfront businesses and respite for weary patients and families.

The two bridges that comprise the Route 68 arterial would act as gateways to the river with signage announcing “Oswegatchie River” and viewing areas over the river should be located on both pedestrian shoulders.



4.4.3 Heuvelton Riverfront

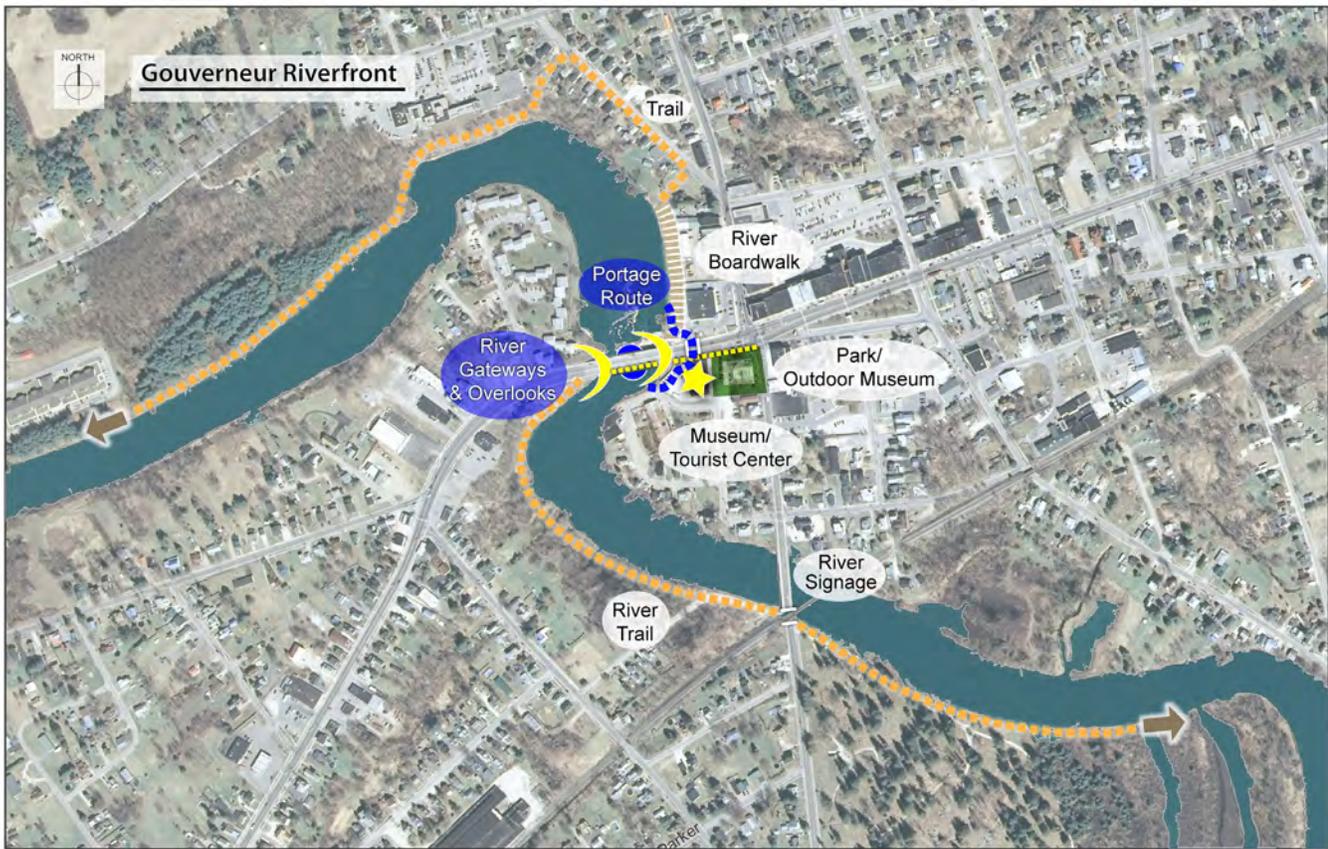
Trails in the concept plan run along and beside the river adjacent to the downtown and through the park. The trail then connects to through the Town of Oswegatchie to the Maple City Trail. The existing park could be enhanced with boater facilities as well as picnicking, camping, rest areas etc. The trail could be aligned but separate from the road edge where accessibility is restricted by ownership and buildings along the river. In the future, the trail could be cantilevered around the buildings. The take-out above the dam and put-in below the powerhouse connect to the trail.

Heuvelton is a center of the Swartzentrubers Amish culture. Heuvelton’s landmark destination, Pickens General Store, carries many

local Amish handcrafts and is a hub of heritage interpretation on the blueway.

The main commercial street of Heuvelton should improve the streetscape to promote commercial enterprise and develop a sidewalk/trail linkage to the Oswegatchie Municipal Building. That site, in conjunction with the church, could be developed into an outdoor history museum campus. An existing commercial building on the south west corner of the bridge could be repurposed as a gateway, interpretive centre and tourism facility and capitalize on views of the river.

The State Street bridge would act as a gateway to the river with signage announcing “Oswegatchie River” and viewing areas over the river should be located on both pedestrian shoulders.



4.4.4 Gouverneur Riverfront

The concept plan promotes a trail that should be developed adjacent to the river from downtown to the hospital. The trail could be aligned but separate from the road edge where accessibility is restricted by private ownership. The trail would include a portage with suitable dockage, launch, rest area and a road crossing in the downtown. The trail would cross the bridge and follow the opposite side of the river up to Riverside cemetery where a launch and rest area could be located.

On the south east corner of downtown is a vacant building, former auto dealer, which could be repurposed as an interpretive facility, tourism venue and potential restaurant or brew pub. The outdoor area could be redeveloped as a

gateway in the downtown and outdoor interpretive facility programmable for displays and events.

The Main Street bridge would act as a gateway to the river with signage announcing “Oswegatchie River” and viewing areas over the river should be located on both pedestrian shoulders.



The former Seaker-Graves car dealership could be a great tourism-related development.



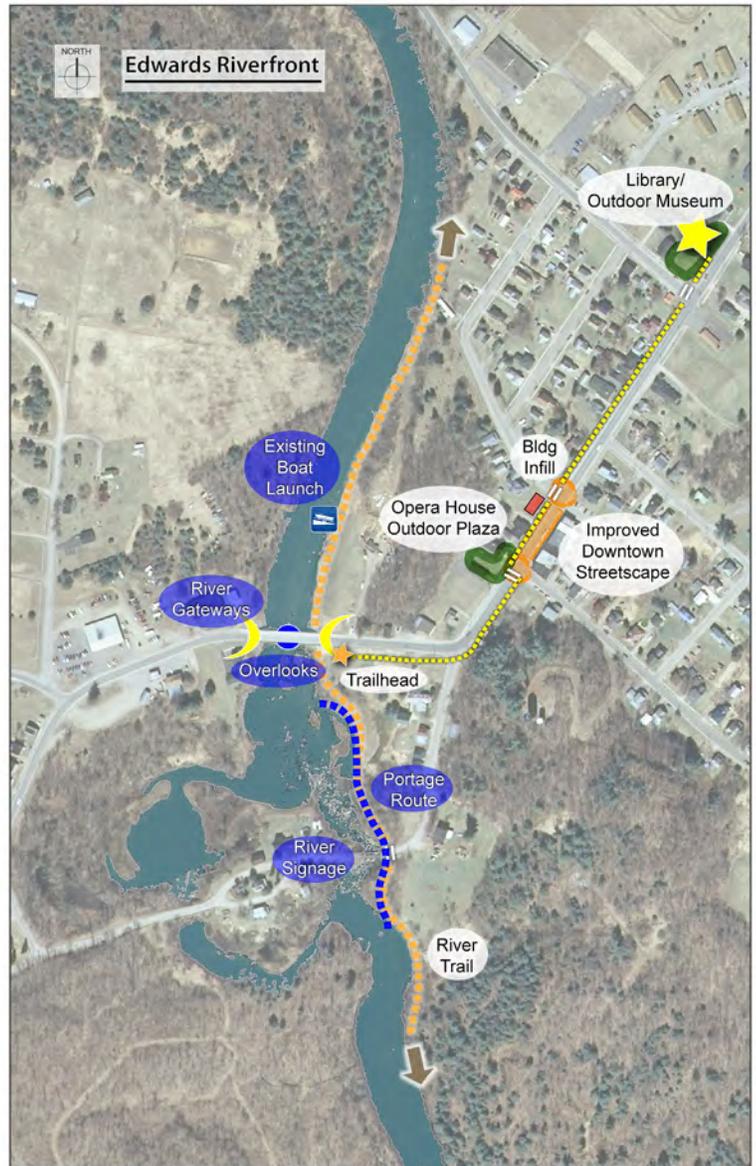
4.4.5 Edwards Riverfront

The blueway trail concept in Edwards is to develop a trail as far to the north and south as possible adjacent to the river. The portage route would be on the downtown side of the river. A visual and physical linkage needs to be developed in the form of a trail connecting Town Hall/Opera House and the river.

The main commercial streetscape of Edwards should be improved to promote commercial enterprise and redevelopment and a link/sidewalk/trail to the village library. Both the Library and Town Hall could develop outdoor museums or interpretive facilities that act as anchors for both ends of the main street. Park/boater facilities as well as picnicking, camping, rest areas, etc., could be developed along the river.

Accommodations, such as a small boutique hotel or B&B could be developed here. With its intact signature downtown and marvelous opera house, Edwards has potential as a destination for entertainment, historic interpretation and nature-based tourism. The community has a rich and proud industrial heritage and a small historical museum that could expand.

The Route 58 bridge gateway would draw travelers into the village. In downtown, the New Street bridge would act as a gateway to the river with signage announcing “Oswegatchie River” and viewing areas over the river should be located on both pedestrian shoulders.



State DPW marker at routes 58 and 3 looks like it has been there for more than its 52 years. Its condition is perhaps testament to the harsh winter weather in the region and the pummeling its gets from snowplow-thrown snow.



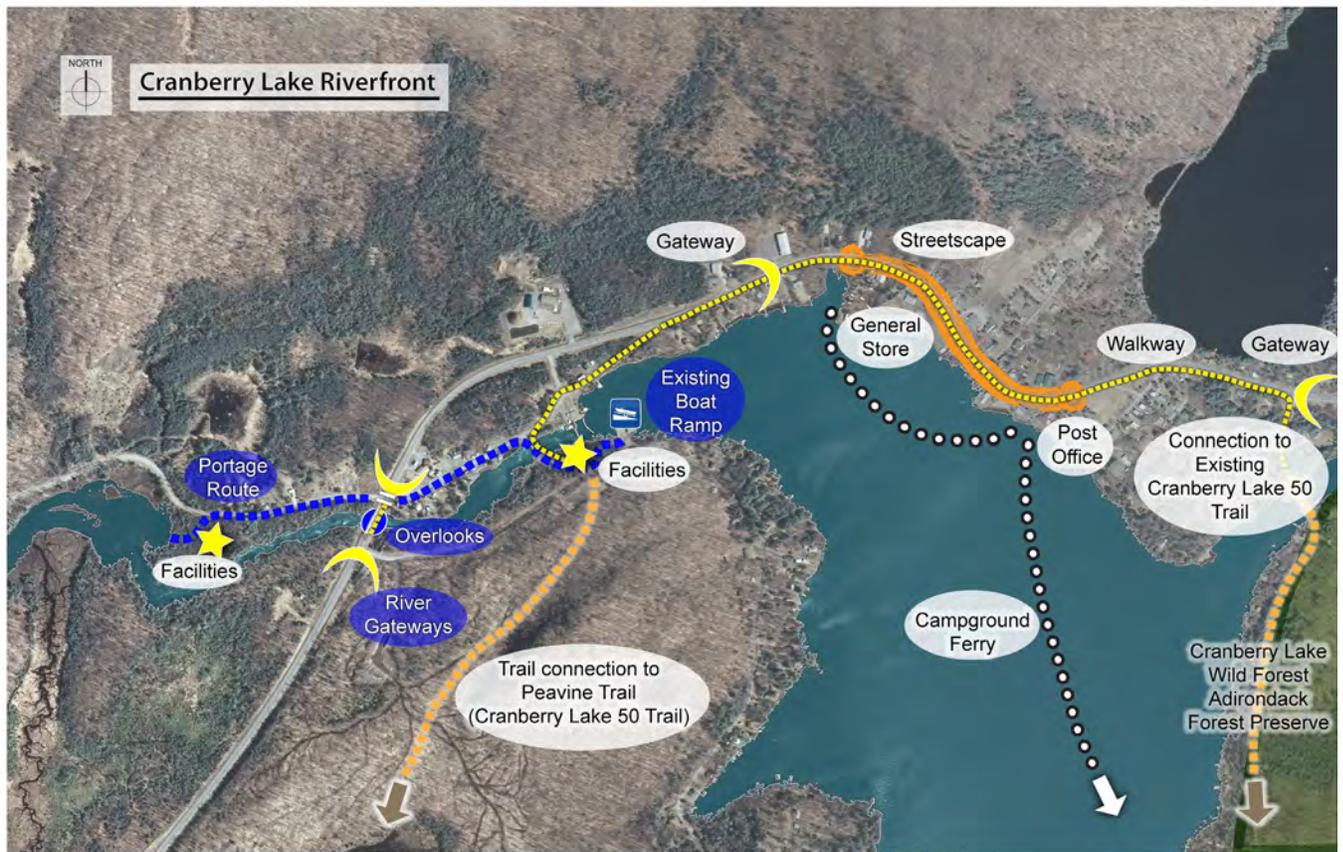
4.4.6 Harrisville Riverfront

The concept plan outlines a shoreline trail that runs from downtown to a trailhead on the bridge and then turns both upriver and downriver through an expanded park with pedestrian bridges and park/boater facilities as well as picnicking, camping, rest areas, etc. The portage route would occur on the downtown side of the river with suitable dockage, launch, rest area and a safe/accented road crossing.

A pedestrian entrance should be located proximate to the road to access Grand Island Park and rest rooms could be located in the existing park near the road. The main commercial street

of Harrisville should improve the streetscape and develop a new park on the north east corner of the downtown that overlooks the river – this area shares parking with the former Jim Scanlon’s Bakery and currently serves as a small picnic area. A more attractive developed overlook and interpretive area could invite the thousands of through travelers to stop and discover beautiful Grand Island Park and downtown shopping and dining.

The Route 3 bridge would act as a gateway to the river with signage announcing “Oswegatchie River” and viewing areas over the river should be located on both pedestrian shoulders.



4.4.7 Cranberry Lake Riverfront

Lake transportation and the trail should interconnect and become intermodal linking a ferry that connects local destinations with the Cranberry Lake State Campground. The portage route should be on the downtown side of the river with launches and rest areas at both ends.

A waterfront style streetscape could be built to cement commercial development into a core area and create an identity for Cranberry Lake linking the trail with the downtown. Regional parks could offer increased facilities for boaters especially those near the portage route. Riverfront parks could offer boater facilities as well as picnicking, camping, launches, rest areas, etc.

Cranberry Lake should develop as a hub for guides, provisions and supplies, maps, equipment for sale and for rent, accommodations, dining and guided tours. It can serve a range of outdoor visitors including experienced wilderness campers and paddlers as well as day trippers and families' outings.

The Route 3 bridge west of the hamlet would act as a gateway to the river with signage announcing "Oswegatchie River" and viewing areas over the river should be located on both pedestrian shoulders. Highway gateways would define the commercial area and take advantage of waterfront views.

4.4.8 Levels of Service for River Enhancements

The strategy for the Oswegatchie River Blueway Trail describes a hierarchy of nodes: Primary nodes are the major community service centers right on the waterway; secondary nodes are the smaller river communities and include Star Lake as an important resource and support that is not directly on the river. By serving as the centers for tourism activity along the river, these nodes are the focus for community renewal and revitalization through sustainable economic development.

Following the tourism nodes in the hierarchy are the recreation nodes. These describe where river users get into and out of the water, around its obstacles and where they rest. These are also the places in which the other blueway trail area users come in direct contact with the river as they hike, bike, trap, ski, snowmobile or simply appreciate the beauty of the river trail. These are scenic nodes, rest areas, pull out/launch areas and access roads and trails. Scenic nodes need not be accessible from land. For each of the nodes, the service criteria following are described:

Level of Service Criteria

PRIMARY NODE	SECONDARY NODE	SCENIC NODE	REST AREA	PULL OUT/ LAUNCH	ACCESS RD/ TRAIL
PURPOSE					
<ul style="list-style-type: none"> • Health Care/ Safety • Restaurant • Accommodation • Entertainment • Food & Supply • Outfitter • Brand 	<ul style="list-style-type: none"> • Supplies & Services • Access • Brand • Orientation 	<ul style="list-style-type: none"> • Viewing • Vistas • Interpretation • Blueway Experience 	<ul style="list-style-type: none"> • Emergency Access • Safety • Blueway Experience • Dock 	<ul style="list-style-type: none"> • Emergency Access • Portage • Brand • Access • Blueway Experience 	<ul style="list-style-type: none"> • Trailhead • Emergency Access • Brand
AMENITIES					
<ul style="list-style-type: none"> • Gathering/ Event Space • River View • River Access/ Launch • Shopping • Vistas & Viewsheds • Services • Dock • Festivals & Entertainment 	<ul style="list-style-type: none"> • Events • Accents River • Visitor Orientation • Vistas & Viewsheds • Dock 	<ul style="list-style-type: none"> • Dock • Unique to Site Activity • Wayfinding • Interpretation • Vistas & Viewsheds 	<ul style="list-style-type: none"> • Picnic Facilities • Trail Access • Potable Water • Hazard Warnings • Wayfinding 	<ul style="list-style-type: none"> • Trails Access • Dock • Near Main Road • Hazard Warnings 	<ul style="list-style-type: none"> • Wayfinding • Orientation • Kiosk
SEPARATION					
<ul style="list-style-type: none"> • Approx. 1 Hour (Driving) • Linked Nodes • Open Space System • High Profile • Bike/Ped Linkages 	<ul style="list-style-type: none"> • Approx. 1/2 Hour (Driving) • Open Space System • Linked Nodes • Bike/Ped Linkages 	<ul style="list-style-type: none"> • As Available • Trail/Pathways 	<ul style="list-style-type: none"> • Approx. 5 Miles • Bike/Ped Linkages 	<ul style="list-style-type: none"> • As Needed • Bike/Ped Linkages 	<ul style="list-style-type: none"> • Approx. 5 Miles • Open Space • Abandoned Rail Lines • Utility ROWs • Bike/Ped Linkages

Level of Service Criteria (Continued)

PRIMARY NODE	SECONDARY NODE	SCENIC NODE	REST AREA	PULL OUT/ LAUNCH	ACCESS RD/ TRAIL
ACTIVITIES					
<ul style="list-style-type: none"> • Information • Hospital/EMS/Police • Shelter • Branding • Orientation/Wayfinding • Restrooms • Events • Scenic Byway Connections 	<ul style="list-style-type: none"> • Information • Culture & Heritage • Events • Restrooms • Orientation/Wayfinding • Branding • Shelter 	<ul style="list-style-type: none"> • N/A 	<ul style="list-style-type: none"> • Shelter • Pathways • Seating 	<ul style="list-style-type: none"> • Interpretation/Orientation • Culture & Heritage • Trail System/Link • Rest Area 	<ul style="list-style-type: none"> • Interpretation/Orientation • Parking • Naturalized
CONSIDERATIONS					
<ul style="list-style-type: none"> • Historical • Accessible • Naturalized • Public Art • Open & Vistas • All Ages • Access/Egress 	<ul style="list-style-type: none"> • Neighborhood Information • Playground • Small Gatherings • Proximate Commercial Area • Access/Egress 	<ul style="list-style-type: none"> • Pathway/Trail • Low Impact • Access • Adjacent to River 	<ul style="list-style-type: none"> • Adjacent to River • Camping • Interpretation • Relatively Flat 	<ul style="list-style-type: none"> • Adjacent to River • Connects Streets • Visible From Street 	<ul style="list-style-type: none"> • Visible From Street
INTERPRETATION					
<ul style="list-style-type: none"> • Natural History • Community History • Population • Industrial Heritage • Blueway 	<ul style="list-style-type: none"> • Ecology • Local History • Blueway • Agritourism • Industrial Heritage 	<ul style="list-style-type: none"> • Blueway • Ecology • Industrial Heritage 	<ul style="list-style-type: none"> • Blueway • Ecology • Agritourism 	<ul style="list-style-type: none"> • Blueway 	<ul style="list-style-type: none"> • Blueway • Natural History
LOCATION					
<ul style="list-style-type: none"> • Ogdensburg • Heuvelton • Gouverneur • Edwards • Cranberry Lake • Harrisville 	<ul style="list-style-type: none"> • Rensselaer Falls • Talcville • Hailesboro • South Edwards • Newton Falls • Star Lake* • Wanakena 	<ul style="list-style-type: none"> • Open Vista • Viewing Point • Scenic Features • Rapids/Waterfall • Geologic Feature 	<ul style="list-style-type: none"> • Proximate to Shore • Accessibility • Prominence 	<ul style="list-style-type: none"> • Portage Point 	<ul style="list-style-type: none"> • Availability
CHARACTER					
<ul style="list-style-type: none"> • Visible • High Profile • Urban • Pedestrian Scale 	<ul style="list-style-type: none"> • Quaint • Visible • Pedestrian Scale 	<ul style="list-style-type: none"> • Natural 	<ul style="list-style-type: none"> • Natural 	<ul style="list-style-type: none"> • Natural 	<ul style="list-style-type: none"> • Natural

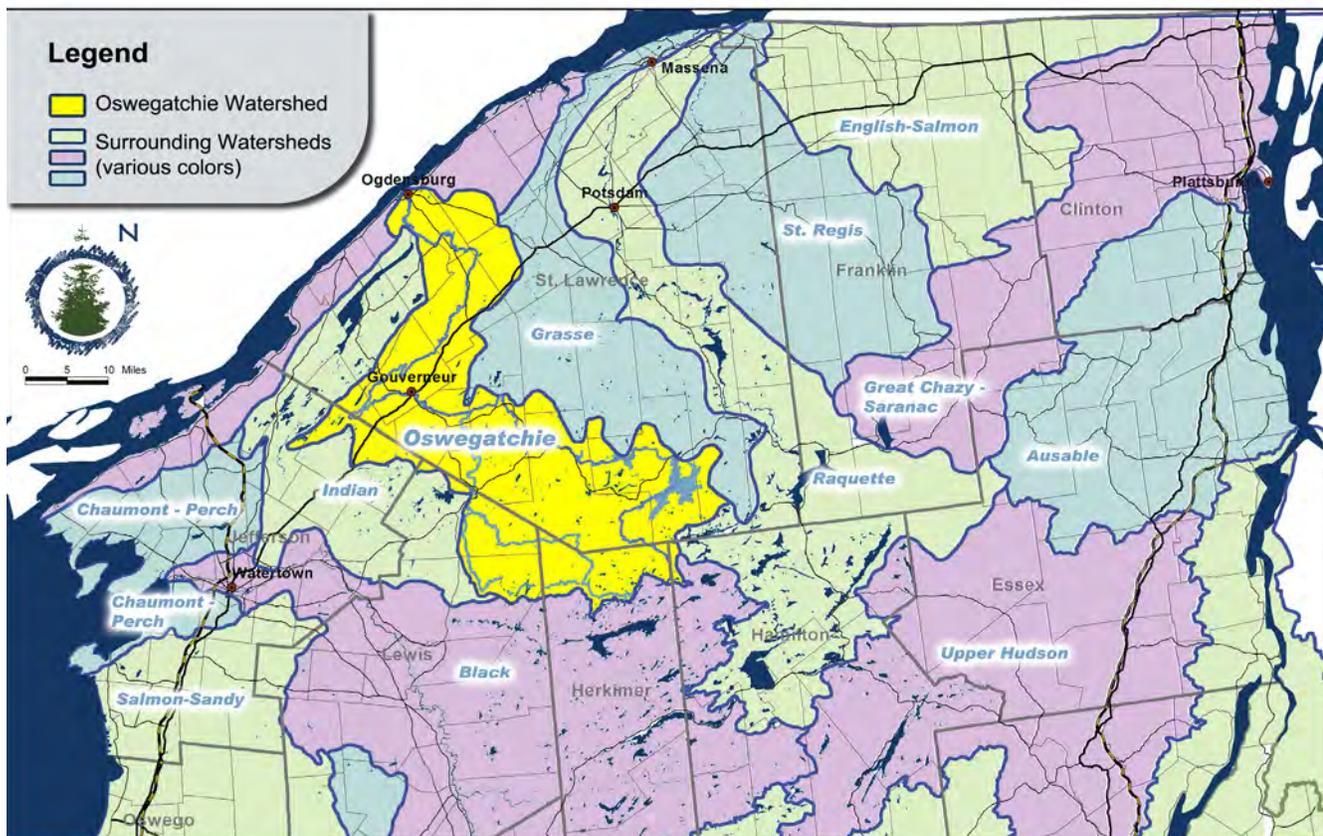
- Purpose, e.g. emergency access, entertainment, orientation
- Amenities, e.g. festivals, viewsheds, docks
- Separation, e.g. driving distances (for primary and secondary nodes) and paddling/walking (for the others)
- Activities, e.g. shelter, rest rooms, interpretation
- Considerations, e.g. ingress and egress, visibility,

- appropriateness for camping
 - Interpretation, e.g. themes
 - Location, e.g. communities for primary and secondary, features for the others
 - Character, e.g. visibility, natural quality
- Star Lake is a secondary node but has important resources for visitors including its hospital.

5. THE OSWEGATCHIE RIVER BLUEWAY

5.1 Regional Context

The Oswegatchie River is located primarily in St. Lawrence County in north-central New York State. The river has its headwater located in the Five Ponds Wilderness Area in the northwest corner of Adirondack Park. The River empties into the St. Lawrence Seaway in the City of Ogdensburg. The Oswegatchie River watershed is located between the Grasse River and Indian River Watersheds. The Black River and Raquette River watersheds also border the watershed on the southern end. The area is located directly north of the City of Rome, northeast of the City of Watertown, and east of Alexandria Bay and the 1000 Islands.



5.2 Historic Context

The land surrounding the Oswegatchie River was originally inhabited by aboriginal tribes, the latest of which were the Oneida tribe of the Iroquois Nation. French explorers were the first Europeans to the area. With the arrival of the Europeans, the area became an important part of the fur trade.

In the 19th century, settlers began moving into the mountainous portion of the area and establishing farms. Even then, the Adirondacks were recognized as an outdoor paradise and became a popular tourist destination. But the region was also exploited for its natural resources. Timber was being stripped from the landscape.

In the mid-19th century, New York State began to realize the toll that these activities were taking on the landscape and watersheds. In 1885 the state defined areas in which it could acquire forest preserve lands and in 1892, the state's constitution established the

forever wild clause stipulating that these lands were never to be sold or its timber harvested.

In 1902 the legislature defined the Adirondack Park State Forest Preserve and finally, in 1912 it further stipulated that the preserve included public as well as private lands. Beginning in the early 1900s and continuing through the 1960s the Adirondacks began to suffer from overuse. In response, the Adirondack Park Agency was created in 1971 to restore natural habitats and regulate activities.

Outside the “Blue Line” of the Adirondack Park Forest Preserve, other changes were taking place. Downstream, large deposits of iron ore, talc, and zinc were found and mined. The Oswegatchie River was used for transporting timber and powering sawmills and mining operations. Small towns developed around these industries.

The railroad that came through to serve these industries brought an economic boom with new residents, stores and other enterprises. But demand for the material from the mines fell off and rail passenger service ended in the 1930s. By the 1970s, rail service halted altogether. (<http://www.edwardshistory.org/tales/talcville/>)

Beginning in the early 1970's, Amish people settled in the area around Heuvelton. Today, this area is the second largest Amish community in New



Rangers-in-training on a snowshoe excursion in 1914. The school, located in Wanakena has been in operation since 1900. (Source: NYS Ranger School)



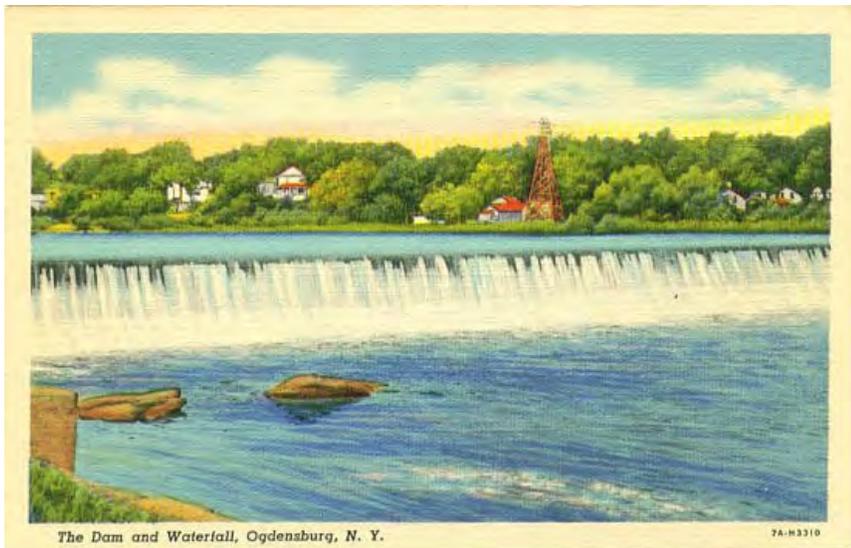
York State, according to AmishAmerica.com, after a settlement in Cattaraugus County.

At the northern-most reach of the Oswegatchie, Father Picquet founded his mission, Fort La Presentation, on the banks of the St. Lawrence on the site of an old Indian village named Swa-gatch. Located at the mouth of the Oswegatchie River the site was the northern end of an Indian trail from the Mohawk Valley. As it developed, the City of Ogdensburg was a center for trading lumber and other natural resources.

Over time, the city developed as a port of entry and railroad center in the 19th and 20th centuries. With the opening of the St. Lawrence Seaway in 1959, Ogdensburg was strategically located to exploit its connection to the markets from the Great Lakes across the Atlantic Ocean. After a period of rapid industrial expansion, Ogdensburg's economy faltered. Today, the city is working to reclaim its waterfronts and expand economic opportunities for residents. (Ogdenburg.org and other sources)

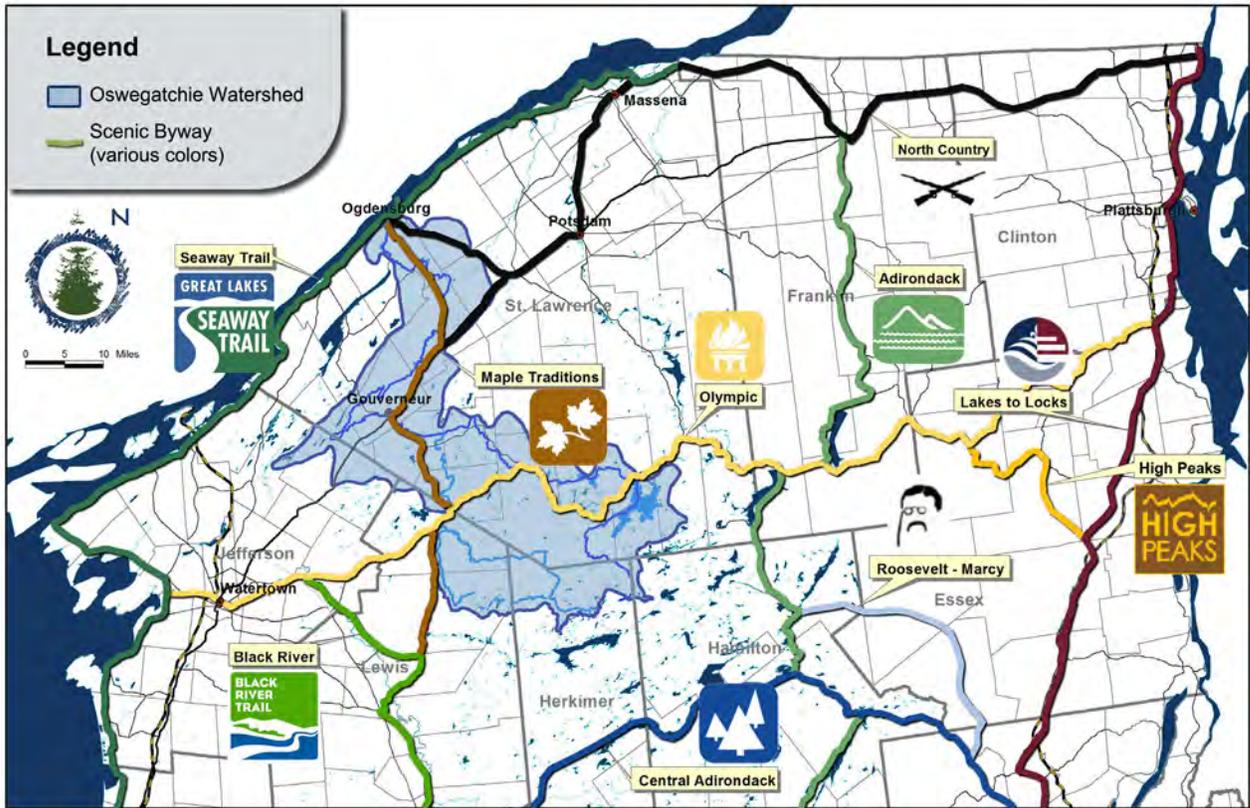


1916 Postcard of the Oswegatchie River, Fine, New York
(source: Clifton/Fine website)



The Dam and Waterfall, Ogdensburg, N. Y.
Postcard illustrating the Oswegatchie River dam, Ogdensburg, New York (source: US GenWeb Archives)





5.3 Where Blueways and Byways Connect – Scenic Byways on the Blueway

5.3.1 Overview

One national and three New York State scenic byways intersect the Oswegatchie River Blueway Trail. National Scenic Byways are designated by the Federal Highway Administration and the NYS Department of Transportation, respectively. These routes are pleasant driving and bicycling experiences designed to promote economic development and tourism while also preserving the nation’s and states’ scenic qualities and historic communities.

5.3.2 Great Lakes Seaway Trail National Scenic Byway

The Great Lakes Seaway Trail is one of the first nationally designated scenic

byways. The trail is 518 miles long and follows the shores of Lake Erie, the Niagara River, Lake Ontario, and the St. Lawrence River in New York and Pennsylvania. The trail features unique historical locations and cultural heritage sites in addition to outstanding views and scenic vistas. Major tourist attractions along the route include Presque Isle, Niagara Falls and the Thousand Islands. The Seaway Trail crosses over the Oswegatchie River in the City of Ogdensburg.

5.3.3 Maple Traditions Scenic Byway

The Maple Traditions Scenic Byway is an 80-mile trail connecting the Village of Lowville to the City of Ogdensburg. Along the route, travelers can visit family-operated sugar bush operations where maple syrup is produced using wood-stoked fires and horse-drawn





Eel Weir State Park is located on the Oswegatchie two miles from Black Lake. It offers camping and day use areas. It is a popular fishing area. Source: NYSOPRHP website

wagons and observe Amish farmers working their fields. Between the Village of Harrisville and the City of Ogdensburg, the byway follows Route 812, a major arterial that roughly parallels the west and middle branches of the Oswegatchie River. The route crosses over the west branch twice near Harrisville, then crosses over the main branch in Gouverneur and twice more south of the City of Ogdensburg in the Town of DeKalb and Village of Heuvelton. The byway connects the Seaway Trail Scenic Byway to the Olympic and Black River scenic byways. There is also a loop route through the Village of Canton where it connects to the North Country Scenic Byway.



5.3.4 Olympic Scenic Byway

The Olympic Scenic Byway stretches 170 miles from Lake Ontario to Lake Champlain, following portions of New York State Routes 3, 86 and 9N. It includes a number of scenic and recreational attractions, including the Village of Lake Placid – the site of the Winter Olympic Games in 1932 and 1980. Along the trail, spots for Adirondack hiking, camping, canoeing, and fishing are abundant. The byway crosses the Oswegatchie River’s West Branch in the Village of Harrisville, runs next to the Oswegatchie East Branch for several miles in the Town of Fine, and crosses back over the Oswegatchie East Branch before leaving the study area.

5.3.5 North Country Scenic Byway

The North Country Scenic Byway runs from Rouse’s Point on Lake Champlain to Canton. It was recently amended to include the loop to connect to the Maple Traditions Scenic Byway.

6. MARKET PROFILE

With its pristine waters, scenic beauty and recreation resources, the Oswegatchie Blueway Trail offers a range of active and passive recreational activities. The communities of the blueway can provide visitors with goods and services they need as well as attractions and activities they will enjoy and spend money to attend.

6.1 Tourism and the Blueway

The Oswegatchie River Blueway Trail can help the communities of the trail revitalize and encourage economic development by offering outdoor recreation enthusiasts goods and services that will enhance their visits and inspire them to return again and again to experience the blueway and to bring others to share these experiences. Tourism can help the communities:

- create opportunities for employment
- identify and recognize local heritage, historic sites, arts and folklore
- increase revenues for local businesses and industry
- generate tax revenues
- increase stability by broadening the economic base
- increase leisure opportunities for residents

6.2 Tourism Impact

With its location and portfolio of attractions, the Oswegatchie Blueway Trail offers outdoor recreation participants and tourists a wealth of opportunities to pursue the activities they enjoy.

If the Oswegatchie River Blueway Trail were to increase tourism in St. Lawrence County – where it is primarily located – by just one percent, an additional \$1.15 million tourism spending would be realized, generating 18 jobs, more

than \$441,000 in local wages and more than \$140,000 in state and local taxes. The tourism impact and spending figures are gathered by the Empire State Development Corporation. Using the ESDC figures, the tables at right show the tourism impact that would be realized if spending increased by one, five and 10 percent in St. Lawrence County. A 10 percent increase in tourism spending would pump an additional \$11.5 million into the economy, generate 176 jobs and \$4.4 million in wages, boosting local and state taxes by more than \$1.3 million.

6.3 Target Markets

6.3.1 Outdoor Recreation Enthusiasts

The blueway's major appeal for visitors as a paddling and hiking destination fits well with the region's attractions in the 1000 Islands and Adirondacks. A 2006 analysis designed to help Canadian provinces attract Americans to experience Canada estimated that 40 million Americans hiked, climbed or paddled on a trip and among New Yorkers, 2.2 million participated. This analysis, known as the Travel Attitudes and Motivation Survey or TAMS, also identifies travelers' activities and preferences. It found that travelers who identify as hikers, climbers and paddlers also enjoy other outdoor activities including bicycling,



2014 TRAVELER SPEND	LODGING	RECREATION	FOOD & BEVERAGE	RETAIL & SVC STATIONS	TRANSPORT	SECOND HOMES	TOTAL
St. Lawrence	\$17,188,266	\$3,030,357	\$23,055,950	\$15,178,369	\$5,663,482	\$50,711,452	\$114,827,876
1%	\$171,883	\$30,304	\$230,560	\$151,784	\$56,635	\$507,115	\$1,148,279
5%	\$859,413	\$151,518	\$1,152,798	\$758,918	\$283,174	\$2,535,573	\$5,741,394
10%	\$1,718,827	\$303,036	\$2,305,595	\$1,517,837	\$566,348	\$5,071,145	\$11,482,788

TOTAL TOURISM IMPACT, 2014	TRAVELER SPEND	LABOR INCOME	EMPLOYMENT	LOCAL TAXES	STATE TAXES
St. Lawrence	\$114,827,876	\$44,145,741	1,761	\$7,767,018	\$6,268,255
1%	\$1,148,279	\$441,457	18	\$77,670	\$62,683
5%	\$5,741,394	\$2,207,287	88	\$388,351	\$313,413
10%	\$11,482,788	\$4,414,574	176	\$776,702	\$626,825

fishing, snow sports and wildlife viewing, all great blueway activities. This shows there is potential for the blueway to attract visitors for one activity and keep them, or draw them back, to participate in another.

TAMS also finds that potential blueway recreation participants – hikers, climbers and paddlers – are also very interested in other activities that could be available along the blueway such as festivals, theater, shopping and dining, etc., as compared with travelers who do not hike, climb or paddle. The table above shows the likelihood that hikers, climbers and paddlers will engage in activities as compared with travelers who do not participate in these activities and with all travelers. The index number indicates the strength of the participants’ interest for example, an index of 206 means that hikers, climbers and paddlers are twice as interested in wine, beer and food tasting than are all pleasure travelers.

Blueway recreation participants, hikers, climbers and paddlers, are interested in creating lasting memories from their

experiences. They want to get away from it all and relax while they are traveling. They are young – their average age is 41 – likely to be married but unlikely to have children under 18. Well educated and affluent, they have the means and curiosity to take the time to experience local culture. They are more likely than non-participants to visit historical sites, museums and art galleries; to participate in local fairs and festivals; to attend live theater and musical events such as concerts, festivals and attractions; and to participate in wine, beer and food tasting.

Hikers, paddlers and climbers are more likely than other travelers to stay in public campgrounds. They are almost as likely to camp as they are to stay in a mountain resort or a wilderness lodge accessible by automobile. They also enjoy resorts on the water and private campgrounds.

Half of paddlers, hikers and climbers started planning their summer trip vacations with a specific destination in mind; 47 percent started planning winter trips with a specific destination



NEW YORK STATE	TRAIL	COMBINED BIKING	COMBINED CAMPING	SNOW SPORTS	WATER SPORTS	ANY NON-MOTORIZED SPORTS
Participants	3,480,149	4,147,912	2,356,681	1,593,883	1,909,341	7,262,783
Day Trips	25080692	112305137	8,932,723^	7,899,797^	5,958,075^	160,176,423
Overnight trips	7053803	8040700	9,062,998^	2,834,278^	1,615,848^	28,607,627
Spending	\$2,619,301	\$4,371,030	\$5,352,431^	\$3,333,321^	\$968,953^	\$16,645,036
	MOTORCYCLE	OFF-ROAD VEHICLE	BOATING	SNOW-MOBILE	RV	ANY MOTORIZED SPORTS
Participants	1,141,251	1,493,409	1,256,315	546,890	314,534	3,152,790
Day Trips	9,566,471	10,989,597	13,904,832	2,473,656^	1,697,946^	38,632,501
Overnight trips	2,218,308	4,817,218	2,195,392	1,132,925^	1,916,589^	12,280,433
Spending	\$2,612,314	\$6,779,093	\$2,832,519	\$64,017^	\$226,454^	\$12,514,397

OTHER ACTIVITIES ON TRIPS	HIKERS/ CLIMBERS/ PADDLERS	NON-HIKERS/ CLIMBERS/ PADDLERS	ALL PLEASURE TRAVELERS	INDEX
Shopping and Dining	88.5%	74.4%	60.4%	147
Historical Sites, Museums & Art Galleries	74.2%	47.1%	40.9%	181
Fairs and Festivals	58.1%	35.7%	31.7%	183
Casino, Theatre and Comedy Clubs	53.8%	42.9%	35.1%	153
Fine Dining and Spas	43.6%	29.7%	25.5%	171
Wine, Beer and Food Tastings	36.5%	18.8%	17.7%	206
Rock Concerts and Recreational Dancing	24.7%	12.3%	11.8%	210
Garden Theme Attractions	24.2%	10.4%	10.5%	230
Agri-Tourism	23.0%	10.6%	10.4%	221

in mind. These considerations far outweighed other motivations such as planning trips around specific activities or types of vacations. This suggests that the blueway brand will be central to attracting these visitors

Non-motorized and motorized sports participants contributed \$29 billion to New York's economy in 2012, according to a study by the Outdoor Industry of America (shown in the table above). These sports are defined as hiking, biking, camping, snow sports and non-motorized water sports; and motorcycling, off-roading, boating, snowmobiling and RVing, respectively. More than 10 million participants took

almost 200 million day trips and 40 million overnight trips. The US Fish and Wildlife Service found that in 2006, 5.5 million New Yorkers spent \$9 billion on activities related to wildlife including fishing, hunting and wildlife watching. The US Fish & Wildlife Service found in the New York edition of its 2011 National Survey of Fishing, Hunting and Wildlife-Associated Recreation found that 5.5 million people participated in wildlife-related activities in New York. These activities include hunting, fishing and wildlife watching. Their total expenditures were almost 9.2 billion including \$2.5 billion in expenditures related to traveling to participate in



TOTAL NYS PARTICIPANTS	HUNTING AND FISHING PARTICIPANTS	WILDLIFE-WATCHING PARTICIPANTS
5,536,000	2,109,000	4,239,000

NYS FISHING AND HUNTING EXPENDITURES			
Total	Trip-related	Equipment	Other
\$5,014,223,000	\$1,868,035,000	\$2,674,940,000	\$471,249,000

NYS WILDLIFE WATCHING EXPENDITURES			
Total	Trip-related	Equipment	Other
\$4,151,789,000	\$659,871,000	\$2,423,787,000	\$1,068,131,000

NYS TOTAL WILDLIFE-RELATED EXPENDITURES			
Total	Trip-related	Equipment	Other
\$9,166,012,000	\$2,527,906,000	\$5,098,727,000	\$1,539,380,000

Source: FWS 2011 National Survey of Fishing, Hunting, and Wildlife-Associated Recreation, New York report

interested in the heritage and culture offerings of the blueway. These travelers are interested in outdoor activities that are not physically challenging, including

visiting nature sites and natural experiences. Culture and entertainment activities they enjoy include:

- Museums, art galleries and historic sites
- Performing arts
- Cultural, agricultural and local festivals
- Gardens and arboreta

their outdoors activities, as shown in the tables above.

6.3.2 Heritage and culture tourists

Heritage and culture tourism is a growing segment of the international tourism industry. With its focus on authenticity, local flavors, experiences and intrinsic resources, heritage and culture tourism benefit the tourist and the destination equally. For the tourist, experiences they will enjoy and want to share with others include visiting historic sites and architecture, museums and enjoying natural resources as well as learning about local customs and traditions, tasting local fare and seeing local crafters and artisans at work in the studio, kitchen and outdoors. For the destination, the emphasis on authenticity and local traditions serves as a way to preserve the historic, cultural and natural resources that make the place what it is as well as preserving a way of life and making more diverse employment options available in remote and rural areas.

These travelers are not core blueway visitors, but they are going to be

Heritage and culture tourism is lucrative. Heritage and culture tourists tend to be affluent, to stay an average of 1.2 days longer, and spend more when they travel. They are more flexible than other tourists, willing to make changes to their travel plans as they go.

When planning their vacations, they consult published travel material including established travel guides, articles in newspapers and magazines, information they receive in the mail and information from travel organizations, travel agents and travel shows. They are as likely as the average traveler to rely on past experience, the Internet, television advertising or the advice of friends when planning their vacations.

A similar group of travelers is a somewhat younger, less affluent group that is interested in knowledge and education as part of the travel experience. They travel as a family unit and are comprised of young families and mature singles and couples. They are at least as well educated as heritage and culture tourists, but they are younger so their incomes are lower.

These visitors look for museums, art galleries and historic sites on their vacations. They are less interested in upscale dining or accommodations. They are more likely to camp than the heritage and culture tourists. They have a heavy tendency to travel during the summer months— probably a reflection of the fact that they travel with their children, and hence will tend to travel when school is not in session.

6.4 Recent Trends

A study completed in 2010 for the U.S. Forest Service highlights the trends in outdoor recreational activities. The trends into the future can help the blueway target specific activities in order to draw more visitors. The study shows a general growth in all outdoor

recreation activities. The study also identifies a general shift in the types of activities that are growing faster than others. Fishing and hunting, while still popular, display a slower growth than wildlife viewing and photography. Other trends identified by the study include:

- Between 2000 and 2009 the number of participants in outdoor recreation grew 7.5% while the number of activity days increased by over 32%.
- For backcountry activities, participation was highest among males, whites, Native Americans, people under 55, rural residents, and well educated people with higher incomes.
- The number of people visiting recreation and historic sites on public lands increased significantly across the nation.
- Per capita participation rates in visiting primitive areas and floating activities are declining, but due to their current popularity are expected to grow in overall number of participants up to 60% by 2060.



The East Branch of the Oswegatchie above Harrisville. (Photo courtesy of Bob and Janet Wakefield).



7. MANAGING & PROMOTING THE BLUEWAY

7.1 Management of the Blueway Trail

The highest priorities are economic development and sustainable tourism through recreational access to the Oswegatchie River and the many other year-round recreation resources along the river. The ecological, recreational, land, historic and cultural resources of the blueway trail should be managed so they can be enjoyed by this and future generations consistent with the Goals and Objectives of the blueway trail:

- Preserve the river
- Revitalize riverfront communities
- Improve river identity

7.1.1 Current Management Activities

There are two aspects of management of the Oswegatchie River Blueway Trail: waterside and landside. On the water side, an assortment of state and federal agencies is responsible for permitting, regulating and monitoring the river. The agencies responsibilities are generally related to state and federal water quality and hazard mitigation regulations and energy licensing. The agencies involved include:

Federal Energy Regulatory Commission (FERC)

- Issues licenses for the construction of new hydropower projects.
- Issues licenses for the continuance of existing projects (relicensing).
- Conducts oversight of ongoing project operations, including dam safety inspections and environmental monitoring.

US Environmental Protection Agency (EPA)

- Administers the Clean Water Act (CWA) which is charged with protecting and restoring the nation's water; under CWA's storm water program control of runoff from urban areas and construction sites is required; CWA also regulates discharge of fill and dredged materials

US Army Corps of Engineers (USACE)

- USACE has a role in management and permitting in the nation's navigable waters including flood damage control programs, shoreline protection, wetland delineation, wetlands and waterways permitting and navigation, dredging; streambank stabilization; wetland and stream restoration

Federal Emergency Management Agency (FEMA)

- Flooding, flood control, flood management

NYS Department of Environmental Conservation (DEC)

- Flooding, flood control, flood plain management,
- Administers the State Pollutant Discharge Elimination System (SPDES) permit system required under the CWA to control point-source discharge of pollutants;
- Permits construction in wetlands; filling and grading; drainage;
- Fishing regulation and licensing; boat ramps

NYS Department of State

- Coastal Zone Management on the inland waterways,
- Floodplain management,
- Waterfront planning and revitalization



County Soil & Water Conservation Districts (SWCD)

- Promotion of Best Management Practices (BMPs) to protect soil and water resources through the reduction of agricultural and non-agricultural non-point pollution sources

County departments of health

- Drinking water, water quality, waste water systems

Because the water side is in the public realm and understood as a public good, it is more subject to state and federal regulation than is the land side. On the land side uses are regulated by towns, villages, the City of Ogdensburg and counties through building codes, zoning and subdivision regulations. Several of the agencies named above are also active in management of the land side of the blueway. These include:

Adirondack Park Agency

- Develops and administers long-range land use plans for both public and private lands within the Adirondack Park
- Permitting and advisory review; technical assistance to local governments
- Administers Freshwater Wetlands Act within the park
- Resource and economic development analysis and scientific services

NYSDEC

- NYSDEC's Division of Land and Forests manages Wildlife Management Areas and also regulates hunting throughout the state including hunting on privately owned lands through its statewide hunting and trapping regulations and licensing

County SWCDs

- Natural resources conservation services to landowners, farmers and communities

In addition to the agencies cited above, transportation organizations are also

important to the management of the land resources in the Oswegatchie River Blueway Trail. These agencies include the town, village and the city highway departments as well as county highway departments. Additional important transportation managers include:

NYS Department of Transportation (DOT)

Responsible for state road system, partner in development of on-road trails and multi-use systems, rails, traffic and transportation planning, administers federal highway policies and programs

NYS Office of Parks, Recreation and Historic Preservation (NYSOPRHP)

Responsible for the management of Eel Weir State Park is also the manager of the state and federal registers of historic places.

Existing scenic byways link to the blueway trail including the Great Lakes Seaway Trail National Scenic Byway, and the Maple Traditions, Olympic and North Country state scenic byways. These all maintain their own management plans.

There are myriad private organizations interested and active on the blueway trail. These include natural resources, recreation, historic and cultural preservation and environmental groups.

7.1.2 Management Issues

Information

Management issues for the Oswegatchie River Blueway Trail include the need for centralized information collection and exchange for the river communities, state, federal, local and private agencies. This includes the need to reach out to

managers of nearby, partnering and adjacent resources to achieve economies of scale, share data and attract visitors. The byways and numerous communities have Local Waterfront Revitalization Programs (LWRP) and Waterfront Revitalization Areas that have plans in place. These have been helpful in assembling this document and could be helpful in future efforts to identify and seek funding.

Ecological Integrity

Preserving the ecological integrity of the blueway is at the heart of the trail's purpose. This includes protection of the unique lands, habitat, waterways and wetlands and protection of endangered and threatened species and prevention and elimination of invasive species and harmful and inappropriate exotics. With a wildlife management area, two wilderness areas, 12 state forests and 11 state forest preserves, the Oswegatchie includes some of the most spectacular outdoor recreation use areas in the nation. Careful management of these resources is necessary to sustaining them for future generations.

Public Use

Conflicts among users of the blueway trail should be minimized and the areas available for public use and enjoyment well understood. This will help protect the areas that are not available for public use and to protect the privacy of landowners who do not wish to open their land to recreation access. When owners understand their wishes will be respected, they may be more likely to provide access and easements. To the extent possible the rules regarding, hunting and trail access, including use of motorized vehicles such as all terrain

vehicles (ATVs) and snowmobiles, should be as uniform as possible throughout the blueway. While there are inherent conflicts between hunters and other recreation users, hunting is an important activity and resource management tool for the region and hunting and trapping venues should be identified. Hunting and fishing license fees can be returned to the communities through grants and could be a significant funding partner for blueway implementation.

Cultural and Historic Resources

Surveys of historic and cultural resources should be ongoing to supplement work that has already been done. Historic and cultural resources should be understood as part of a diverse historic and cultural evolution taking place inside and outside the river area. The Oswegatchie River Blueway Trail is an important piece of the story of civilization, culture and human development and should be interpreted within the context of the larger interpretive efforts surrounding the North Country and Adirondacks. Groups that seek the relative remoteness of the North Country and Adirondacks, such as the Amish, should be celebrated as contributors to a complex cultural landscape and their dignity and privacy honored.

Education and Interpretation

Raising public awareness and understanding about the resources of the Oswegatchie River Blueway Trail should encompass a diverse array of materials and strategies. Some of these are discussed in the promotions section of this report. A central clearinghouse

MANAGEMENT OPTIONS FOR THE BLUEWAY TRAIL			
	DESCRIPTION	PROS	CONS
Non profit	501 (c) – Could be a (c)3 or a (c)6 – (c)3’s are barred from lobbying. An option to help ensure the strength of the organization during its early development is for another entity to serve as host. This contractual arrangement could be with another, larger non-profit, such as an educational, promotional, economic development or cultural institution.	<ul style="list-style-type: none"> • Potential for representative board of directors with municipal and user-group representation • Can be quickly assembled – 501s can operate during application process 	<ul style="list-style-type: none"> • Need for funding, office location and staff • For a hosting organization, there are potential conflicting demands on time and resources
Existing Entity	An existing entity, rather than a newly founded one, could manage the blueway. The entity could be a chamber or tourism promotion agency with a willingness to expand to a regional viewpoint	<ul style="list-style-type: none"> • Ease and speed in organization by simply increasing the mandate of an existing entity • The entity would already possess knowledge and insight on the blueway 	<ul style="list-style-type: none"> • Problematic if no additional funding comes with the increase in mandate • Potential for conflicts of interest • Potential for priorities of the blueway to reflect priorities of the parent organization
Inter-municipal Agreement	Under the General Municipal Law, municipalities can band together to perform any service or function they all independently possess the power to accomplish. They can also agree to allow one municipality to perform this function for the group.	<ul style="list-style-type: none"> • Supports efforts to develop the blueway trail as a tourism and recreation destination • A structure for cooperatively advancing projects • Funders look more favorably on regional efforts; minimizes municipal competition • Allows coordination geographically • Can allow for intermunicipal project management by either designating one of the intermunicipal partners, agencies or organizations as project manager, or creating a regional coordinator position 	<ul style="list-style-type: none"> • Problematic without independent funding • Municipalities may be unable to successfully represent the entire blueway as a political reality
Interim Arrangement	Put the core group of municipalities that has been participating in the blueway trail development in charge of blueway trail organization and management on an interim basis while permanent or semi-permanent structure is identified or another organization emerges to take over.	<ul style="list-style-type: none"> • Group has insight and knowledge • Members enjoy widespread regard and respect • St. Lawrence County at the table 	<ul style="list-style-type: none"> • Represents an increase in responsibilities for volunteers • As municipal faces change, continuity could be lost

for blueway interpretation and resources should be developed.

Aesthetics

The level of comfort that blueway users experience reflected the attractiveness of the blueway. Maintaining and enhancing the area’s visual image

is an important activity. Programs and strategies to assist in clean up, enhancement and beautification of population centers and rural areas alike will add to the overall appeal of the blueway trail. Public art works can enhance and further brand the blueway trail.

Land Use and Development

Continued integration of land use and zoning on a regional basis in the blueway inside the Adirondack Park is centrally and professionally assisted by Adirondack Park Agency. Regional approaches to land use should also be encouraged throughout the trail.

Administration

The purpose of establishing a management entity for the Oswegatchie River Blueway Trail is to provide leadership to coordinate and implement projects consistent with the blueway goals and objectives. Projects should lead to the identification, interpretation and protection of resources that contribute to public access and enjoyment of these resources. Some kind of management entity to serve as a central point of information, funding and implementation strategizing should be developed.

The preferred structure is the MOA/ MOU or intermunicipal agreement. The process for establishing the agreement is as follows:

- Develop a draft Memorandum of Agreement, circulate to the involved municipalities
- Once the language is agreed upon, each municipal entity (Town Board, Village Board of Trustees, or City Council) adopts the MOA
- Each municipal entity (Town Board, Village Board of Trustees, or City Council) then appoints a representative to the intermunicipal group.
- Once a year the intermunicipal group reviews the Blueway Trail Plan and establishes priorities for implementation, then identifies and

decides on funding opportunities to apply for to implement projects in the plan.

A sample MOU appears in the appendix. Four management options for the blueway, including the intermunicipal agreement are discussed in the table at left. The options include including blueway trail implementation in the mandate of an existing entity, form a new entity and operate under an interim informal structure while a formal process is developed.

7.2 Stewardship of the Blueway Trail

The Oswegatchie River Blueway Trail includes a mosaic of owners who all share a stake in preserving the quality, integrity and authenticity of the blueway. The blueway trail plan provides a framework within which all owners on the trail can consider their roles in pro-actively addressing the opportunities and challenges of the future blueway trail.

There are myriad potentially conflicting user groups on the blueway trail, including campers, hunters, anglers, wildlife watchers, motorized and non-motorized boaters and motorized and non-motorized year-round trail users.

The stewards of the Oswegatchie River Blueway Trail are the groups and individuals who care for the blueway and who act individually and institutionally to preserve and enhance the blueway. By collaborating, they can assist with management of the trail to implement its goals, objectives and strategies. The blueway's stewards are decision-

STEWARDSHIP OF THE BLUEWAY TRAIL			
	PLANNING & AWARENESS	FUNDING & IMPLEMENTATION	LAND & WATER USES
Private Owner Role	<ul style="list-style-type: none"> • Work with agencies to identify and protect significant environmentally sensitive or important areas. • Identify and protect historic or cultural resources • Consider potential benefits associated with providing public access for recreation and increase understanding of liability protections under state law 	<ul style="list-style-type: none"> • Work with neighbors to establish large areas for access for hunting, fishing & trapping and other recreational activities • Consider the ways neighbors can work with government agencies on flood control or storm water management • Support the blueway trail and participate in blueway planning efforts 	<ul style="list-style-type: none"> • Strive to be a good stewards of the land and water blueway resources and encourage others to do the same • Participate in local efforts to resolve use conflicts • Support efforts to protect blueway land and water resources and report abuses
Local Government	<ul style="list-style-type: none"> • Take a lead role in blueway planning and stewardship by adopting and endorsing the blueway trail plan • Integrate blueway strategies into local comprehensive plans and land use regulations • Offer public spaces for blueway educational and interpretation programs and projects as well as for recreational access 	<ul style="list-style-type: none"> • Cooperate in integrated blueway-wide strategies to design and build trails, mitigate storm water impacts, restore habitats and wetlands and develop recreation sites • Enhance volunteer efforts by providing equipment and/or labor to volunteers and landowners to complete blueway-related conservation and recreation projects • Acquire sensitive lands and important resources 	<ul style="list-style-type: none"> • When considering property subdivision within the blueway, require appropriate easements or dedications to permit contiguous recreation ways • Integrate blueway resource protection into local laws such as those regarding tree protections and replacement, viewshed protection, demolition permits, etc. • Ensure proper environmental review under SEQRA of development proposals within the blueway
State & Federal Agencies	<ul style="list-style-type: none"> • Cooperate in blueway planning efforts in a collaborative and interagency manner • Provide science and technical support to local governments, volunteers and property owners • Support requests for state and federal funding for blueway projects 	<ul style="list-style-type: none"> • Manage lands under agency ownership and jurisdiction in the spirit and intention of the blueway • Assist and identification and development of funding sources to acquire, protect, interpret and restore blueway resources • Empower and support agency employees to participation in volunteer strategies to implement the blueway if they choose 	<ul style="list-style-type: none"> • Identify ways that state and federal regulations encourage implementation of blueway strategies • Integrate and coordinate enforcement of state and federal regulations with local governments • Provide examples of land use regulations, best management practices and other implementing strategies from other areas
Conservation & Activist Organizations	<ul style="list-style-type: none"> • Develop educational programs about resource conservation and the importance of the blueway • Assist in the identification of environmentally sensitive lands and blueway resources • Participate in blueway planning activities 	<ul style="list-style-type: none"> • Provide funding and/or volunteer labor for blueway trail projects • Establish trusts, covenants and stewardship agreements to ensure blueway values are implemented on private lands • Provide technical assistance to government and landowners 	<ul style="list-style-type: none"> • Monitor development proposals and permitting to ensure that agency actions support blueway values • Report violations of regulations and laws • Participate in water- and habitat-quality and restoration monitoring programs

makers and they include private landowners, local governments and state and federal agencies on the trail with jurisdiction within the Trail. Other stewards are non-governmental agencies – conservation, social and fraternal organizations, citizen volunteers, school groups, etc. Each of these four steward types has roles in three critical areas of blueway implementation:

- Trail Planning & Awareness
- Trail Funding & Implementation and
- Trail Land & Water Uses.

The table on the following page shows how decision making on the blueway trail can be integrated.

Visitors also have important roles as stewards of the river: to take only pictures and leave only footprints, to respect landowners by obeying posted signs and asking permission rather than assuming access is allowed. They also are responsible for helping to ensure the river will be available for their return visits and for generations to come by taking care not to import invasive species and respecting indigenous species and their habitats.



All visitors have roles as stewards of the Oswegatchie River Blueway Trail to obey posted signs. (source: Boy Scouts Troop 201 website)

7.3 Promotions Plan

7.3.1 Background

The blueway is vast and covers territory in five counties and two New York State tourism regions. Within the Adirondack Park, the blueway is part of a massive outdoor recreation system that is promoted through a number of regional and state-level promotion agencies. New York State’s Department of Environmental Conservation provides much information on recreation resources. Outside of the Adirondack Park, the river is not well known or understood as a tourism resource. That work is just beginning.

The blueway will need to market water-based and land-based activities and to tie those activities to economic development for the region. Concurrent with the Oswegatchie River Blues Trail Management Plan project, a marketing

booklet was developed for the river under the aegis of the Village of Heuvelton. This effort was funded by a grant from the St. Lawrence River Valley Redevelopment Authority.

This section briefly explores some additional opportunities to grow the existing visitor base for resource based and recreational activities and to develop a tourism base and to develop the Oswegatchie River Blueway as a destination.

7.3.2 Participants

Blueway recreation participants are rarely one-activity types. In fact, they usually participate in several blueway recreation activities. Blueway recreation participants enjoy many of the activities available on the blueway trail:

- Swimming
- Backpacking/ Hiking
- Mountain and Road Biking
- Cross-Country and Skiing
- Golfing
- Walking for Exercise
- Hunting/Fishing
- Wildlife Viewing
- Wildflower/Flora Viewing
- Camping
- Boating
- Snowshoeing

Heritage and culture tourists are a strong subset of potential visitors. These visitors may already be somewhat familiar with the region because they are scenic byway visitors and Adirondacks tourists interested in great camps, regional museums, leaf peeping and quaint villages and downtowns with upscale dining and accommodations.

7.3.3 Targeted Marketing Strategies

Two potential avenues for reaching the target markets for the blueway should be pursued: developing a market to consume the existing products, and developing products to appeal to the target market. The consumers of the existing product should be made aware of the attractions on the Oswegatchie River Blueway Trail, building loyalty and consumer comfort. New visitor types can be drawn in as new tourism amenities are added.

Because of the rich diversity of the destinations on the blueway, the marketing strategy can cast a fairly wide net, aiming to promote the region to participants across all activities. For example, kayakers can be targeted with information about blueway hiking and nature experiences. Similarly, marketing materials targeted to nature viewing visitors can be about paddling or cross-country skiing experiences on the blueway. As the blueway develops and the Master Plan components are implemented with new destinations, downtowns, interpretive signage programs and the resources that support tourists such as dining and accommodations will attract new visitors and persuade them there is plenty to do and see on return trips.

While a presence on the Internet is a modern must for marketing. Creative use of on-line resources such as QR codes and GPS coordinates are useful, particularly on the water and in remote areas where cellular connections are readily available. On-line applications can be packaged together so visitors can get all regional touring apps in one place.

Travel publications and traditional travel distribution and information networks continue to be important. Backing up on-line material with printed materials that consumers will request are still important. Partnerships with tourism promotion agencies are important as are relationships with attractions and destinations.

7.3.4 Packaging & Product

The blueway should be packaged as a single product with a diverse “menu” of experiences. Within this menu these components are key:

- **Wayfinding and Interpretation:** A strong wayfinding and directional signage program including an interpretive signage program is important to help visitors feel confident they know where they are going in this largely rural region. This is also crucial for on-river experiences.
- **Interpretive information to increasing understanding and value in the historic, cultural and natura resources of the region.**
- **Tourist “Infrastructure”:** Accommodations and destinations within the blueway and its partner communities are necessary to support tourists. These include the basics like accommodations, practically non-existent along the blueway. Museums and indigenous arts and crafts businesses, such as Pickens General Store, are gems to be promoted to visitors who will go out of their way to experience this authentic attraction and purchase its high-quality local products.
- **Destination Marketing:** Experienced and professional promotion agencies within the blueway area can be enlisted – and funding sought –to promote the blueway. These agencies are able to craft a cohesive message, packaging itineraries and linking destinations inside and outside the blueway.

7.4 Building Capacity for Tourism

To capture the benefits of blueway trail development, the communities of the

blueway will need to build capacity to welcome these visitors. The usual goods and services that should be available include eating and drinking establishments and shopping for basic needs such as grocery, convenience and drug stores. Accommodations of any kind are lacking throughout the blueway and should be developed. Visitors will also be drawn to establishments offering local arts and crafts for sale, local festivals and country fairs.

River guides and paddler support such as logistics, transportation and equipment sales and rentals are opportunities for local entrepreneurs will be needed. Events, and group experiences, such as bicycling, running and canoe/kayak races draw people in and provide a great marketing opportunity.

Packages can answer the need for diverse experiences. These can include adventures combining biking, hiking and/or paddling or scenic byway driving and biking. Participants should be able to find ample information on their own to develop their own trips. Custom trip-planning and guided itineraries can be popular. With the assistance of members of the New York State Outdoor Guides Association all manner of hiking, camping, hunting, fishing, birding, caving, paddling, rock climbing and etc., excursions for families, groups and even children can be developed.





8. IMPLEMENTATION

The implementation program for the Oswegatchie River Blueway Trail begins with the approval of the Blueway Trail Management Plan by the stakeholding communities. By endorsing the blueway trail plan the communities signal their willingness to continue to work together on the blueway and to strive to accomplish together more than any one of them can accomplish on their own. This is a powerful message to their partners at the county and state levels, to potential investors and to public and private funding agencies.

The blueway trail management plan is a strategy for each community to implement how it will best suit the needs, wants and resources of each community. The intensity of development appropriate for each community can be applied based upon the level of service guidelines. For primary hub communities the master plan graphics serve as an additional guide.

The following pages include implementation matrices that detail the primary hub strategies. Following that, a matrix detailing projects that can be developed throughout the blueway are presented. These are the overall general projects that are guided by the plan. These include, other important first steps: A regional wayfinding plan and a regional access plan.

Another important step will be for the



blueway communities to work together to determine how they want to proceed together. Options for management of the blueway trail are outlined in the preceding chapter, but they may not be the only options available. A hybrid of several of them or an entirely new model may arise from discussions. But those discussions should begin early.

Acronyms used in the matrix are:

CFA – Consolidated Funding Application

EPF – Environmental Protection Fund

LWRP – Local Waterfront Revitalization Program

NYSDEC – New York State Department of Environmental Conservation

NYSDOS – New York State Department of State

NYSDOT – New York State Department of Transportation

NYSOPRHP – New York State Office of Park, Recreation and Historic Preservation

SAFETA-LU – Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users

SLCCC – St. Lawrence County Chamber of Commerce

SUNY – State University of New York

TAUNY – Traditional Arts of Upstate New York

USACE – United States Army Corps of Engineers

WRA – Waterfront Revitalization Area

HUB	IMPLEMENTATION STEPS	KEY PARTNERS	TIMEFRAME	ESTIMATED COST	FUNDING SOURCE	
Ogdensburg	Establish Gateways at Washington Street & Spring Street	Blueway, Municipalities	Short Term	\$10,000-\$20,000	Scenic Byway Program, SAFETEA-LU	
	Extend Maple City Trail	Municipalities, NYSDEC, NYSDOT, NYSOPRHP	Medium Term, ongoing	\$30/ft paved, \$5/ft unpaved	EPE, LWRP, NYSDEC, SAFETEA-LU, NYSOPRHP	
	Explore the possibility of constructing a riverwalk on the west bank above Spring Street	Municipalities, NYSDEC, NYSDOT, NYSOPRHP	Medium Term, ongoing	\$30/ft paved, \$5/ft unpaved	EPE, LWRP, NYSDEC, SAFETEA-LU, NYSOPRHP	
	Develop a pedestrian link to the regional hospital	Part of wayfinding signage & streetscape improvements				
	Explore the reuse of heritage building and water plant into a waterfront museum	Municipalities, NYSDOS	Long Term	\$30,000	LWRP	
	Explore opportunities to transform the west side into a waterfront Village	Municipalities, NYSDOS	Long Term	\$30,000	LWRP	
	Explore the idea of repurposing the former hotel on the hill into a B&B	Municipalities, NYSDOS	Long Term	\$30,000	LWRP	
	Improve portage route around dam	Dam owners, NYSDEC, NYSDOT, Municipalities	Short Term	\$30/ft paved, \$5/ft unpaved	Dam Owners, NYSDEC	
Heuvelton	Develop abandon Rail as a trail connected to the Maple City Trail	Municipalities, NYSDEC, NYSDOT, NYSOPRHP	Medium Term, ongoing	\$30/ft paved, \$5/ft unpaved	EPE, LWRP, NYSDEC, SAFETEA-LU, NYSOPRHP	
	Enhance existing park	Municipalities, NYSDOS, NYSOPRHP	Medium Term	Unknown	EPE, LWRP, NYSOPRHP	
	Explore the possibility of a riverfront trail	Municipalities, NYSDEC, NYSDOT, NYSOPRHP	Medium Term, ongoing	\$30/ft paved, \$5/ft unpaved	EPE, LWRP, NYSDEC, SAFETEA-LU	
	Develop a portage route around the dam	Dam owners, NYSDEC, NYSDOT, Municipalities	Short Term	\$30/ft paved, \$5/ft unpaved	Dam Owners, NYSDEC	
	Improve streetscape along N State Street	Municipality, NYSDOT	Medium Term	Unknown	SAFETEA-LU	
	Establish a pedestrian link to Village Hall	Part of wayfinding signage & streetscape improvements				
	Explore the feasibility of an outdoor history museum	Municipalities, NYSDOS	Long Term	\$30,000-\$80,000	NYS Council on the Arts, EPE, LWRP	
	Establish gateways on State Street	Blueway, Municipalities	Short Term	\$10,000-\$20,000	Scenic Byway Program, SAFETEA-LU	
	Explore the possibility of establishing and interpretive center	Municipalities, NYSDOS	Long Term	\$30,000-\$80,000	NYS Council on the Arts, EPE, LWRP	

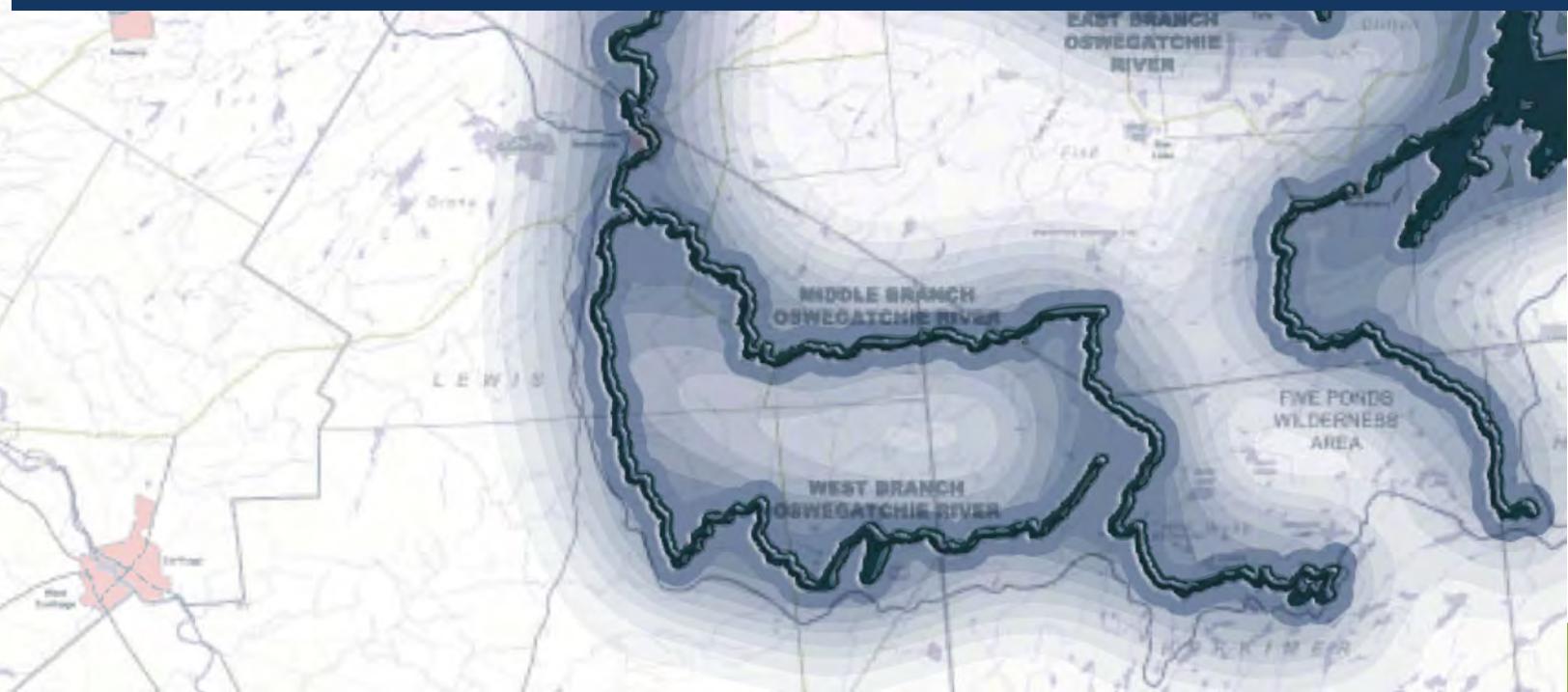
HUB	IMPLEMENTATION STEPS	KEY PARTNERS	TIMEFRAME	ESTIMATED COST	FUNDING SOURCE
Gouverneur	Explore the possibility of developing a riverfront trail	Municipalities, NYSDEC, NYSDOT, NYSOPRHP	Medium Term, ongoing	\$30/ft paved, \$5/ft unpaved	EPF, LWRP, NYSDEC, SAFETEA-LU, NYSOPRHP
	Develop a portage route around dam	Dam owners, NYSDEC, NYSDOT, Municipalities	Short Term	\$30/ft paved, \$5/ft unpaved	Dam Owners, NYSDEC
	Explore the feasibility of an interpretive center	Municipalities, NYSDOS	Long Term	\$30,000-\$80,000	NYS Council on the Arts, EPF, LWRP
	Establish gateways on Main Street	Blueway, Municipalities	Short Term	\$10,000-\$20,000	Scenic Byway Program, SAFETEA-LU
Edwards	Explore the possibility of developing a riverfront trail	Municipalities, NYSDEC, NYSDOT, NYSOPRHP	Medium Term, ongoing	\$30/ft paved, \$5/ft unpaved	EPF, LWRP, NYSDEC, SAFETEA-LU, NYSOPRHP
	Improve streetscape along Main Street	Municipality, NYSDOT	Medium Term	Unknown	SAFETEA-LU
	Establish gateways on Main Street	Blueway, Municipalities	Short Term	\$10,000-\$20,000	Scenic Byway Program, SAFETEA-LU
	Explore the possibility of an outdoor museum or interpretive center	Municipalities, NYSDOS	Long Term	\$30,000-\$80,000	NYS Council on the Arts, EPF, LWRP
	Develop viewing areas on Route 58 bridge	Blueway, NYSDOT, Municipalities	Medium Term	\$20,000-\$40,000	SAFETEA-LU, Scenic Byway Program
	Develop a portage route around dam	Dam owners, NYSDEC, NYSDOT, Municipalities	Short Term	\$30/ft paved, \$5/ft unpaved	Dam Owners, NYSDEC
Harrisville	Explore the possibility of developing a riverfront trail	Municipalities, NYSDEC, NYSDOT, NYSOPRHP	Medium Term, ongoing	\$30/ft paved, \$5/ft unpaved	EPF, LWRP, NYSDEC, SAFETEA-LU, NYSOPRHP
	Improve streetscape along Main Street	Municipality, NYSDOT	Medium Term	Unknown	SAFETEA-LU
	Develop an overlook at the end of Main Street	Blueway, NYSDOT, Municipalities	Medium Term	\$20,000-\$40,000	SAFETEA-LU, Scenic Byway Program
	Establish Route 3 gateways	Blueway, Municipalities	Short Term	\$10,000-\$20,000	Scenic Byway Program, SAFETEA-LU
	Enhance existing park	Municipalities, NYSDOS, NYSOPRHP	Medium Term	Unknown	EPF, LWRP, NYSOPRHP
Cranberry Lake	Develop trail connections to the Cranberry 50	Municipalities, NYSDEC, NYSDOT, NYSOPRHP	Medium Term, ongoing	\$30/ft paved, \$5/ft unpaved	EPF, LWRP, NYSDEC, SAFETEA-LU, NYSOPRHP
	Develop overlooks on Route 3	Blueway, NYSDOT, Municipalities	Medium Term	\$20,000-\$40,000	SAFETEA-LU, Scenic Byway Program
	Establish Route 3 gateways	Blueway, Municipalities	Short Term	\$10,000-\$20,000	Scenic Byway Program, SAFETEA-LU
	Improve streetscape along the commercial core	Municipality, NYSDOT	Medium Term	Unknown	SAFETEA-LU
	Improve portage route around dam	Dam owners, NYSDEC, NYSDOT, Municipalities	Short Term	\$30/ft paved, \$5/ft unpaved	Dam Owners, NYSDEC
	Explore campground ferry feasibility	NYSDEC, NYSDOS, Town of Clifton	Long-term	\$20,000	EPF, WRA

PROJECTS	IMPLEMENTATION STEPS	KEY PARTNERS	TIMEFRAME	ESTIMATED COST	FUNDING SOURCE
Determine Management Model	<ul style="list-style-type: none"> Assemble board/advisory committee Provide meeting space Hold regularly scheduled meetings 	SLCCC, Blueway	Immediate, On-going	N/A	N/A
Update/Develop LWRPs	<ul style="list-style-type: none"> Existing LWRPs should be brought into consistency with one another; communities that should have LWRPs should develop them 	Blueway, Municipalities, NYSDOS	Short Term	Varies by community	NYSDOS through CFA and Regional Council
Logo Development	Hold contest for logo design	ANCA, Blueway	Immediate	\$1,000-\$2,000	NYS Council on the Arts
Blueway Marketing	<ul style="list-style-type: none"> Work with existing tourism partners on promotion of blueway Develop an informational guide/map 	Blueway partners, Chambers of Commerce, ANCA, TAUNY	On-going	Varies	
Detailed river signage program	<ul style="list-style-type: none"> Inventory river hazards and portage routes Develop wayfinding signage plan and strategy to prioritize signs Post hazards and signs 	NYSDEC, Blueway Partners	Short Term	\$40,000 - \$60,000	EPF, LWRP, Dam owners
Gateways	<ul style="list-style-type: none"> Develop gateway design Identify appropriate locations for gateway development 	Blueway, Municipalities	Short Term	\$10,000-\$20,000/project	Scenic Byway Program, SAFETEA-LU
Interpretative program	<ul style="list-style-type: none"> Identify appropriate locations Design & install interpretive signs 	Municipalities, NYSDOT, NYSDOS, NYSOPRHP	Medium Term	\$6,000-\$7,000 each	EPF, LWRP
Viewing Areas	<ul style="list-style-type: none"> Identify key locations Develop Improvements 	Blueway, NYSDOT, Municipalities	Medium Term	\$20,000-\$40,000	SAFETEA-LU, Scenic Byway Program
Historic Markers	<ul style="list-style-type: none"> Identify and prioritize historic sites to be marked 	Blueway, municipalities, NYSOPRHP	On-going		NYSOPRHP
Regional Wayfinding Plan	<ul style="list-style-type: none"> Engage partner communities in development of a regional wayfinding plan branding the blueway and prioritizing signs by type, hierarchy, etc. 	Blueway, NYSDOT, Municipalities, SLCCC, NYSDOS	Medium Term	\$100,000-\$150,000 for the study	NYSDOT, EPF, LWRP
Increase Boating/Fishing Access	<ul style="list-style-type: none"> Identify key locations Negotiate easements/acquisition Build improvements 	Blueway, NYSDOT, Dam owners, NYSDOS	Short Term, On-going	Varies	EPF, DOS, Dam owners
Remove artificial obstructions when/where appropriate	<ul style="list-style-type: none"> Identify redundant obstructions Estimate impact of removal Develop funding/impact mitigation plan 	Owners, USACE, NYS DEC	Long Term	Varies	Owners, Congressional appropriation
Portages	<ul style="list-style-type: none"> Inventory Portage needs Negotiate easements/acquisition Construct improvements 	Power companies, NYSDOT, Municipalities	Short Term	\$30/ft paved, \$5/ft unpaved	Dam Owners, NYSDOT

PROJECTS	IMPLEMENTATION STEPS	KEY PARTNERS	TIMEFRAME	ESTIMATED COST	FUNDING SOURCE
Trails	<ul style="list-style-type: none"> Extend Maple City Trail to Heuvelton Identify appropriate locations Obtain necessary easements Construct improvements 	Municipalities, NYSDEC, NYSDOT, NYSOPRHP	Medium Term, ongoing	\$30/ft paved, \$5/ft unpaved	EPF, LWRP, NYSDEC, SAFETEA-LU
Campground Development	<ul style="list-style-type: none"> Acquire easements for primitive campsites 	NYSDEC	Long Term	\$5,000-\$10,000	NYSDEC
	<ul style="list-style-type: none"> Encourage development of private campground facilities 	NYSDEC, NYSOPRHP, Muniicipalities, landowners	On-going	N/A	Private Development
Develop educational programs and materials promoting restoration of the river	<ul style="list-style-type: none"> Engage professionals from environment and educations sectors to set priorities Develop curricula Develop and disseminate materials 	Schools, colleges and universities, NYSDEC, Nature Conservancy, TAUNY	Medium Term	Cost varies for printed materials	State Education Department, SUNY, Colleges and Universities, EPF through CFA
Promote at restoration of habitats and removal of invasive species	<ul style="list-style-type: none"> A number of programs at the state and local level already exist identifying steps communities, landowners and citizens can take – these can be rebranded under the blueway umbrella 				
Inventory vacant and underutilized buildings and land and market them for redevelopment and revitalization	<ul style="list-style-type: none"> Develop inventories Acquire key threatened properties Match inventories with existing funding and downtown and commercial area revitalization strategies Create marketing strategies and develop RFP's for key properties 	Chambers of commerce, economic developers, downtown organizations, municipalities	Medium Term	\$25,000-\$30,000/each for downtown revitalization strategies; cost for printed materials varies; cost of acquisition varies	Municipalities, counties, building owners, chambers of commerce, EPF through CFA,
Regional access plan	<ul style="list-style-type: none"> Undertake a study to implement the level of service approach for the Oswegatchie river Identify potential sites for trails and trail heads, boat launches, camping, overlooks and other access elements 	Municipalities, counties, economic development agencies, NCEDCO	Short term	\$80,000-\$100,000	



Appendix



A. BLUEWAY TRAIL AREA INVENTORY

A.1 Intrinsic Resources

A.2 Overview

The purpose of inventorying resources in the blueway area is to identify attractions and capacity for visitors so that the involved communities can develop strategies to link tourism amenities and attractions.

Tourism resources are: Accommodations – bed & breakfast establishments, campgrounds, hotels and motels – and restaurants, not including chains or hotel dining rooms. These tables summarize blueway tourism resources.

DINING	COMMUNITY
Stone Manor	Cranberry Lake
Dresden Plate	DeKalb
Silver Leaf Diner	DeKalb
Last Lap	Edwards
Asian Buffet and Grill	Gouverneur
Casablanca Restaurant	Gouverneur
Dashnaw's Pizzeria	Gouverneur
Gentry's Clam Cove	Gouverneur
Jumbos Diner	Gouverneur
New York Pizzeria	Gouverneur
Oswegatchie Coffee	Gouverneur
Conlin's Hometown Bakery	Harrisville
MonJa	Harrisville
Pastamore	Harrisville
Village Inn	Harrisville
Doug's Tavern	Heuvelton
Heuvelton Deli	Heuvelton
P&J's Riverside Deli	Heuvelton
Big Cheese Pizza	Ogdensburg
Buster's Sports Bar	Ogdensburg
Busy Corner Cafe	Ogdensburg
Chick's Pizzeria	Ogdensburg
China Star Chinese Restaurant	Ogdensburg
Club 1812	Ogdensburg

DINING	COMMUNITY
Dirty Gringo	Ogdensburg
Corner Deli	Ogdensburg
Donut King Restaurant	Ogdensburg
Fish'er Chips	Ogdensburg
Freight House Restaurant	Ogdensburg
Little Italy Pizzeria	Ogdensburg
Ma's Deli	Ogdensburg
Nadine's Ice Cream	Ogdensburg
Oriental Buffet	Ogdensburg
Phillips Diner	Ogdensburg
Phoenix on the Bay	Ogdensburg
Sandwich Warehouse	Ogdensburg
Smuggler's Cafe	Ogdensburg
The Place	Ogdensburg
Vinn's	Ogdensburg
Inn on the Greens	Oswegatchie Town
Coffee fever	Star Lake
Hillside Diner	Star Lake
Twin Lakes Hotel	Star Lake
Pine Cone Grill	Wanakena

ACCOMMODATIONS	COMMUNITY
B&Bs	
White Pillars Lodging	Canton
Oswegatchie River Lodge	Gouverneur
Lawrence Manor	Gouverneur
Kilbourne House	Harrisville
The White Gate Inn	Ogdensburg
Sherman Inn	Ogdensburg
Way Back In	Ogdensburg
Packbasket Adventures	Wanakena
CAMPGROUNDS	
Cranberry Lake State Campground	Cranberry Lake
Campers Village	Cranberry Lake
Yellow Lake Campground	Gouverneur
Eel Weir State Park	Oswegatchie Town
HOTELS & MOTELS	
Cranberry Lake Lodge	Cranberry Lake
Clearview Motel	Gouverneur
Wishing Wells Motel	Ogdensburg





The Wanakena Footbridge was badly damaged by ice in January 2014. The Wanakena Historical Association is raising money to restore the landmark. (Source: Wanakena General Store website)

A.2.1 Museums, Attractions and Performing Arts

There are several museums located in the study area with varying themes and content. These include the following:

- Frederic Remington Museum (Art) – Ogdensburg
- Gouverneur Museum (History) – Gouverneur
- Pickens General Store & Museum (Local Culture) – Heuvelton
- Oswegatchie River House Museum (Local Culture) – Rensselaer Falls

Many of the blueway communities have museums operated by their local historical societies. These include Edwards, DeKalb Junction and Rensselaer Falls. These museums generally do not offer regular operating hours but can be accessed by appointment.

The region’s performing arts centers include larger venues such as Ogdensburg Command Performance. In addition, entertainment is widely available throughout the region in small venues including the stunning Edwards Opera House, school auditoriums and in summer, in parks and village greens.

HISTORIC RESOURCES	LOCATION
Edwards Town Hall	Edwards
Fine Town Hall	Fine
Knollwood	Fine
Wanakena Footbridge	Fine
Wanakena Presbyterian Church	Fine
US Post Office-Gouverneur	Gouverneur
Pickens Hall	Heuvelton
Acker & Evans Law Office	Ogdensburg
Fort de La Presentation Site	Ogdensburg
Judge Fine House	Ogdensburg
Liberty Park Historic District	Ogdensburg
New York State Arsenal	Ogdensburg
Ogdensburg Armory	Ogdensburg
Oswegatchie Pumping Station	Ogdensburg
U.S. Customs House	Ogdensburg
US Post Office-Ogdensburg	Ogdensburg
Dr. Abner Benton House	Oxbow
Congregational Church	Rensselaer Falls

A unique family attraction in Rensselaer Falls is Fobare’s Fruits, a u-pick and farm market featuring a giant children’s playground and seasonal events and attractions such a corn maze, pirate party and “Fort Applewood” playground.

In DeKalb, Blue Heron Farms offers u-pick blueberries and also sells its own maple products and lambs.

A.2.2 Historic Resources

The National Register of Historic Places helps communities identify and preserve structures with significant historical or architectural qualities. These facilities are eligible for tax incentives for restoration efforts. Within the study area, there are 18 National Register listed places. They are summarized in the table above.

There are two archeological sites listed on the National Register, although their location is undisclosed to protect them as is routine for archeological sites.

In addition to properties listed on the National Register there are also many mills and ruins from the logging and mining industries all along the river that operated from the 19th into the early 20th centuries. Unfortunately these resources have not been comprehensively inventoried and many of them are difficult to access.

A.2.3 Scenic Resources

Scenic resources are abundant throughout the study area. Scenic resources, in regards to the blueway, can be classified into two categories; From-the-River views and Overlooking-the-River views. From-the-River views are views that can be seen from the river overlooking the surrounding landscape. Overlooking-the-River views are from those places where one can overlook to see views of the river. Virtually the whole river enjoys tremendous views from the mountainous terrain and forest cover of the Adirondacks to the sprawling agricultural countryside of the lower river to the historic villages that are passed along the way. Views of the river are rare and can only be seen from developed areas or where a road traverses the river. Some of the best views of the river, where there are waterfalls through narrow gorges, are inaccessible by road or trail. Development of roadside scenic vistas and foot trails to remote scenic locations on public lands or through willing landowners' properties would make these vistas more widely appreciated

8.4.1 Recreation Resources and Boater Access

Boat Launches

Boat launches are publicly operated facilities that provide parking areas for users. There are nine boat launches on the Oswegatchie Blueway. Three of these facilities are hard surface ramps that can accommodate motorized watercraft. They are located in the Hamlet of Cranberry Lake, Village of Heuvelton and in Eel Weir State Park. There are seven cartop public boat launches. They are found at Wanakena, Inlet, Oxbow and two in Edwards. There are also two on the west branch in the towns of Fowler and Croghan. Put-ins and take-outs at portages are not counted as boat launches, nor are the other public access unimproved banks where launching a canoe or kayak is possible.

Fishing Access

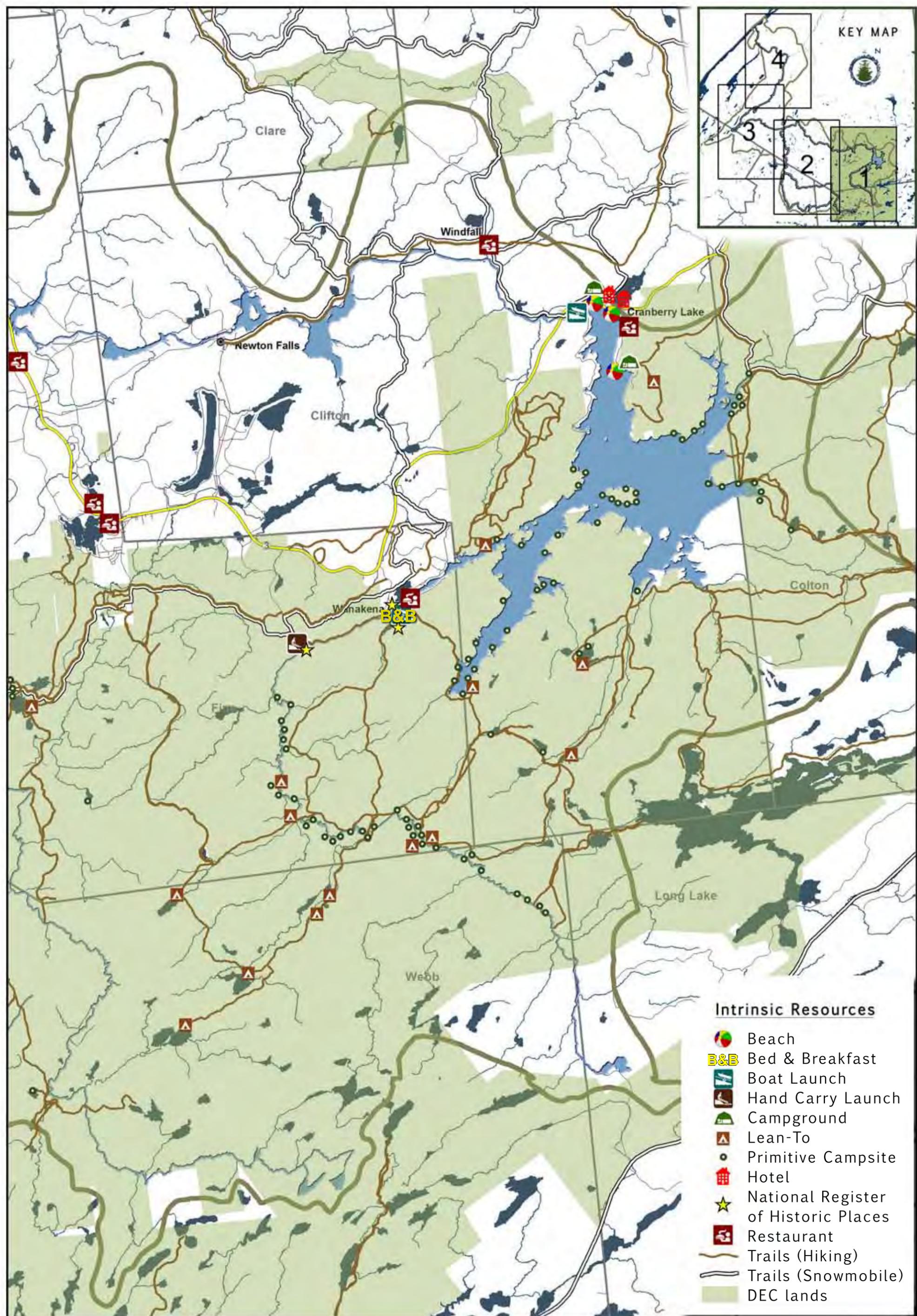
The boat launches above also serve as fishing access sites. The DEC has also obtained public fishing rights on Little River, a tributary of the Oswegatchie River located north of Star Lake. Fishing is also permitted on any land owned by the DEC. Fishing licenses are required.

Beaches

There are two designated public beaches on the Oswegatchie Blueway, both on Cranberry Lake. Cranberry State Campground features a beach and the Town of Clifton operates a beach in the Hamlet of Cranberry Lake. Along the river, there are sandy spots where boaters can pull up their boats and go



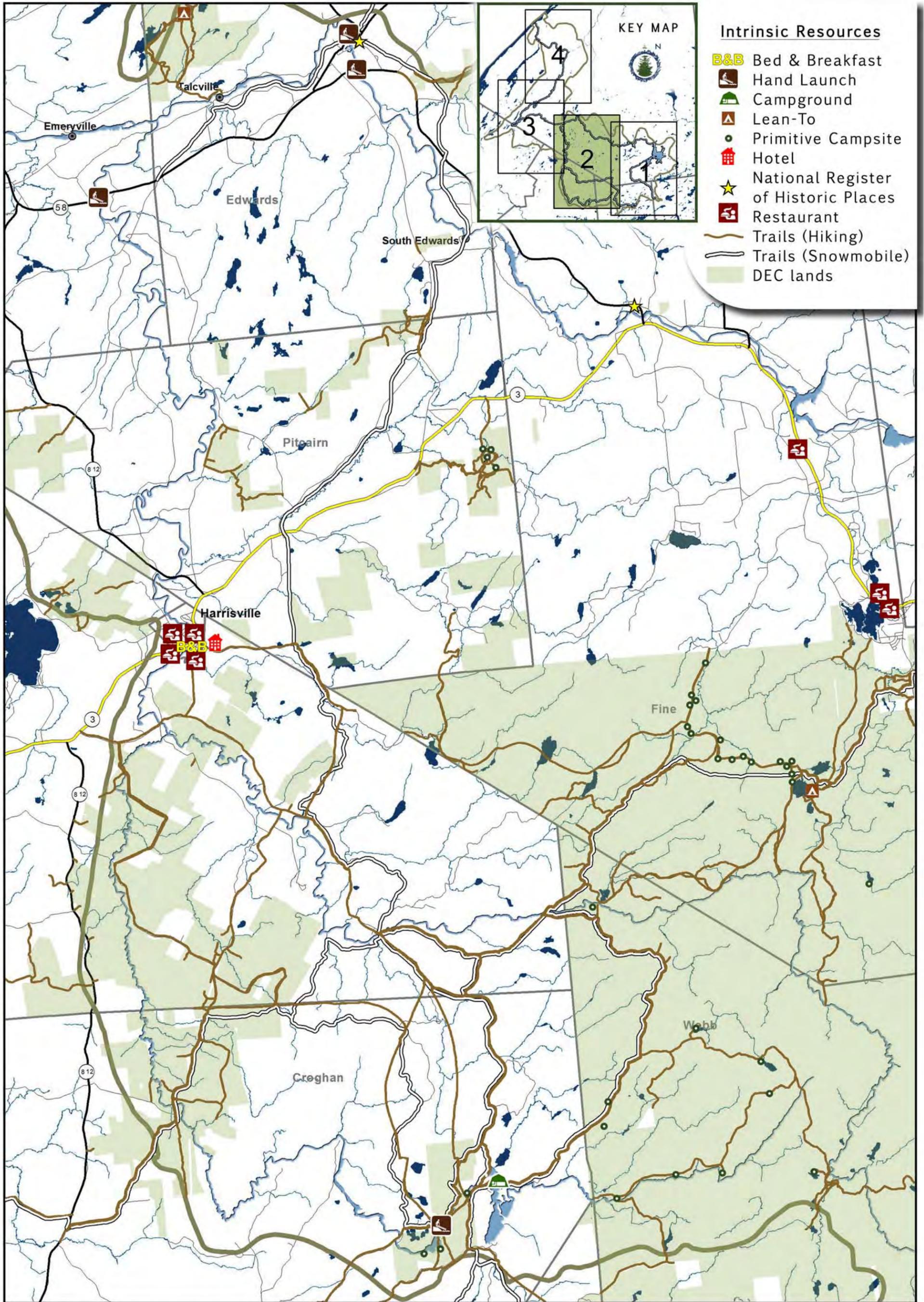
Fish of the Oswegatchie River



This map was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund and by the New York State Empire State Development Corporation.

OSWEGATCHIE RIVER BLUEWAY TRAIL MANAGEMENT PLAN

INTRINSIC RESOURCES MAP #1



This map was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund and by the New York State Empire State Development Corporation.

OSWEGATCHIE RIVER BLUEWAY TRAIL MANAGEMENT PLAN

INTRINSIC RESOURCES MAP #2

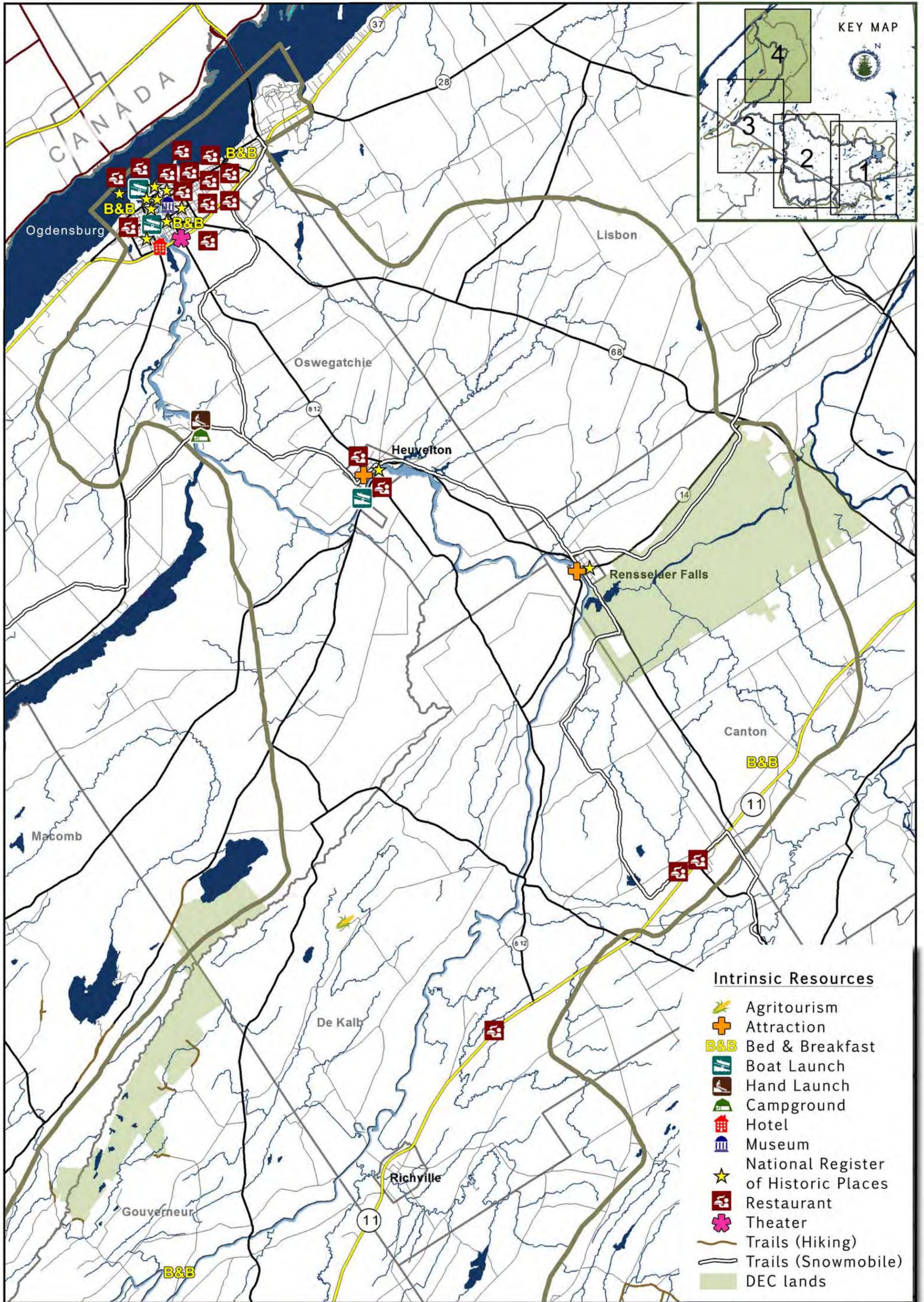
Department of State



Empire State Development

DESIGN based PLANNING
 peter j. smith & company, inc.
 www.pjsacompany.com
 United States Buffalo, New York - Canada Fort Erie, Ontario





This map was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund and by the New York State Empire State Development Corporation.

OSWEGATCHIE RIVER BLUEWAY TRAIL MANAGEMENT PLAN

INTRINSIC RESOURCES MAP #4

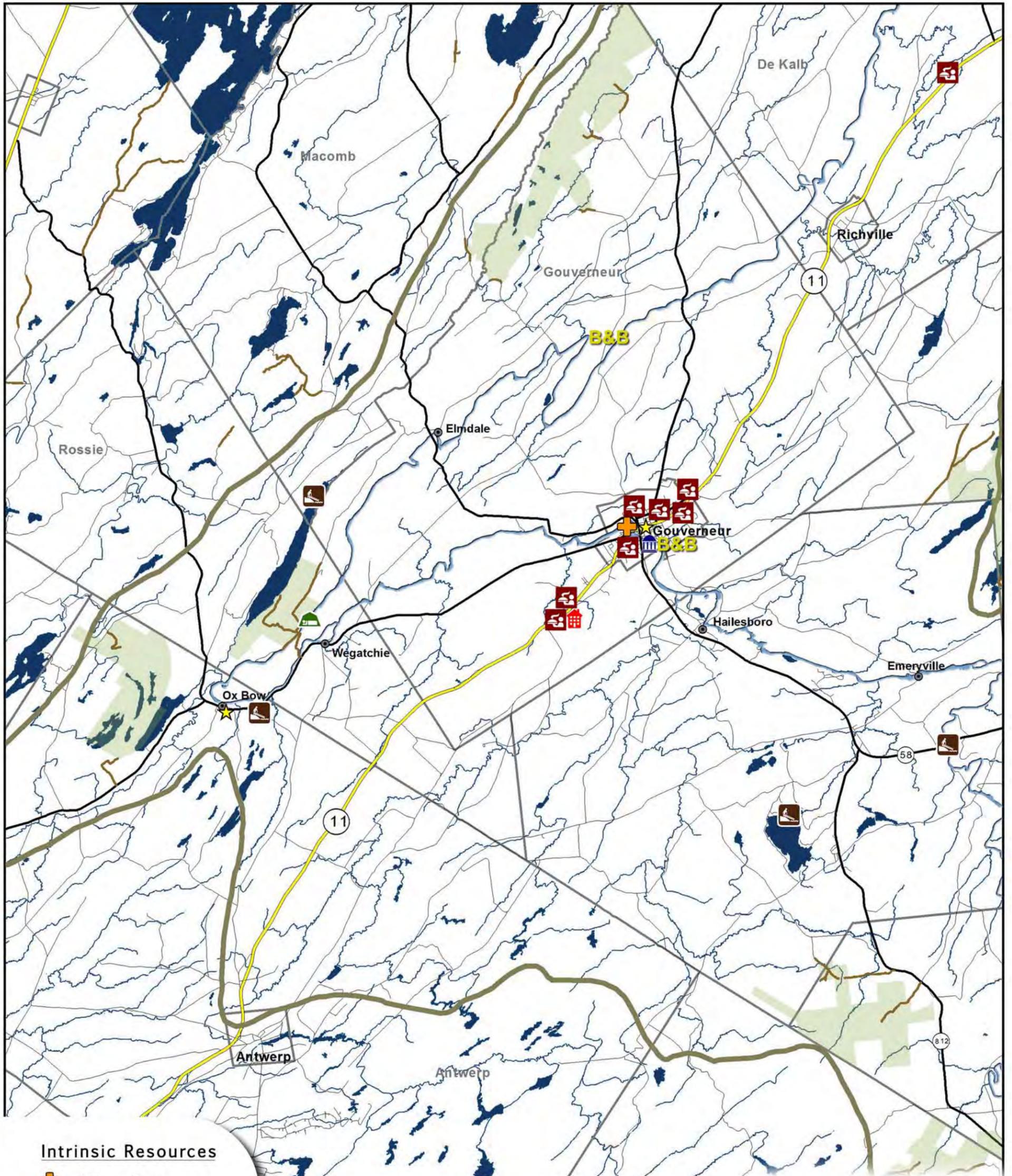
Department of State



Empire State Development

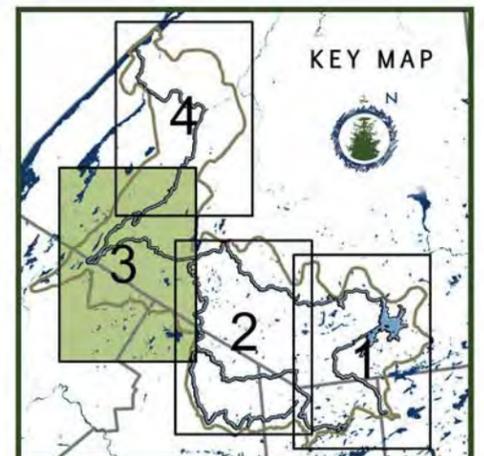
DESIGN based
PLANNING
peter j. smith & company, inc.
www.pjsacompany.com
United States Buffalo, New York - Canada Fort Erie, Ontario





Intrinsic Resources

-  Attraction
-  Bed & Breakfast
-  Hand Launch
-  Campground
-  Hotel
-  Museum
-  National Register of Historic Places
-  Restaurant
-  Trails (Hiking)
-  DEC lands



This map was prepared with funding provided by the New York State Department of State under Title 11 of the Environmental Protection Fund and by the New York State Empire State Development Corporation.

OSWEGATCHIE RIVER BLUEWAY TRAIL MANAGEMENT PLAN

INTRINSIC RESOURCES MAP #3

Department of State



Empire State Development

DESIGN based PLANNING
peter j. smith & company, inc.
www.pjsacompany.com
United States Buffalo, New York - Canada Fort Erie, Ontario



for a swim. These areas are available to the general public only when they are located on public land or if there is an arrangement for public access with the private owner.

Camping

The state operates two campgrounds within the study area. These are at Cranberry Lake State Campground on Cranberry Lake and Eel Weir State Park in the Town of Oswegatchie. There are many primitive campsites and lean-tos located on DEC land and in the Adirondack Park, especially around Cranberry Lake and in the Five Ponds Wilderness Area. Back-country camping is also permitted anywhere on DEC land. Camping availability is much less prevalent in the blueway area outside of the Adirondack Park.

Hiking

There are myriad hiking trails located in the Adirondack Park and on DEC lands. There are more than 222 miles of trails located within the study area. Most of these are located inside the Blue Line. A set of trails known as the Cranberry 50 completely encircles Cranberry Lake. This is a popular accomplishment for avid hikers.

Biking

Many of the trails listed above are suitable for mountain biking. In addition, there are several state road biking routes traversing the study area. These are found on US Route 11 and State Routes 30, 37 and 812.

Hunting

Hunting is permitted on all DEC land, except within wildlife management

areas. Hunting regulations regarding seasons and licenses apply.

Snowmobiling

Snowmobiling has a huge economic benefit in New York's North Country. It provides much needed tourist dollars during the quiet winter months. The state is working with local organizations to create an extensive network of snowmobile trails. There are 154 miles of snowmobile trails within the study area. Cross-country skiers share the snowmobile trails.

A.2.4 Transportation Network

The remote Oswegatchie River Blueway Trail is reached from two-lane state routes as well as scenic county and town roadways.

The primary point of access to the northern section of the Oswegatchie River Blueway Trail area is from NYS Route 37. NYS Route 37 begins in the Watertown area and runs north to the St. Lawrence River and along the river via Ogdensburg and continues up through Massena and Malone.

The middle of the blueway trail can be accessed from the southwest or northeast from US Route 11 in Watertown. US 11 passes through Gouverneur and continues out of the area up to Canton and Potsdam.

The primary point of access to the southern section of the blueway trail is from NYS Route 3. NYS Route 3 also runs from Watertown, up through Harrisville and into Fine, where it intersects with the Oswegatchie River. NYS Route 3 continues parallel with the river all the way up to Cranberry Lake.

The area can also be accessed from the east along NYS Route 3 from the Tupper Lake and Saranac Lake.

From Canada, the Oswegatchie River can be accessed by crossing the Bridge at Ogdensburg and taking NYS Route 812 west to Ogdensburg. The mouth of the Oswegatchie River connects to the St. Lawrence River here.

NYS Route 812 is a principal arterial that is the most parallel route along the Oswegatchie River from Ogdensburg. NYS Route 812 runs south through the communities of Heuvelton and De Kalb, where it intersects NYS Route 11. Southwest along NYS Route 812 and 11 leads to Gouverneur. From Gouverneur the river can be followed on NYS routes 812 and 58 which run parallel to the Oswegatchie River for approximately six miles. NYS Route 812 then branches off to the south and runs parallel to the West Branch of the Oswegatchie River, towards Harrisville. Just north of Harrisville, NYS Route 812 intersects NYS Route 3. Continuing southwest along NYS Route 3 and 812, leads through Harrisville and approximately 3 miles from Harrisville, NYS Route 812 branches off to the south and heads towards Croghan. All along this section of NYS Route 812, the road is parallel to the West Branch of the Oswegatchie River.

There are many local roads located near or along the Oswegatchie River that connect to historic and scenic villages and hamlets.

A.3 Water Quality

NYSDEC classifies all waters and waterways based upon existing and

expected best usages. A classification of “A” denotes that the water is suitable as a source of drinking water. Classification “B” indicates a best usage for swimming and other contact recreation, but not for drinking water source. Classification “C” is for waters supporting fisheries and suitable for non-contact activities. Classification “D” is the lowest classification and the waters do not support any of the activities above. Waters may also have a designation of (T) for the support of trout populations or (TS) for trout spawning.

The Oswegatchie River is made up of 9 segments and classified by NYSDEC as “A”, “B” and “C” class streams. The first two segments of the river are classified as “B” streams and begin at the mouth of the St. Lawrence River and continues 18.5 miles up to Rensselaer Falls. The third segment is a 15.7 mile portion from Rensselaer Falls to Richville and is classified as a class “C” stream. The next segment is a 33.4 mile portion from Richville to Gouverneur and is classified as a “B” stream. The fifth segment is a 28.1 mile portion of the river from Gouverneur to Talcville and is classified as an “A” stream. The sixth segment is a 156.1 mile portion of the river from Talcville to Newton Falls and is classified as an “C” stream. The seventh and eighth segments include a 198.5 mile portion of the river and Cranberry Lake. Both segments are classified “A” (T). The (T) is to designate waters that support trout, however fish consumption is impaired to a NYSDOH health advisory resulting from elevated mercury levels.

The West and Middle Branches of the Oswegatchie River are either classified



as “C” or “C”(T) waters. Aquatic life in these streams and tributaries along these branches are either threatened or impaired by low PH, as a result of acid rain.

Some of the major water quality concerns in the watershed are acid rain and mercury deposits along with some agricultural activities that affect the nutrients in the river along with silt and sediment loadings that impact aquatic life.

A.4 Wetlands and Natural Resources

A USDA Rapid Watershed Assessment Profile of the Oswegatchie River Watershed was prepared in 2010. The 2001 National Land Cover Database was used to show the Land Use/Land Cover for the watershed. Approximately 66% of the watershed was classed as forested and approximately 12% is classed as wetlands or woody/emergent. The remaining land includes classes of developed, grassland, corps, barren lands and open water.

Approximately 40,250 acres of NYS Regulated Wetlands are located within the watershed according to the USDA Rapid Watershed Assessment Profile. All regulated wetlands are protected under the Freshwater Wetlands Act and the Adirondack Park Agency Act if they are located within the Adirondack Park. The Adirondack Park covers approximately 44% of the Oswegatchie



River Watershed.

Climate

The study area is divided into two climate regions. The highlands are characterized by extremely cold, snowy winters and very cool, wet summers. The headwaters area is among the coldest areas in the state where extreme minimum temperatures can exceed -35 degrees. The extreme minimum temperature in Ogdensburg is -25 degrees. Annual precipitation also ranges from 35 inches in the lowlands to over 50 inches in the upper reaches.

A.5 Habitats

A.5.1 Oswegatchie River Significant Fish and Wildlife Habitat

The Oswegatchie River is the largest tributary of the St. Lawrence River. The river supports an abundance of fisheries resources. The area provides habitat for a variety of warmwater fish species and includes significant areas of riffle habitat for spawning. The mouth of the river below Ogdensburg Dam is designated as a Significant Coastal Fish & Wildlife Habitat.

8.4.2 Upper and Lower Lakes Wildlife Management Area:

The Upper and Lower lakes WMA is a large developed wetland complex between the Grasse River and Oswegatchie River. This WMA is 8,754 acres and is located 3 miles west of village of Canton and 12 miles east of city of Ogdensburg. It is bounded on all sides by local public roads. The area consists of one major impoundment with a total of 4,341 acres of wetland. The remaining habitat is forested upland with brush and open meadow. Many



songbirds, waterfowl, wading birds, shorebirds and birds of prey, including some gamebird species such as grouse, turkey, pheasant and woodcock utilize this area. Some mammals found in this area include white tailed deer, snowshoe hare, cottontail, rabbit, raccoon and furbearers such as fisher, beaver, muskrat, mink and otters.

The Upper and Lower Lakes WMA offer accessible parking along the county roads. A 600 foot long trail, accessible blind for viewing and hunting is located off County Route 15, near the Village of Rensselaer Falls. At the east end of the refuge is the Indian Creek Nature Center. The Nature Center is opened year round and offers an observation tower, trails, walkways and boardwalks to different observation areas.

The WMA is divided up into 3 zones: refuge, restricted use and public hunting. There is not access to the refuge area. The restricted area is closed to the public from June 1st through August 15th with access restricted to on-foot from April 15th to May 31st. Trapping is by permit only. The public hunting area is opened to the public year round with special regulations.

8.4.3 Five Ponds & Pepperbox Wilderness Areas

Wilderness areas are those judged to have been far more affected by nature than mankind. Wilderness areas boast extensive stands of virgin forest. No powered vehicles are allowed in wilderness areas. Recreation is limited to passive activities such as hiking, camping, hunting, birding and angling which are themselves subject to some further restrictions to ensure that they

leave no trace for later recreationists. Powered equipment, such as chainsaws, may be necessary to keep trails open but such use is permitted only with the express written authorization of the DEC commissioner. Structures other than those that facilitate recreational use, such as bridges and lean-tos, are generally not allowed, either.

Five Ponds Wilderness is 117,978 acres of land between Cranberry Lake on the north, Bog River Flow on the east and Stillwater Reservoir on the south. This area contains some of the most remote wilderness in the Adirondack Park. This area offers a wide array of activities that include hiking, camping, canoeing/ kayaking, fishing and hunting/ trapping. Fishing dominates this area with the numerous rivers, streams and ponds. Some of the ponds are stocked. Some species of fish found in the area are large and small mouth bass, northern pike, pan fish, brook trout and splake. The area is open for hunting and trapping, and the most common species are deer and bear. Many species of mammals and bird species pass through this area at one time of the year or another.

Pepperbox Wilderness is 22,560 acres located southwest of the Five Ponds Wilderness. The terrain is generally flat with a few small, rolling hills. Swampland predominates with spruce, fir and red maple. Alder swamps, marsh and beaver flows are also common. The entire area appears to have been heavily burned over and logged in the past and is not particularly scenic by usual standards. The area is classed as wilderness because of its remoteness and also due to the extensive wetland ecosystems involved. The flora and



fauna associated with moist ecosystems seem to exhibit more species diversity than any others in the Adirondacks.

8.4.4 State Forests/Forest Preserves

Numerous other state forest and forest preserves are located in the area. Most of the areas can be used for hiking, canoeing/kayaking and camping and offer viewing areas for various wildlife habitats. Hunting, fishing and trapping are generally allowed in these areas and are regulated by NYSDEC. A list of these areas from the NYSDEC web site is as follows:

State Forests

- Beaver Creek State Forest
- Bonaparte's Cave State Forest
- Bonner Lake State Forest
- California Road State Forest
- Cold Spring Brook State Forest
- Frank E. Jadwin Memorial State Forest
- Greenwood Creek State Forest
- Pulpit Rock State Forest
- Stammer Creek State Forest
- Toothaker Creek State Forest
- Wolf Lake State Forest
- Yellow Lake State Forest

Forest Preserves

- Aldrich Pond Wild Forest
- Alice Brook Primitive Area
- Bear Pond Primitive Area
- Buck Pond Primitive Area
- Cranberry Lake Wild Forest
- Grasse River Wild Forest
- Partlow Lake Primitive Area
- Tamarack Creek Primitive Area
- Tied Lake Primitive Area
- Wanakena Primitive Area
- Watson's East Triangle Wild Forest

A.6 Agriculture

Agriculture is a prevalent land use, particularly on the lower reach of the river where the land is flatter. Currently there are over 90,000 acres of land within the study area under agricultural production. Over 175,000 acres are in an agricultural District. While agriculture adds to the scenic quality of the area, it can also pose a threat to water quality through the widespread use of fertilizers. These affects can be minimized through the establishment of vegetated buffers around water channels. Large agricultural uses also reduce public access to the river.

A.7 Land Use

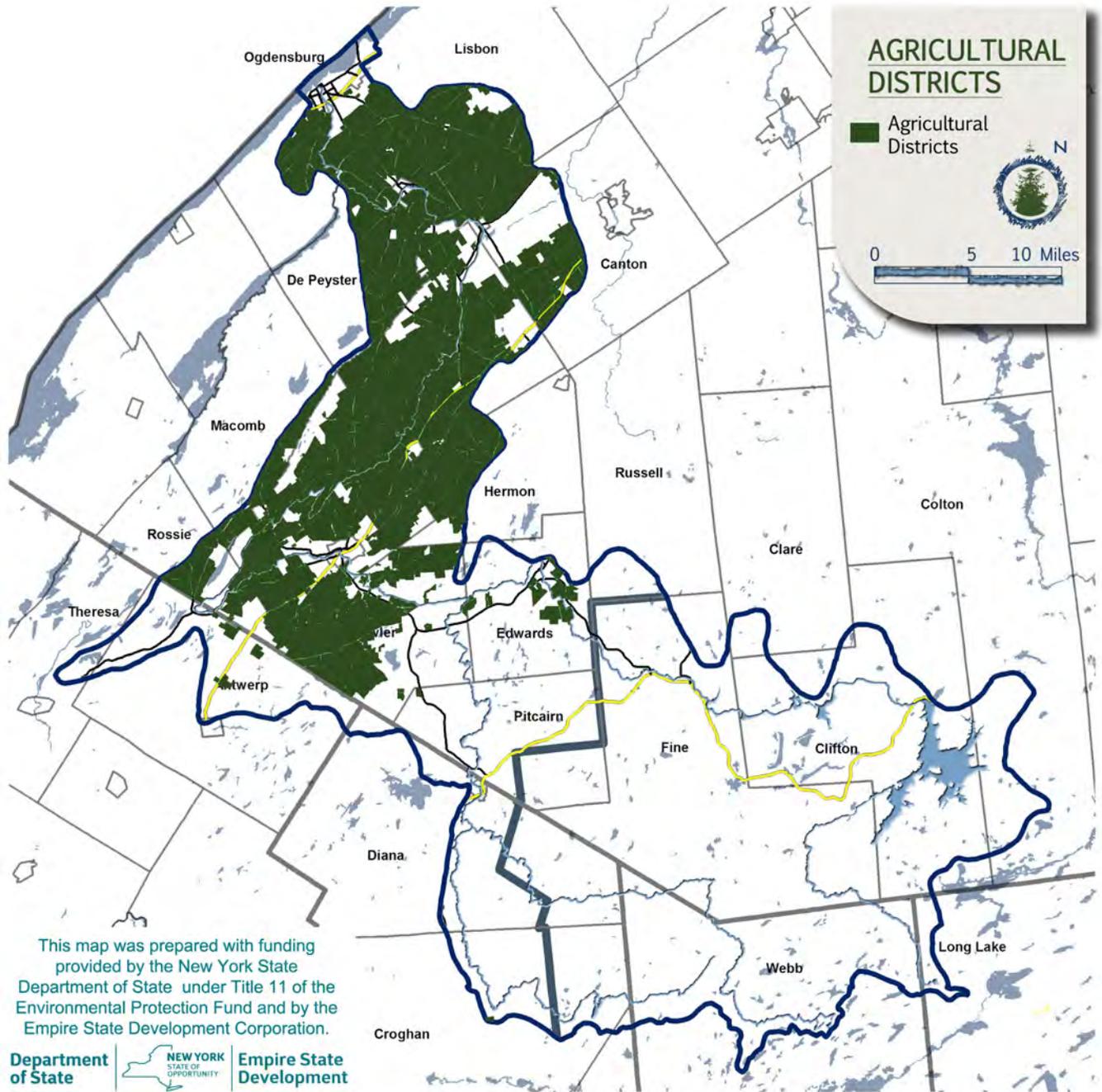
Land Use patterns within the study area were analyzed using Real Property Service (RPS) parcel data along with the RPS classification system. The classification system breaks land uses down into nine categories. A breakdown of the land use type by area is presented in the following table.

Agriculture

Agricultural parcels are parcels are currently being farmed or intended to be farmed or intended to be farmed but are currently fallow. Agricultural uses make up 15.2% of the study area and are concentrated on the lower portion of the watershed, which is on the northern side of the study area.

Residential

Residential uses make up 15.1% of the study area. The number of residential parcels is concentrated around the population centers of Ogdensburg and Gouverneur as well as some of the



smaller communities. However, the significant amount of area dedicated to residential use is generated by large residential lots in the rural areas of the study area.

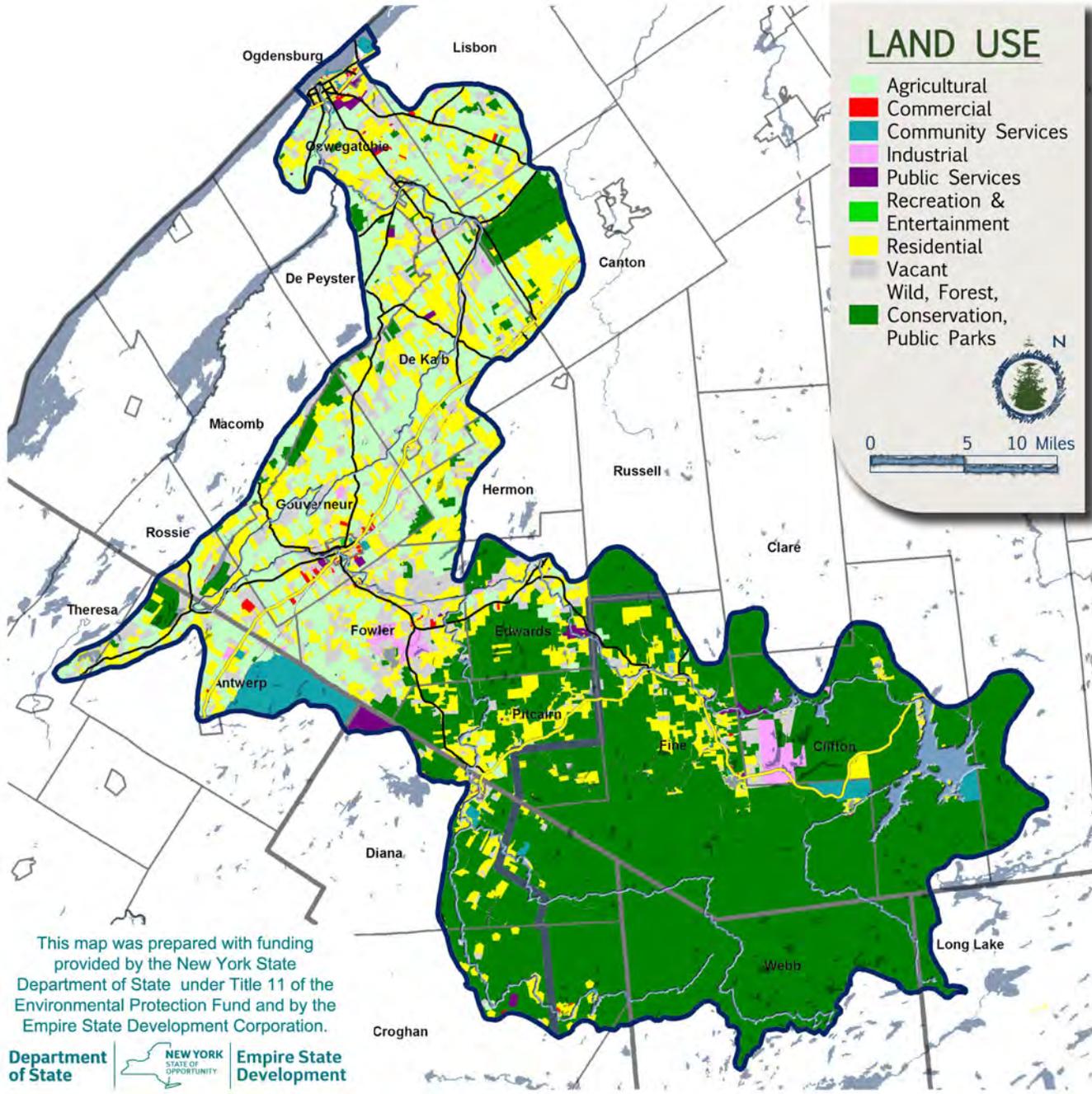
Commercial

Commercial uses are also concentrated in the urban centers of Ogdensburg and Gouverneur. Other single parcel commercial uses can be found in smaller

villages and hamlets and in remote rural locations.

Industrial

Industrial uses make up a larger area than commercial uses. The relative large area can be attributed to several large quarry operations that exist in the transition area between the plains and the mountains of the study area.



LAND USE	ST. LAWRENCE	LEWIS	JEFFERSON	HAMILTON/HERKIMER	TOTAL ACRES	PERCENT
Agriculture	91,223	-	698	90	92,010	15.20%
Residential	95,444	4,103	472	1,137	101,156	16.70%
Commercial	2,176	1	2	140	2,319	0.40%
Industrial	6,464	-	22	31	6,517	1.10%
Community	4,512	552	832	1,113	7,009	1.20%
Public	4,209	1,710	6	624	6,548	1.10%
Recreation	565	-	0	-	565	0.10%
Vacant	52,159	1,153	321	214	53,847	8.90%
Wild	222,001	31,477	199	82,494	336,171	55.50%



Community Service

A significant amount of area classified as community service can be attributed to the Ranger School property near Wanakena. The New York State College also owns land in Adirondack Park for research and a large correctional facility is located in Ogdensburg. Other community service uses include school campuses, cemeteries, medical facilities, and churches.

Public Service

Large areas owned by hydropower companies make up a significant portion of public service use area.

Recreation

Recreational uses include marinas, beaches, boat launches, campgrounds, and some parks. These uses represent a small fraction of land uses in the study area.

Vacant

Vacant land is land that is currently not being used, but there are no conservation easements to restrict the owner from developing their parcel. These lands are often used by the owner for hunting. Vacant parcels are scattered throughout the study area and account for 8.9% of the area.

Wild, Natural

The wild, natural land use classification is for unused land that is being preserved as such. Most land in this classification is owned by New York State, but private landowners can also donate conservation easements and fall in this classification. The land use does allow for recreational uses to occur on the property. More than 55% of

the study area falls into this land use classification. Most of this area is land purchased by New York State within the Adirondack Park. Numerous state forests and forest preserves located throughout the study area also add a significant amount to the overall area.

A.8 Water Uses

Drinking Water

Some of the stretches of the Oswegatchie River are suitable and used for drinking water. The Gouverneur and Newton Falls Water Districts draw their water from the river.

Boating

Boating is a popular activity on the Oswegatchie River. There are several public launches provided. In addition to public boat launches, private properties along the river have their own docks and launching facilities. The use of motorized watercraft is not restricted, but their use is confined to two areas due to the presence of barriers. Anglers can still use motorized watercraft in other parts of the river if they don't intend on traveling far.

Swimming

There are a few areas designated for swimming on Cranberry Lake with improved beaches. Swimming from shore or off a boat is possible nearly anywhere along the river, but there may be conflicts with other users.

Fishing

Fishing is a popular activity along the whole river. The mix of flatwater and rapids provide a variety of fish species and fishing experiences. Public access is limited along the lower sections of the



river.

Hydro-Power

Several areas along the river have been impounded for harness hydro-power. Most of these generate electricity for general use by power companies. There are still a few mills that harness their power directly from the river.

A.9 Infrastructure

A.9.1 Water & Sewer

There are numerous communities within the blueway trail area that have municipal water and sanitary sewer systems. The City of Ogdensburg has one of the largest municipal water and sewer systems in the area. The water system includes over 80 miles of water main that serve approximately 3,600 residences. The sanitary sewer system includes over 90 miles of sewer mains and the wastewater treatment plant treats over 4 million gallons of water per day. The Village of Gouverneur is also a municipality that has large water and sanitary sewer systems that serve the village and surrounding areas. The wastewater treatment plant located in the village treats over 3.5 million gallons a day. The Development Authority of the North County (DANC) maintains other water and sanitary sewer systems throughout the area. Municipalities that have municipal water systems include the villages of Heuvelton, Harrisville, the towns of De Kalb, Edwards and the hamlets of Newton Falls, Star Lake and Wanakena. Municipalities that have municipal sanitary sewer systems include the villages of Rensselaer Falls and Heuvelton, the towns of De Kalb, Edwards and the hamlets of Newton

Falls and Wanakena.

A.9.2 Solid Waste

Most of the communities in the study area have either a dump or small landfills. The DEC required all these facilities to close by the early 1990's. Solid waste is now collected at local transfer stations. Transfer stations in this area are located at Ogdensburg, Gouverneur, Star Lake, Heuvelton and Macomb. All of the municipal solid waste in the area is being hauled to the Development Authority of the North County landfill located in Rodman NY. All recycled material is being hauled to a facility located in Stanley NY.

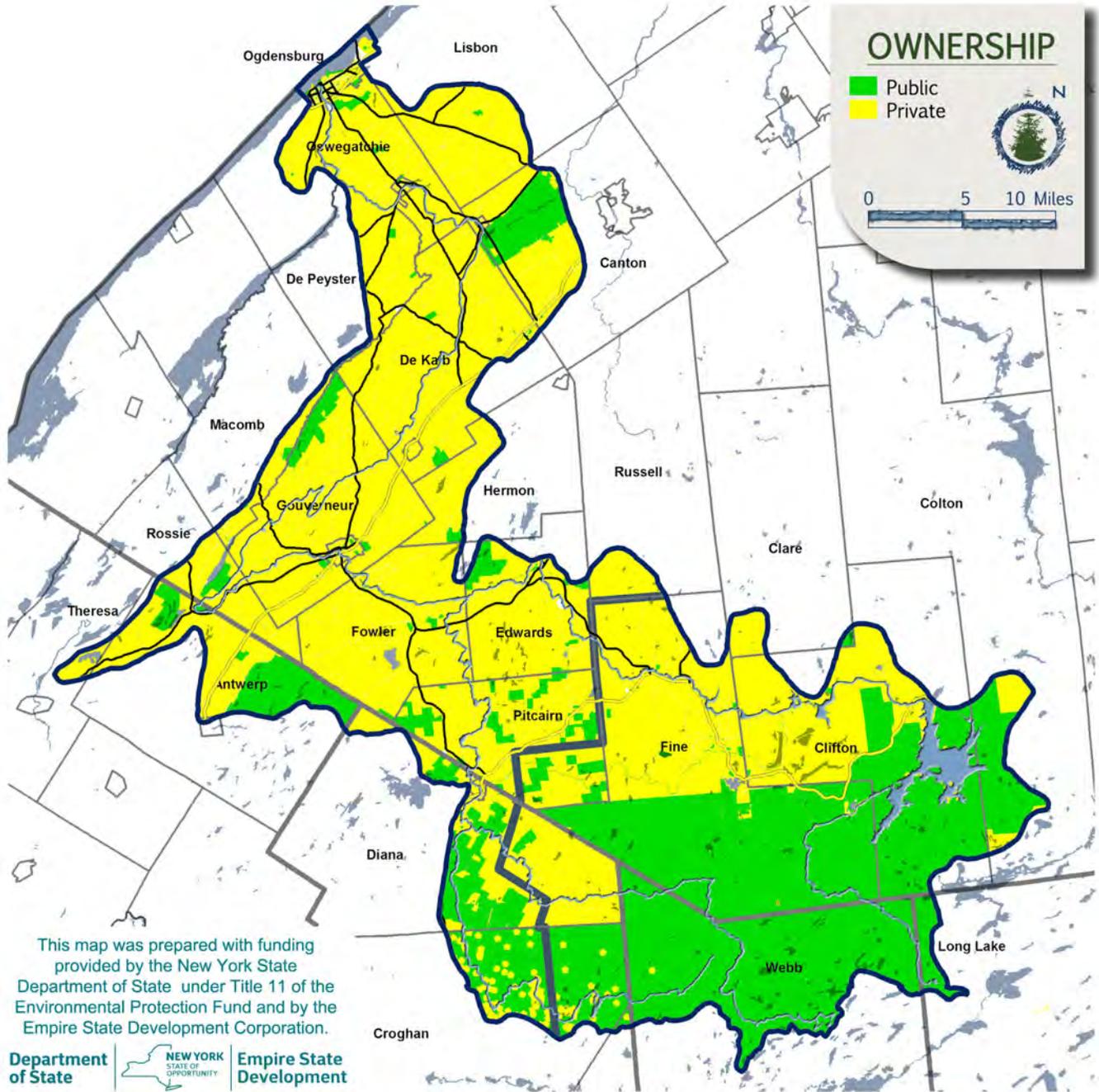
A.10 Ownership Patterns (including underwater lands)

A.10.1 Land Ownership

Land ownership is an important consideration for determining ease of access and ability to acquire access. The following ownership types present varying degrees of accessibility.

Private Ownership

Two thirds of the study area is privately owned. Land in private ownership provides the lowest level of accessibility. New York State works to acquire public fishing rights and access easements from willing private property owners in order to increase access to recreational facilities. Large stretches of private property on the lower Oswegatchie River creates long reaches where boaters are unable to exit the river. Some easements will need to be acquired to facilitate necessary portages.



State Ownership

Lands owned by New York State are nearly all natural preserve areas that provide public access for hunting, fishing and hiking. The state has worked towards providing camping and hiking facilities. Backcountry camping is permitted on most state lands with the exception of wildlife management areas. Nearly one third of the study area is owned by New York State.

Most of this land is located within the Adirondack Park boundaries. There are additional State forests lands and wildlife management areas located outside of the park boundaries.

United States Ownership

In this area of the country, national ownership is exclusively the Fort Drum Military Base. There is no public access on this property. There is a significant

OWNER	ACRES	PERCENT
U.S.	9,796	1.55%
New York State	192,853	30.56%
Municipal	3,268	0.52%
Private	420,622	66.65%
Power Company	4,509	0.71%

area within the study area that is part of Fort Drum, but this property does not abut or restrict access to the Oswegatchie River.

Municipal Ownership

Lands in municipal ownership, including school properties, rarely provide public access to natural areas. However, there may be opportunities to work with municipal agencies to provide access to rivers and natural areas on municipal property.

Power Companies

There are several power companies owning property within the study area. They are often associated with hydro generating facilities that block or restrict use of the water. Some of their properties are associated with transmission lines. Land owned by power companies is privately owned. Because they restrict river usage, these facilities often provide easements and facilities to make portage easier. They also provide public access facilities, in many cases. Transmission line rights of way also have the potential to provide easements for trails.

A.10.2 Underwater Ownership

Land under water is held in public trust by the Office of General Services. These lands are available to the public for hiking and fishing. Structures on these lands require an easement to be issued by the OGS. These easements had to be acquired by all hydro power projects



*Oswegatchie River dam at Emeryville
(source: US Fish and Wildlife Service, NY Field Office)*

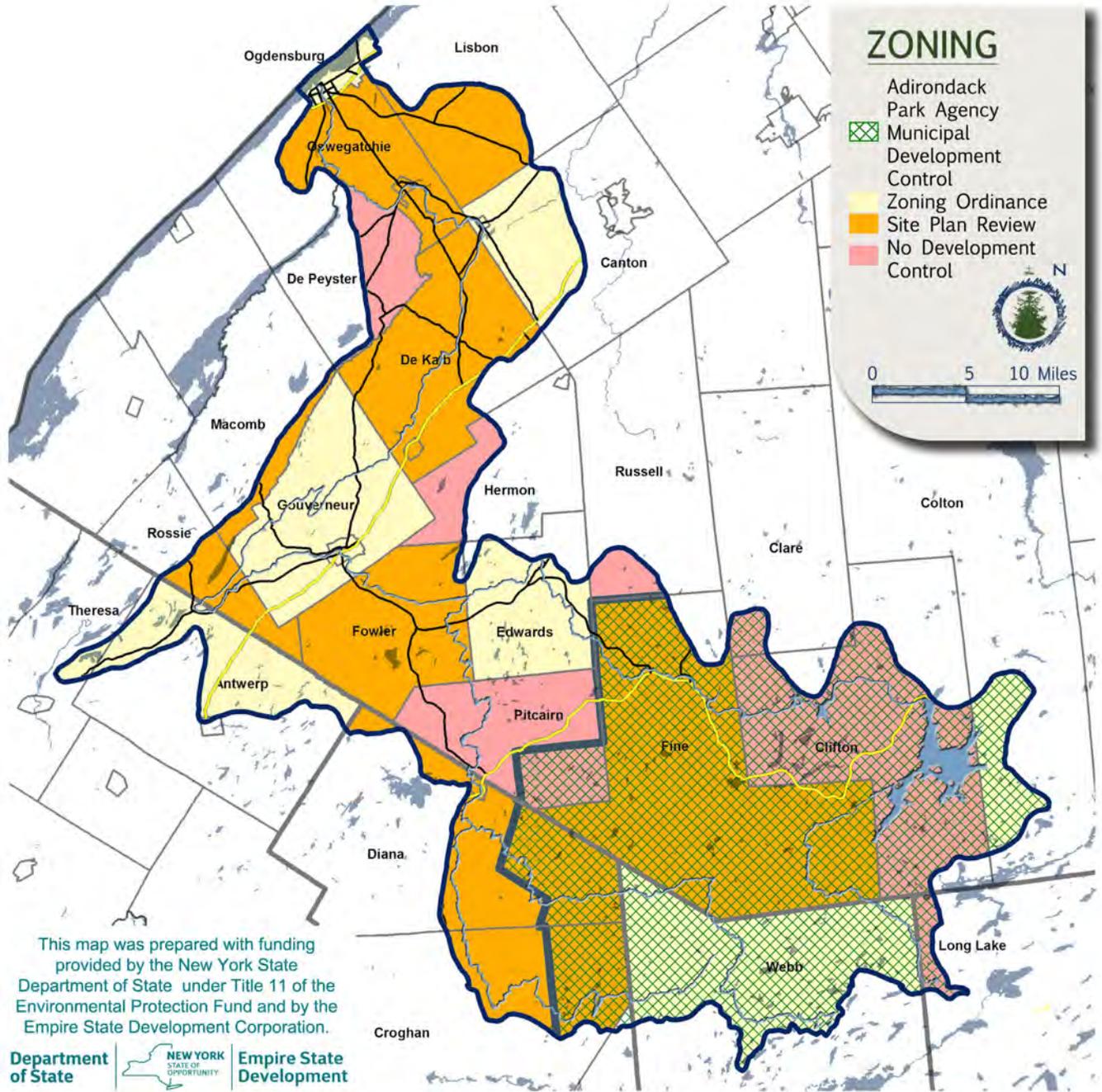
and paper mills in order to build in the river. Recreational facilities that require the use of land under water also require an easement, but are often obtained by another state agency.

A.11 Local Development Controls

There are several different varieties of development control among the 32 municipal entities that have jurisdiction within the study area. Fourteen of the communities have zoning ordinances which prescribe regulations and locations for different types of uses. The regulation contained in each of the zoning ordinances vary by jurisdiction. Ten of the communities do not have zoning ordinances, but review development proposals through a site plan review procedure. Eight communities have no development review process of their own.

The Adirondack Park Agency (APA) provides additional regulations and review of development proposals within the blue line. The APA has jurisdiction





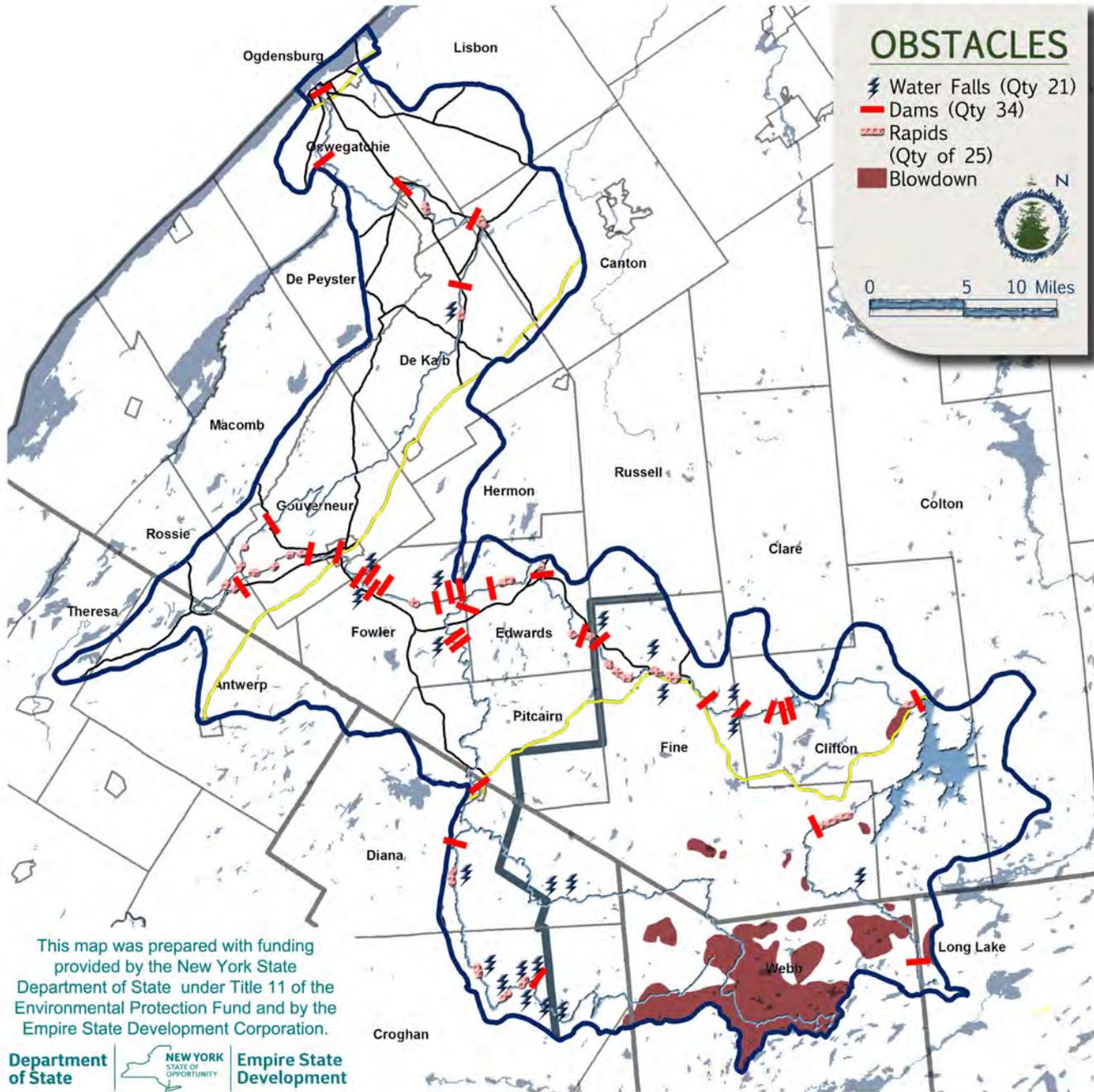
in all or part of 10 of the communities within the study area, whether or not the community has a development control procedure.

Whether or not they have development review, all communities within the blueway may wish to consider regulations to protect views and provide vegetated buffers along watercourses to improve water quality. The existing

type of development review process by community is as follows:

Zoning Ordinance

- Village of Antwerp
- Town of Antwerp
- Town of Canton
- Town of Colton*
- Town of Edwards
- Village of Gouverneur



- Town of Gouverneur
- Village of Harrisville
- Village of Heuvelton
- City of Ogdensburg
- Village of Rensselaer Falls
- Town of Theresa
- Town of Watson*
- Town of Webb*

- Town of Croghan*
- Town of De Kalb
- Town of Diana*
- Town of Fine*
- Town of Fowler
- Town of Lisbon
- Town of Macomb
- Town of Oswegatchie
- Village of Richville
- Town of Rossie

Site Plan Review

No Development Review

- Town of Clare*
- Town of Clifton*
- Town of De Peyster
- Village of Hermon
- Town of Hermon
- Town of Long Lake*
- Town of Pitcairn*
- Town of Russell

*All or partial Adirondack Park Agency jurisdiction

A.12 Dams, Obstacles and Portages (Navigation)

Along the entire stretch of all branches, there are obstacles that make continuous boating, by even shallow draft watercraft, difficult if not impossible. Dams, waterfalls, and treacherous rapids are wide spread. Experienced kayakers may try to navigate some of the more difficult rapids, but they will also be stopped by dams and impassible waterfalls. Where these obstacles exist, portages are necessary. In some areas, portage trails are provided. Some of these trails are rough and difficult for use of potable wheeled carriages for hauling the kayak or canoe. In some areas, there are only slightly worn paths created by the few people who made the portage.

Where dams block passage along the river, some of these facilities do provide pull-outs and put-ins as well as a maintained portage route. However, this is not the case for all dams located on the river. In some areas portages are made along road segments that take the traveler out of

their way. This combination of obstacles makes motorized watercraft on the Oswegatchie River impractical, at least for the purpose of traveling. There are only a few areas where unimpeded travel as possible allowing for the use of motorized watercraft. Cranberry Lake, itself created by a dam, provides a large area for boating recreation. Another area is between Eel Weir and Heuvelton. This segment also provides access to the Indian River and Black Lake, both of which are unimpeded by obstacles. While there are other stretches where a lengthy canoe trip is possible, access is limited.

Federal Regulatory Relicensing Commission requirements that dam owners provide put-ins and takeouts has resulted – or will soon result – in portages around the river’s dams. However, these portages do not include any public access to the dam site for parking. They are provided for paddlers to continue on through only.

A.13 Hydrology, Topography and Geology

The Oswegatchie River watershed drains approximately 671,554 acres of land and is located inland from the St. Lawrence River and just north of the Tug Hill Plateau. The watershed ranges in elevation from 239 to 2,503 feet above sea level. The highest elevation is in the southern end of the watershed.

The Oswegatchie River is approximately 450 miles long and includes approximately 3,590 miles of tributary rivers and streams within the watershed. There is also an abundance of lakes, ponds and wetlands, including Cranberry



Lake which is 6,795 acres in size.

The northern and central parts of the watershed are located in the St. Lawrence Valley region and the southeast portion is in the Adirondack Mountains. The entire region was glaciated. Bedrock is near or at the surface in most of the watershed. In the northern portion bedrock consists of dolomitic limestone and sandstone. In the central portion the bedrock is dominantly gneiss and marble. In both the northern and central sections, silty, clayey glacial lake and marine deposits occupy most of the lowlands and loamy till deposited can be found on the hills and ridges. In the Adirondack section the bedrock consists of various types. In the southeast, valleys are filled with sandy and gravelly deposits with loamy till on the higher grounds. Portions of the river have experienced a high rate of streambank erosion, mainly from row crop production.

A.14 Navigation and Dredging

The east branch begins near Cranberry Lake and continues to Talcville where it joins the other branches. The east branch is partially navigable by experienced canoeists. A two-mile section from southern Cranberry Lake to Inlet is unnavigable. From Inlet, the upper Oswegatchie is one of the wildest canoeable rivers in the Adirondacks.

The middle branch begins at the Lower South Pond Outlet in the Town of Webb and continues to a point just south of Harrisville where it joins the west branch. The middle branch mostly consists of shallow and fast moving waters. There are only two or three slower moving sections that are favorable to canoeists.

The west branch is slower moving water than the middle branch. Most navigation upstream on the west branch is to still waters located at Long Pond, Mud Pond and Long Level. Farther upstream sections are generally not navigable due to fallen logs and overhanging trees. The west branch extends through Harrisville once it picks up the middle branch and continues towards Talcville where it joins the east branch.

From that point, it is simply known as “the Oswegatchie”, as it flows northerly to its terminus with the St. Lawrence River. The lower part of the river, between Gouverneur and Ogdensburg is slow-moving, with some rapids that can be handled by experienced canoeists.

Numerous dams are inventoried by NYS DEC and are located all along the Oswegatchie River from Ogdensburg up to Cranberry Lake. The dams main purpose along the river are for hydroelectric power. Some of the dams located along this stretch of the Oswegatchie River have a classification of “C” from NYSDEC. Class “C” rating is a hazard rating and means that in case of a dam failure, there is a high potential for hazard downstream. These dams include Ogdensburg Water Power Company Dam, Eel Weir Dam, Flat Rock Dam, Browns Falls Dam, Newton Falls Dam and Cranberry Lake Dam. There are approximately 15 additional dams located along river that are inventoried by NYSDEC that make navigating the river difficult.

B. PUBLIC INPUT

B.1 Overview

The public participation plan outlines the methods to be used to encourage community participation in the planning process for the Oswegatchie River Blueway. This project will encourage citizen participation as a means to:

- Collect information about the existing resources; including cultural, recreational and natural resources
- Foster an appreciation of the resources of the Oswegatchie River Corridor
- Underscore the importance of cooperative action by the river communities
- Encourage the contribution of ideas and strategies by residents and stakeholders
- Inform the public of projects that could be proposed as part of the blueway and encourage their feedback
- Inform the public about steps necessary for implementation of the blueway
- Build public support for river access and blueway designation

B.1.1 Project Team

The members of the Project Team are:

Andrea Smith

Director of Planning & Dev't

City of Ogdensburg

Ogdensburg DPD - City Hall

330 Ford Street - Room 11

Ogdensburg, New York 13669

(315) 393-7150

(315) 393-7401 (fax)

asmith@ogdensburg.org

Eve Holberg

Project Manager

peter j. smith & company, inc.

1896 Niagara Street

Buffalo, NY 14207

(716) 447-0505

(716) 447-0545 (fax)

eholberg@pjscompany.com

Barbara Kendall

NYS Department of State

99 Washington Avenue, Suite 1010

Albany, NY 12231

518-473-8928

barbara.kendall@dos.ny.gov

Caitlin Lecker

Project Associate

Empire State Development Corp.

401 West Bay Plaza

Plattsburgh, NY 12901

518-561-5642

(518) 561-8831 (fax)

caitlin.lecker@esd.ny.gov

B.1.2 Partners

The City of Ogdensburg was the lead for the project on behalf of the municipalities of the Oswegatchie River. The participating communities received periodic updates and notification of public meetings through their steering committee representatives and directly from the project team by email. A Steering Committee was designated and, while accepting new members continuously, was working on the project for months before the actual management plan process began. Steering committee members were nominated by municipal officials in river communities. The blueway communities are:

Hamilton County:

- Town of Long Lake

Herkimer County:

- Town of Webb

Jefferson County:

- Town of Antwerp
- Town of Diana
- Town of Theresa
- Village of Antwerp
- Lewis County:
- Town of Croghan
- Village of Harrisville

St. Lawrence County:

- City of Ogdensburg
- Hamlet of Aldrich
- Hamlet of Coffins Mills
- Hamlet of Cooks Corners
- Hamlet of Cranberry Lake
- Hamlet of East Pitcairn
- Hamlet of Elmdale
- Hamlet of Emeryville
- Hamlet of Fullerville
- Hamlet of Hailesboro
- Hamlet of Natural Dam
- Hamlet of Newton Falls
- Hamlet of Ox Bow
- Hamlet of Salt Springville
- Hamlet of South Edwards
- Hamlet of Talcville
- Hamlet of Wagatchie
- Hamlet of Wanakena
- Town of Canton
- Town of Clifton
- Town of DeKalb
- Town of DePeyster
- Town of Edwards
- Town of Fine
- Town of Fowler
- Town of Gouverneur
- Town of Oswegatchie
- Town of Pitcairn
- Town of Rossie
- Village of Gouverneur
- Village of Heuvelton

- Village of Rensselaer Falls
- Village of Richville

8.4.5 Publicity

To ensure ample publicity about blueway activities and events including project updates, meeting notices and other participation opportunities, news releases were distributed to organizations such as St. Lawrence County, St. Lawrence County Chamber of Commerce, Adirondack North Country Association, as well as local and regional media, such as newspapers, radio stations and on-line media.

B.1.3 Public Participation Elements

- Steering Committee Meetings
- Community Workshops – two rounds of three each and one of two
- Online Survey

Steering committee

The Steering Committee met on May 20 for a Start-Up Meeting and Visioning Session. The start-up meeting was attended by the steering committee and representative of the NYS DOS. The schedule and project scope were reviewed. This meeting included a Vision Session which was a facilitated discussion about the blueway and committee members’ ideas and concerns.

A brief synopsis is below:

The character of the Oswegatchie River corridor is

- Wild
- History
- Naturalist’s and wildlife dream
- Hidden from view
- There’s a lot more to this river
- There’s no place to stop
- Dam and access problems

- Swift
- Agricultural
- Winter snowmobiling, ATV's, birding
- Most access is privately owned
- A great asset very underutilized

What is the role of the Oswegatchie Blueway in New York's North Country? What should the plan help the region accomplish?

- Publicize the area as a recreational experience, things to enhance our portion of the river
- Promote sustainable year-round tourism, tie together resources, make it a destination
- Connect communities together
- Help host communities realize the fullest potential of the river, people don't realize what it could become as an economic development driver
- Recreation and promotion of the river – places to pull out
- Rensselaer Falls, a little restaurant and a store, ice cream at Chapin's
- It's safe – you can leave your kayak, no one's going to take it
- Mapping and letting people know where the access points are. Even if it's just a scenic stop
- Promoting to people, locals, what we have out there
- Riverwalks, boat launches and piers – people are just not aware of it
- River has provided economic development historically back when the sports hired local guides
- We do have good access but public doesn't know about it
- Historic significance to New York's development, several historic sites
- Spectrum of activities
- Promote tourism, local and regional utilization
- Interconnection of local segments to create regional opportunities
- Identify history
- Create a destination
- How we can use the river as an economic driver

- Diversity of trees, plants, birds, etc.
 - Promote tourism: Market the little-known local segments to promote local growth
 - Need a description for paddling, need to know where to put in where to take out, where to camp, what the skill levels are
 - Easy access
 - Fish ladders
 - Improved portages
 - Where to go for shelter
 - Heuvelton Brookfield plans for each community, fishing docks,
 - Fish ladder going in at Eel Weir
 - FERC relicensing at Ogdensburg hydro project being sold is there a plan for a fish ladder?
 - Historically it represented the economic lifeline – floating out the logs
 - River description for navigation by segment with put ins, skill required, portages, where to camp, bed and breakfast, eat, shop, fish
 - Lighting along trails
 - To publicize the area as a recreational experience, to promote business and recreational opportunities, to obtain funding for improvements to enhance our portion of the river for recreational usage, year round
 - A comprehensive approach to using the river
 - Plan should develop an itinerary that people can pick and choose from
 - Identify ways people can use our assets in a way to be an economic driver that allows us as well as others to fully enjoy the beauty of what we have
- What are the Oswegatchie River's biggest assets?*
- True wilderness
 - Good access for power and paddle and they commingle well
 - Clean water
 - Rural setting
 - Good fishing
 - Venues for people to come to, scenic and historic
 - Proximity to St. Lawrence River
 - Preservation of history

- Natural beauty
- Serene character
- Scenic beauty
- Different character in different parts
- Rivers are relatively inexpensive fun, it can be inexpensive for families that might not be able to get out there otherwise
- Lots of established communities along the way, they are unique – see our river through fresh eyes
- It's not over developed
- Clean water free of invasives
- Variety of conditions
- Rapids, nice, novice rapids
- Fishing
- Rare to see irresponsible boaters
- Diversity of natural settings
- Rural, slower pace

What are the issues the Blueway Trail Plan should the Oswegatchie River overcome?

- Remoteness
- Adequate lodging and restaurants
- Spotty cell coverage
- Funding
- Lack of perceived value
- Transportation to get boaters back to their vehicles
- Seasonal limitations
- More access, signs
- Rights of way
- Camping and hiking areas, parking and docking facilities
- River guides, written and people –how do we get people from Point A to Point B
- Lack of public information
- Improved tourism potential
- Handicap accessibility
- Public support
- Remoteness
- Access for walking, hiking, paddling, accommodations, dining

Review Meetings

There were three additional meetings over the course of the study to keep the Steering Committee informed of progress, project findings, analysis, issues and the general project status. These meetings were held July 15, September 22 and November 19, 2015. PowerPoint presentations aided in rolling out project concepts to the assembled steering committee members.

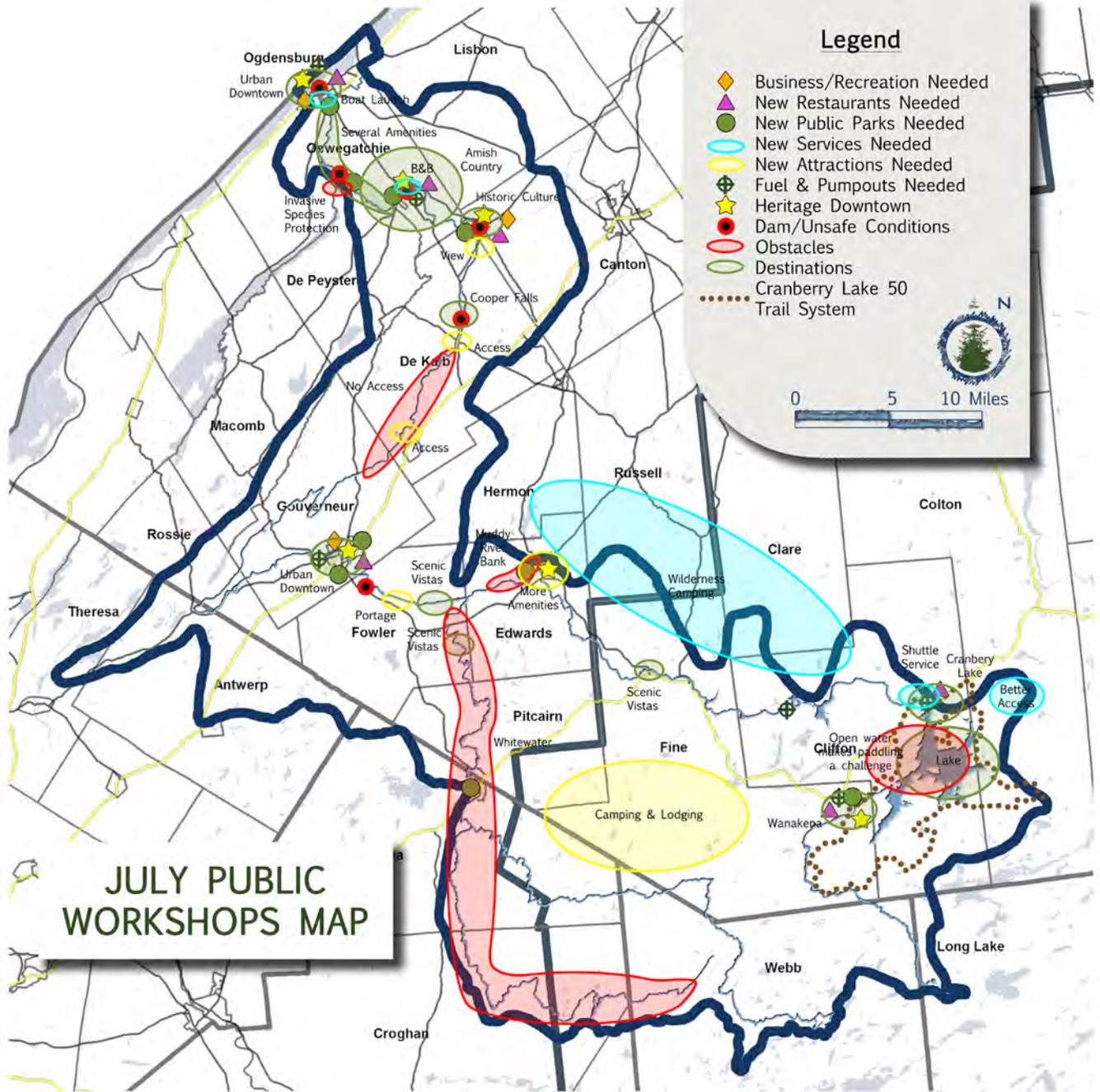
2. Community Workshops

Community workshops were held in three stages during the study process to solicit input into the preparation of the Oswegatchie River Blueway Plan. The goals of the workshops were to identify local or community level issues and opportunities, to ensure study goals and objectives are met across the region and to educate and encourage “buy in” from study area residents and stakeholders. Meeting venues and schedules were established in consultation with the Steering and Technical Review Committees. Summaries of public input are below.

B.2 Community Workshops

B.2.1 Community Vision Workshops – July

Three public workshops were conducted July 15 and 16 in Heuvelton, Harrisville and Edwards. Participants identified important issues and opportunities associated with the development of the Blueway Plan. Participants expressed their ideas and concerns through the use of maps and markers to provide input on their priorities for the blueway and community revitalization. The map on the following page summarizes the input received.



JULY PUBLIC WORKSHOPS MAP

B.2.2 Community Review Workshops – September

Three public open houses were conducted September 22 and 23 to bring participants up to date on project progress and present preliminary priorities and projects. The workshops were held in an open house format. Meetings were held in Ogdensburg, Cranberry Lake and Canton. The meetings began with a brief PowerPoint presentation about the plan. A Q&A

followed. Participants could also fill out questionnaires asking their reactions to the master plan and linear park concepts that had been developed and to the goals and objectives.

Feedback on the Master Plan concept reflected that people liked that an effort was made to preserve the character of the communities along the blueway. While they want to see more camping and access, they also want more and

better signage.

In regard to the linear park concept, respondents liked the way it brings the communities together in a definable area. They want to see better accessibility and an higher emphasis on land as well as water uses. One respondent wanted to see more accessibility for the handicapped and senior citizens.

One participant in the workshops brought along a very specific recommendation for a new put-in on Chisholm Road in Wegatchie that would complement the existing take-out downriver and on the other end of Chisholm Road. This would make parking and getting back to the car after a paddle very simple.

B.2.3 Final Workshops, November 2015

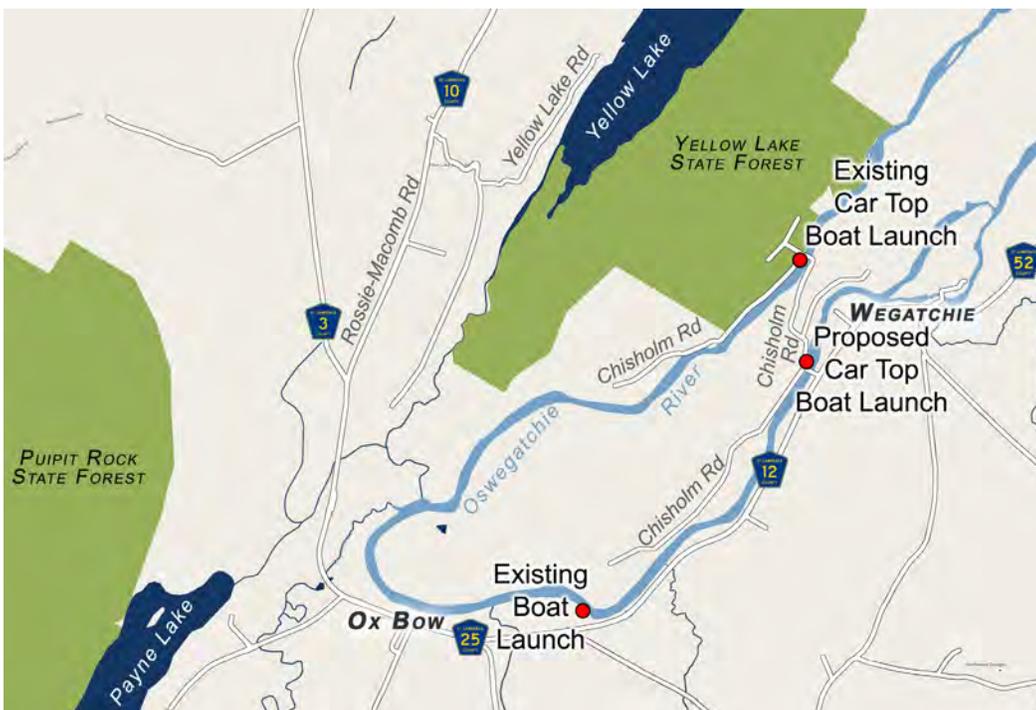
Two open house format meetings were held at the conclusion of the process to show the results of the management plan and give attendees the opportunity

to comment. The workshops were held in Ogdensburg and Gouverneur. Each consisted of the PowerPoint presentation and a Q&A session.

B.3 Online Survey

An online survey designed to solicit public opinion on a variety of topics relevant to the Oswegatchie Blueway and blueway communities was developed. The survey was available all summer and into fall 2015. . Promotional material for the survey including a flyer and news release were prepared. The Steering Committee assisted in promoting the survey through their respective websites and networks. Other entities were called on to assist in distributing the survey. Links to the survey were widely available. Paper copies of the survey were available for distribution to anyone who preferred to fill in a paper copy and two such surveys were received.

The survey is summarized on the following pages.

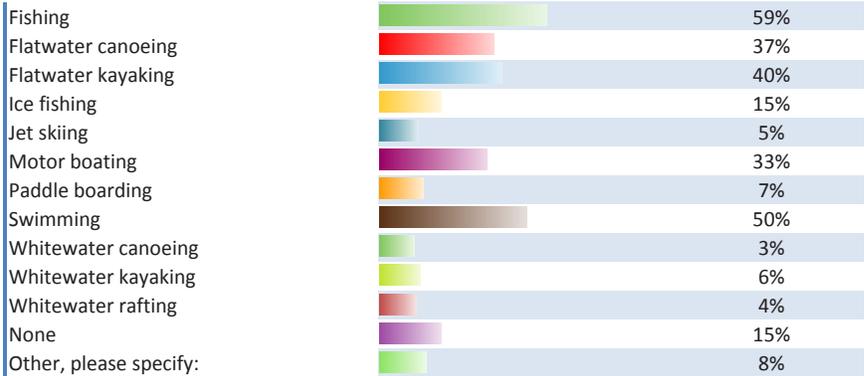


One participant in the public open houses suggested a put-in be established up-river from the existing take out on the edge of Yellow Lake State Forest. These would put them within one-half mile of one another on Chisholm Road. If a parking area could be established between the two, paddlers would have easier access to this stretch of the Oswegatchie River.

Other responses included:

- Inner tubing
- Paddle Boat
- Canoeing, kayaking
- Hunting
- I enjoy looking at the river, relaxing.
- Trapping
- Wheelchair trails along the rivers
- Tubing or just floating down the river
- Camping
- Nature observation and photography
- Hockey, Hunting
- Education
- Plein air art. foraging, hiking, sightseeing, birdwatching

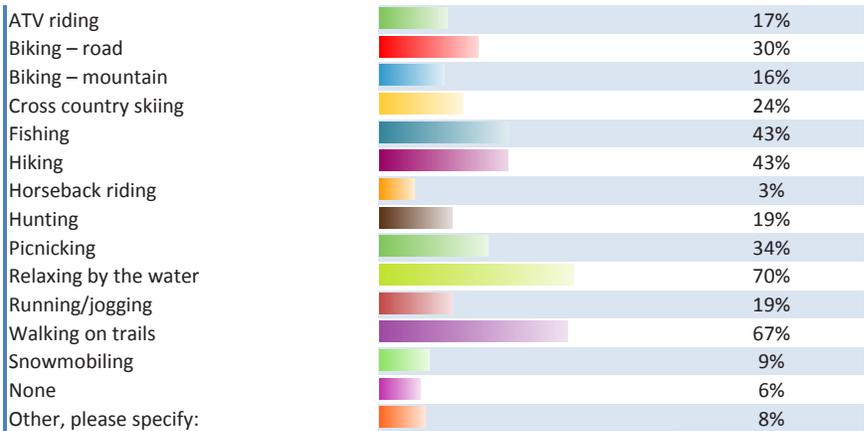
I participate in the following water-based activities on the Oswegatchie River Blueway:



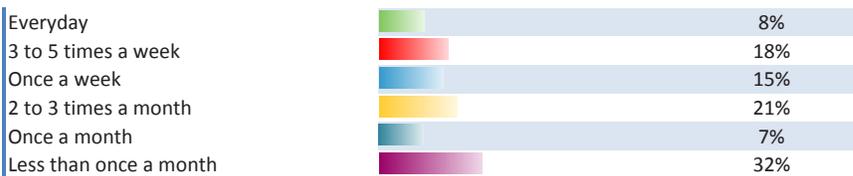
Other responses included

- Photography, geological formations, herbal and plant Identification
- Bird watching
- Trapping
- Photography
- Snow shoeing
- Trapping
- Camping
- Walk
- Summer camp

I participate in the following land-based activities on the Oswegatchie River Blueway:



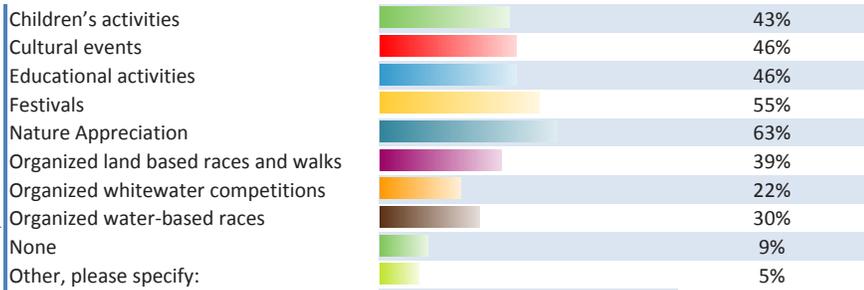
I participate in recreational activities on the Oswegatchie River Blueway:



Other responses included:

- Photographic areas highlighted, identified geological formation, plant life and historical areas of importance
- Camping
- Clean up the old pump house area, revitalize the canal with better water flow for children’s fishing and better habitat. Restructure the river bottom near the dam to encourage better fish habitat, create a fish ladder to increase fish populations to migrate above the dam.
- Car top boat launches, swimming areas
- Shops and stores
- Land use regulation and open space conservation
- Yurts, lean-tos, camping

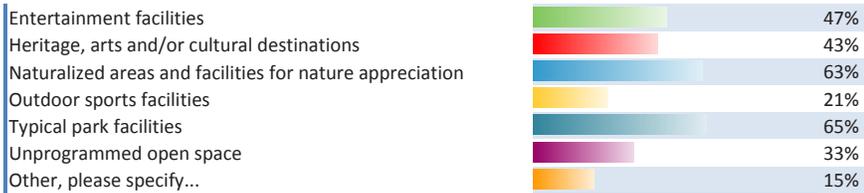
I would like to see more of the following types of activities available on the Oswegatchie River Blueway:



Other responses included:

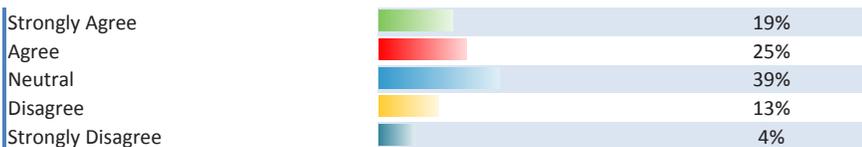
- Historical destinations
- Walking trails that are marked and identified
- Walking trail expansion
- Bathroom
- Expanded trail system, small parks, natural gardens
- Small campsites for backpacking
- A beach
- Camping sites
- Boat ramps
- Beach, swimming
- Would like to see the trail extended and reverted back to sidewalk area on 812 for a longer walking area. My family and I are particularly interested in car-top boat & fishing facilities
- Keep man made structures & gas powered activities to a minimum or not at all
- More places to put into the water for boats and light floatation devices
- Handicapped playground amenities

I would like to see more of the following types of public amenities on the Oswegatchie River Blueway:



- Swimming areas
- Lighting
- Boat launches
- None
- Boat launches and docks
- More danger markings on Cranberry Lake. Also need more public dockage at the public launch now the marina is closed. Has become very busy and crowded. Boats being left in the water for days at the dock now and in the parking lots!
- Trails, mountain bike trails
- Improved public docking facilities
- I like it exactly like it is. The taxpayers’ money can be better use. ie medical, finding a cure for cancer, etc.
- Restaurants

Overall, I believe that outdoor recreation facilities on the Oswegatchie River Blueway are of high quality.



Significant attributes:

- I would like to see some historical rendering of life in the early settling days (1800) on Ogdensburg's industrial past.
- "Oswegatchie needs. More boat ramps for access to river segments. More camping areas. Nature Trails. Walking trails"
- Identify environmentally sensitive areas that could be appreciated but need protection such as areas where unusual and rare plants or wildlife are. That does not mean being made off limits but rather creating ways to enjoy without destroying the very thing one comes to observe.
- Cultural heritage but because I am unfamiliar with all that the river has to offer, I am unable to provide exact locations. Heuvelton and the Pickens Opera House might be a good example.
- Enhance the opportunities for people to use the river recreationally. Preserve the character (s) of the different sections of the Oswegatchie.
- Scenery and rustic charm. Boat/kayak launches.
- The scenic quality of the River corridor should be preserved. The uniqueness of the existing "downtown" areas that the River meanders though should be enhanced with amenities to support year round use of corridor activities. The primary "downtown" areas would be the larger population centers: Ogdensburg, Heuvelton, Gouverneur...Cranberry Lake should also be enhanced with supporting infrastructure - lodging, restaurants, etc.
- Hiking trails - hunting areas - picnic and camping areas
- We need a place for our kids to enjoy and swim!
- The area needs to be maintained meticulously at all times to be presented with pride. The maintenance care at this point is average at most. Another concern is the lack of respect for others from dogs not on leashes to young adults causing chaos. I think it needs to be monitored regularly to reduce problems like these.
- The history of Ogdensburg needs to be used. A close study of Ogdensburg history shows that this country would have been much different without Ogdensburg. Ogdensburg has given much to this country in the past. That needs to be shown to everyone. Also the water edge should be improved like the blockhouse island park in Brockville Ontario.
- The bridge over skate creek, which has been closed to vehicular traffic for a long time, should be opened to recreational use. ATV and snowmobiling are the fastest growing leisure pursuit, but the completely closed bridge discourages these ventures. The power company I believe owns it. Either open it up for recreational use, or make the power company remove it. It is an attractive nuisance as it is. The power company seems content on letting it rot and fall into

The most significant attributes of Oswegatchie River Blueway that should be preserved and/or enhanced are:

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree
Water-based recreational activities	64.9%	25.3%	7.8%	1.3%	0.6%
Land-based recreational activities	66.4%	26.3%	5.3%	0.7%	1.3%
River character	68.0%	21.6%	8.5%	1.3%	0.7%
Scenery	72.9%	20.6%	3.9%	1.9%	0.6%
Rural setting	55.0%	29.8%	13.9%	0.0%	1.3%
Friendly small-town atmosphere	61.2%	30.3%	6.6%	0.7%	1.3%
Rich history	53.6%	27.2%	15.9%	1.3%	2.0%
Downtowns	37.6%	32.6%	22.0%	2.1%	5.7%
Environment ecology and water quality	73.3%	17.3%	6.7%	2.0%	0.7%
Farming and agriculture	29.5%	33.6%	28.1%	4.8%	4.1%

flat Rock flow. That's a travesty.

- Nature and horticulture and education fact boards about history of area
- "Remove the substandard. Housing along the waterfront via a tax enhancement or raise the taxes on these old and substandard housing over a period of time then reclaim the waterfront side via eminent domain provisions. We are subsidizing these run down properties that TAKE the waterfront and pay a smaller tax than those of us who live off the water and pay high taxes on well maintained homes in town.
- Take back the waterfront for public use think big , create a park along the immediate riverfront on BOTH sides of the river out to route 37 "
- The Crescent area and the Public park between East River and Mill Streets should be cleaned up and beautified to attract people to these areas. A band shell along the Crescent would add a great cultural aspect for concerts and art events. I also believe that lighting the dam with colored lights at night would be a wonderful tourist attraction that would greatly enhance these areas.
- Small town feel in villages....incorporate their unique heritage in the advertising.....
- Public access to waterways
- Corridor connectors to the communities
- Better fish habitat in created below the dam. Dredge the old canal and add water flow back to the area that was once rich with aquatic life. Structure the peninsula near the old pump house with greenery, benches and tables. Remove the eye-sore of a wall that divides the water and create a better habitat for native species.
- Protect the water from the spread of invasive species, and to establish habitats for endangered or threatened species, particularly butterflies and bats.
- The unspoiled rural or wild areas, including wildlife and habitats
- Walk/carry in boating only, better access fishing points, nature trails NO ASPHALT
- Wilderness experience in areas where it already exists. Enhance the ability to keep it clean and free of trash and debris. The Blue Way Trail needs to start at Lows Lower Dam on the Bog River where the access for the Oswegatchie has always been and is recognized as being such.

- It should be kept as natural as possible, with “human” enhancements (access points etc.) clustered, not spread all along it. Think like “cluster” second-home development.
- Waterfalls and swimming holes.
- Focus should not be entirely on the Ogdensburg area. It should focus on the small communities upstream.
- Old DeKalb needs a place to put in boats etc. the water from Old DeKalb to Kendrew is a fun place to swim and boat and fish and float because the water isn’t usually swift in that area.
- Fort LaPresentation, Ford Family Memorial, Railroad History (former RR right-of-way),
- Lodging and entertainment is lacking, the area competes against lake placid and old forge, both strongly developed for tourism.
- Ogdensburg needs to capitalize on both rivers like Abay, Prescott, Clayton, etc. There is nothing near either river to draw boaters to the city except the Remington. We do lots of studies but never act on becoming a destination. We are sitting on TWO beautiful rivers-lets get all we can out of them.
- Additional boat launches are needed or other access areas along the way for kayaking etc. as river bank is often too steep for safe entry. Additional or improved road access for riverfront properties. It has been difficult to invest in properties that might promote camping etc. due to limited access and power. Access also to public bathrooms along the river. The clearing of poison ivy around boat access areas and public bathrooms should be routinely monitored.
- Nature appreciation along the Oswegatchie trail at the mouth of the Oswegatchie River - birding would be enhanced if you could see the lower areas along the end (RR bridge) section of the trail.
- If we are talking about the river from its source. There are areas that need to be open to the public at least on a Conservation Easements. Some of the best fishing and scenery of the river is not available to the public as is sits on private lands or leases to large hunting clubs that lock out access to everyone,
- One continuous trail without going on main roads.
- Solitude
- More trails along the river.
- Less agricultural run-off, reduce bank erosion
- This river as it runs St Lawrence County is a “awesome” fishery & deer / animal magnet. Let’s not make it too commercial especially the wild parts
- “Better boat launches for people wishing to venture up the Oswegatchie River, whether it be in a canoe or a power boat. Boat launch is on Lower Lake Street in Ogdensburg. There should not be
- Fish ladders put in place to enhance the fisheries. This may allow invasive species into areas they normally may not normally be able to get to.”

- We need better boat launches.... Picnic areas, the river should be mapped out to what you can do in each public area.
- Historical sites, railways if any.
- Conservation of natural landscape for fish & wildlife and scenery; maintenance of high water quality and high quality recreational opportunities free of disturbance from jet skis, high-powered motor boats, and ATVs.
- Keep it like it is. Government should not be involved in this type of activity. Reduce taxes.
- They need more parking and dockage at Cranberry Lake and Wanakena. One ramp is not enough for a lake of that size. Maybe another ramp and the campgrounds. It wouldn’t hurt to put camp sites along the river in areas that kayakers could get to for camping.
- Ensuring that we can increase recreation while protecting both habitat & water quality is very important. I would like to see bear-proof, maintained garbage/recycling/compost areas at key spots as well as signage/fines for littering (carry-in/carry-out). The towns really need more eco-tourism/regional tourism dollars spent on marketing - they just don’t have the resources and they are struggling. Clifton-Fine (Cranberry Lake to Oswegatchie/Fine) is the start point heading to the St. Lawrence. We have some good infrastructure, but the need to maintain/update & enhance is definitely needed.
- Trout, headwaters
- Walking trails maintained and extended
- Any of the water ways along 812 has I so much to offer the people from just about all of the things put on this survey. It is a water way that has so much to offer a lot of people .it is nice to come home from work and see it being used from kids swimming to family fishing with kids. That’s what we need more things for our family to do with kids.
- There needs to be additional access: any sections of the river along which there are more than two miles without any public access (ie Eel Weir dam to Ogdensburg)



Drop in rapids above Emeryville Dam, east side of the island (photo courtesy of Janet and Bob Wakefield).

Specific attractions:

- Some should be placed where ever access points are located especially if the attractions can be linked to downtown economic activity.
- The above need to be frequent enough to allow people to traverse a section of the river and be able to stop to eat, visit rest rooms or stay the night before continuing.
- Probably located close to more populated areas, but with wilderness areas, we should promote primitive camping sites for their possibility to offer more to the traveling public.
- Viewing areas and directional information provided at areas that are able to be accessed via vehicles or bikes. Handicapped areas again close to vehicular access. Interpretive information at river access points as well as strategically placed along the trail to keep travelers interested. Encourage small businesses or local organizations to promote the river through festivals or activities.
- More populated areas for security of individuals & facilities/attractions.
- Signage is greatly needed across and throughout the corridor and should be implemented in conjunction with additional access points. High priority signage should be developed indicating high risk areas, rapids and falls. Developing access or viewing areas from which these scenic, natural attractions can be safely viewed in and of itself would be an important project.
- Biking, hiking, walking, jogging trails should follow the extent of the blueway where ever possible. Campgrounds, Lodging and Restaurants should be off the Blueway, maybe close enough to get to from the trail system but not invasive of the trailway. Access points and public rest rooms should be situated in the areas that do not intrude on the natural beauty of the river and surrounding area.
- Near existing and future access points, areas where the river is in close proximity to highways and “hub areas”, such as Cranberry Lake, Ogdensburg and perhaps Gouverneur.
- I think there should be a trail that allows people to hike and camp with water access without seeing other people. A trail that runs through forest near the river.
- Rural areas
- Along the maple city trail or anywhere available. We need to take advantage of where we live.
- Outside of Ogdensburg, NY on route 812, just past the airport. Could develop a rear access area to the maple city trail in Ogdensburg and restore the old rail bridge and continue on the trail over the river.
- Cranberry and Star Lakes
- Yes, a lot of small businesses

To improve the Oswegatchie River Blueway experience, the following attractions and amenities should be developed:

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree
Biking/hiking trails	62.9%	25.8%	6.0%	2.0%	3.3%
Campgrounds	41.2%	34.5%	17.6%	3.4%	3.4%
Directional signage	43.7%	35.1%	17.2%	2.0%	2.0%
Interpretive information	43.7%	37.7%	11.9%	4.0%	2.6%
Lodging	29.6%	32.4%	26.1%	4.9%	7.0%
Public parks	37.9%	42.1%	15.2%	1.4%	3.4%
Public restrooms	41.2%	43.2%	8.8%	2.7%	4.1%
Restaurants	36.4%	30.0%	22.1%	5.0%	6.4%
River access points	59.7%	33.8%	2.6%	1.3%	2.6%
Viewing areas	56.6%	34.2%	5.9%	2.0%	1.3%

- All over
- They should be developed in as many locations as is feasible....
- Outside of ogdensburg from dam yo Eel Weir dam
- Ogdensburg, Gouverneur
- Most of these amenities would serve best if located in or near Ogdensburg as area residents and visitors could experience multiple components of the Blueway without traveling far.
- Near Ogdensburg it is really needed as the river and the Oswegatchie are beautiful and should be developed so more people can enjoy this area.
- In communities with infrastructure that can support them.
- No preference
- Ogdensburg, heuvelton and near the villages. Some how join the activities to the neighboring village
- Investments along the blueway should complement or leverage other initiatives & projects that are implemented by local govts and organizations.
- On the lower end from DeKalb - Ogdensburg as well as the area around Route 3 and into the Adirondack headwaters.
- Direction signage for portages is very important. Wayfinding signage is towns and ports. Much of St. Lawrence County is lacking in lodging and dining. I would keep interpretive portion, which I feel is very important to town centers. There is potential for added hiking destinations and with a bit of research they can either be found as positive or negative. Short trails from the Blueway Trail add features not easily seen or reached from roadsides, like backcountry ponds, mountains, wetlands, birding, etc... The trails also allow for “exits” so to speak for paddlers to get out and efficiently stretch their legs. Campgrounds is not a good word, primitive campsites is more like the term that should be used. Campgrounds you can’t develop but camp sites can be. There should be campsites with privies ample enough to support projected usage. These campsites should also not be easy to access from roadsides due to overuse and destruction for roadside users.
- Again make sure they are along the entire “Blueway”

- not just Ogdensburg
- Near villages in general, esp Thousand Islands to Ogdensburg area or Massena
- Old DeKalb by the bridge. Kendrew by the bridge should be enhanced. Rensselaer falls to Heuvelton should have a boat dock somewhere along it's banks .
- As close to the river as possible.
- Gouverneur and surrounding area
- South of Heuvelton
- Near cities,villages and hamlets.
- Outside of villages. Keep the peace of quiet of nature. Small parking areas.
- The town of Cranberry lake
- Anywhere there is population, especially Ogdensburg, which needs all the help it can get to draw people in. This city is in dire need of something to bring it back to life.
- Heuvelton is one area as it is a nice smooth stretch of the river.
- RR Bridge end of Oswegatchie River in Ogdensburg
- Up river from the Gouvernuer area
- Kayak/canoe portages
- Edwards to Gouverneur
- Ogdensburg, stay out of the Adirondacks
- Cranberry Lake, Gouverneur, Star Lake
- Trails should run the entire length.

- “Benches & rest rooms for the public every 3-4 miles. Restaurant or place to purchase {snack bar}
- Every 2-3 miles.”
- I live in Oxbow NY, the launches are terrible, no picnic areas, don't know where I can go on the river, this is a beautiful area of the river we need to promote it, build it up, people in the north country are boaters, fisherman, kayakers we need to give this area something not just the Adirondacks .
- Small town and villages like Harrisville NY
- Throughout the Blueway, located and designed in harmony with the natural environment and the existing character of the area.
- Don't need to be developed.
- I think Cranberry Lake and area has a lot of untapped potential.
- At the existing town points along the way. Not sure where in-between it might be needed, though.
- Clifton, Fine
- Ogdensburg to Heuvelton
- 812 a lot of land and it is being used. I feel it would be used more if it was developed a little nicer. It all about family time . Bring it in so we see more of it..
- At each community five to eight miles apart.
- Partnership with Indian Creek Nature Center and the connection with Grasse River and opportunities that are occasionally offered

Please complete the following questions:

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree
The Oswegatchie River Blueway should improve recreational opportunities for residents.	69%	25%	2%	1%	3%
The Oswegatchie River Blueway should create entrepreneurial opportunities for residents.	50%	25%	19%	1%	6%
The Oswegatchie River Blueway should attract tourists and tourism spending.	60%	28%	8%	0%	4%
Preservation of the scenic and ecological character of the Oswegatchie River is a priority.	71%	23%	3%	1%	2%



Spectacular view of the Oswegatchie from Flat Rock, about an hour or two paddle upriver from the put in at the inlet road near Wanakena (Chris Angus photo).



Specific obstacles:

- Interruption by dams; having to carry kayak/canoe up hills and back down.
- Dam portages - signage identifying rapids and severe white water.
- Part of the obstacles exist due to lack of information...access and lack of access may be as simple as knowing where it does exist. We fail to advertise the opportunities that exist such as world class opportunities for photographers, the opportunities for birders, geology nuts, wildlife viewing, and natural plants and trees that are unusual or rare. So identifying where things currently exist then connecting them for others to traverse, hop off and do something else is key to promoting the whole rather than bits and pieces
- Again, due to my unfamiliarity with the Oswegatchie River, I am unable to identify specific locations, but as I travel and become aware that the river is flowing through so many communities, I can see the potential for better access and awareness of this natural resource.
- There is limited access to the river between Fine and Heuvelton for related activities, access points by car, access points by recreational trails and for canoeing, kayaking, boating and fishing.
- Boat launch next to clubhouse, benches.
- While some small boat launch areas exist, these launches are in need of great improvement - Heuvelton and Ogdensburg are good examples. Both have access, but the existing access is limited.
- In my area (Ogdensburg) and nearby, there is limited access with the exception of the Maple City Trail. Access needs to be improved, the former railroad bridge is a dangerous site.
- Existing dams, rapids and general lack of accessibility along vast stretches of the river.
- Farm land run off
- Bridge over Skate Creek, Skate Creek Road.
- Get rid of junk or run down undertaxed riverfront residential housing in Ogdensburg
- Replacing the train bridge on the Oswegatchie trail near Ogdensburg would allow for uninterrupted walking and biking between Ogdensburg and Heuvelton. There is no direct boat access from the Oswegatchie River to the St. Lawrence River.
- Any place lacking accessibility, but providing good recreational opportunities, should be improved.
- The pump house, old canal, the dam, specifically the concrete wall that divides the waterway.
- Shouldn't change the natural order of anything, just more walking trails. Maybe try to get more wildlife in the area by possible planting certain plants to bring them in.
- N/A
- Additional put-ins/outs and staging areas for paddlers.
- Portage routes at dams

The obstacles and deficiencies along the Blueway Trail that should be improved are:

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree
Brownfields and former industrial uses	44.9%	29.7%	21.7%	2.2%	1.4%
Dams	25.8%	42.2%	28.0%	3.8%	0.0%
Lack of access for persons of all abilities	37.7%	37.0%	19.6%	2.9%	290.0%
Lack of accommodations/dining	35.3%	30.9%	25.0%	5.9%	2.9%
Lack of related activities	24.1%	41.4%	28.6%	3.0%	3.0%
Lack of river access points by car	32.6%	36.9%	21.3%	6.4%	2.8%
Lack of river access points by recreational trails	39.7%	41.8%	14.2%	2.8%	1.4%
Lack of river access points for boating and fishing	36.2%	33.3%	21.7%	8.0%	0.1%
Poor water quality	23.5%	22.7%	34.1%	15.2%	4.5%
Unsafe river conditions	9.8%	25.0%	43.2%	17.4%	4.5%

- Dining and lodging is lacking in many areas, but in particular Cranberry lake
- All along the river there are no rest room facilities . It's hard to find a place to park a car and just see the river and scenery. Lodging is found only in populated areas . Not enough camp areas
- All trailheads should have parking for at least 4 vehicles. Majority of trails should have some length of trail for handicapped individuals. ALL areas should have rest room facilities. Riverside sites away from Ogdensburg!!!
- Again, there are no places to shop or dine, the two biggest draws for a small community
- On stretches of smooth waters such as around the Heuvelton area below the dam and probably many other locations as well...difficult for boaters to go far in a non-powered boat as there are few places to get in and out, stretch, picnic, use bathroom.
- Up river from Gouverneur.
- Work with landowners to get trailways by the river.
- From Ogdensburg {Lower Lake Street} boat launch up to Black Lake. There is really no place for people to use rest room or picnic. The scenery is beautiful, not to mention the nice fishing holes.
- Pollutors, septic, and leach field, drainage
- Input from qualified planning and design professionals should be sought to ensure that new facilities serve needs with minimum environmental impacts.
- If improvements can be accomplish without taxpayers money, improvement should be made all over.
- I know that in Clifton-Fine area lodging is a major obstacle. This is likely the case for other small towns or towns that used to have industrial/logging/manufacturing economies. We've lost accommodations in Cranberry lake with the closing of the Cranberry Lake Lodge. I think that some "galloping" options like Yurts, TeePees & Canvas-Tents on platforms could be an interesting option for those looking to have a 'green' experience or a more rustic experience. Supporting business loans for investors looking to revive/open lodging would be very helpful. There are quite a lot of licensed guides, as well. I'd like guides to be featured in the marketing of the Blueway.
- 812, Richville, Kendrew and old DeKalb please so much to offer very pretty area.
- All activities for families to get out and exercise, on foot, bike, skis etc

Locations for services:

- I would like to substitute QR codes for GPS in case GPS coverage isn't available in the back country.
- They would need to be accessible wherever people ended up or started from. Developing a series of start and end points then building the above suggestions around them is just a beginning. Once people begin to come, a natural expansion of services will occur if people who live here listen and are open to them.
- Larger urban areas will no doubt be the likely location for some of these amenities. However, I might recommend a business guide that could identify specific spots and opportunities that would help with the overall promotion of the river. If a business guide was posted on the eventual web site that is proposed for this project, interactive links with the in the guide would showcase specific services and businesses that are part of the Oswegatchie experience.
- On any stretch of the River which is appropriate for the activity. Many sections could be used if made more available to the public.
- Services should be clustered in existing population centers: Heuvelton, Gouverneur, Ogdensburg, Cranberry Lake.
- These could be done just about anywhere on the trail.
- Hub areas such as Cranberry Lake, Ogdensburg and Gouverneur.
- Preferably not in the village or city but in areas that aren't congested.
- Urban areas
- Ogdensburg
- Star Lake and Cranberry Lake.
- Anywhere that would boost small town economy
- Where practical
- These services should be located in and at the outskirts of Ogdensburg as the City could act as a base point for departures and returns. It would also prove convenient for obtaining supplies, repairs, and transportation.
- Again in the Ogdensburg area.
- Where ever food/lodging amenities are available
- All throughout
- Hamlets and population centers.
- Ogdensburg, Heuvelton, Rensselaer Falls, Gouverneur, Star Lake, Cranberry Lake

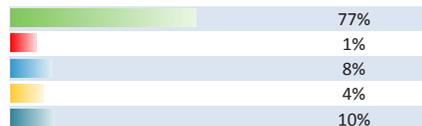
What services would enhance the Oswegatchie Blueway recreational experience?

	Strongly Agree	Agree	Neither Agree Nor Disagree	Disagree	Strongly Disagree
Custom trip planning	17.5%	29.2%	42.3%	5.8%	5.1%
Gear and car shuttle services	14.2%	23.9%	46.3%	9.0%	6.7%
GPS-enabled wayfinding	20.0%	37.8%	30.4%	5.9%	5.9%
Group trail excursions for paddlers, bikers and hikers	31.4%	41.4%	17.9%	5.0%	4.3%
Marine services	18.5%	41.5%	29.2%	5.4%	5.4%
Outdoors workshops on nature and ecolog	37.0%	34.1%	23.9%	1.4%	3.6%
Outdoors workshops on the arts	33.3%	31.1%	29.6%	1.5%	4.4%
River guides and charter services	23.7%	35.6%	32.6%	5.9%	2.2%
RV service	16.0%	26.7%	37.4%	10.7%	9.2%
Transportation services	11.9%	26.9%	46.3%	8.2%	6.7%

- Everywhere
- Anywhere that has some space.
- South of Heuvelton
- Near cities and villages
- Self-guided trails from major village to major village and back, or around each local village. Make a parking area near trailhead. LOVE the setup of Lampson Falls!!! Use that as a model. There's a good sized parking area, trails are handicapped accessible. Trails are marked with difficulty rating. The area between Heuvelton and Rensselaer Falls could be developed in several areas, especially the small rapids on River Road
- I think current road access to properties along the river should be investigated first as these areas could be enhanced rather than starting everything from scratch. You may also have people who would be able to help maintain some of these amenities. Improved road access and power access would encourage current property owners to enhance their properties, participate in some of the development of amenities or new investors to buy property along these areas which already have minimal access. This way you are limiting how much you are disturbing the lands along the river. There are many camps and properties along the river that currently sit vacant. Approach these property owners first before disturbing too much new undisturbed land. That way, the serenity of the river is not changed too much.
- Ogdensburg, stay out of the Adirondacks.
- The entire length for paddlers. The entire length for hikers/bikers.
- Harrisville, NY the gate way to the Adirondacks!
- Where they are needed based on studies by competent professionals and input from knowledgeable citizens.
- Don't need these services.
- Again, utilize existing towns on the Blueway. They have infrastructure but it may need support updating or enhancing. I know that the Clifton-Fine area is eager to focus energy on this project.
- Small business opportunities for small towns along the way

I am a:

- Full-time river corridor resident
- Seasonal river corridor resident -- Fall/Winter
- Seasonal river corridor resident -- Spring/Summer
- Visitor -- Fall/Winter
- Visitor -- Spring/Summer



The best thing about the Oswegatchie River:

- The natural ability to provide a relaxing, stress free environment.
- It is located where I live. The walleye fishing is great.
- In much of the rural portions it is difficult for the public to access and consequently has remained largely unspoiled.
- The Oswegatchie River is a very diverse river that offers dramatically different opportunities depending on where you visit. It offers exciting whitewater in some stretches, placid family oriented paddling in other sections, amazing untouched vistas with no sign of man for miles and great fishing.
- The open availability to create activities and open this wonderful natural resource to the public.
- Is the natural beauty that we have in this area.
- There is opportunity to develop it so there is something to interest every age, every skill if we build it or enhance what is already there.
- It's natural beauty and the many ecosystems it supports.
- That it has such great potential for becoming a destination for water recreation enthusiasts.
- The potential for low cost, locally situated recreation for residents, including those with handicapping conditions and the opportunity for small businesses to start up in areas in need.
- Communities along the trail are working together to enhance opportunities on the trail.
- Beauty
- The existing natural and scenic beauty, as experienced from a canoe.
- That it is being developed.
- The unspoiled beauty, it's historical significance to St. Lawrence County and a great fishery.
- That I don't have to travel far to visit it.
- That it is an untapped resource
- The natural untouched beauty
- It is natural
- Beautiful
- It's pristine views I don't know
- "Latent potential Thirsting for BOLD Visionary Leadership to recapture the waterfront for public use by a planned program of ridding the waterfront of junk properties. It will take courage to do the right thing for future generations , our forebears had neither the vision nor the leadership ability to get this done . Thus We have a hodgepodge of run down housing taking our most valuable resource away from public use .
- Does the leadership exist now to finally recapture this most precious resource . The Burg could be a jewel. The

confluence of our two rivers should be our crown jewel ... get it Done !"

- Beauty
- The diversity of the river itself as well as the included towns/villages/hamlets
- The natural world unfettered by development
- A beautiful place to visit
- The Blueway Corridor has the potential to greatly improve the quality of life for the residents of many communities by providing more recreational, cultural, and ecological programs and opportunities. The economical impact realized by these improvements will be a great positive effect on an area that is struggling to keep jobs and residents here.
- It is beautiful and fishing is a huge attraction that should be more accessible and marketed upon.
- That it has HUGE potential. It is an untapped resource/ asset!
- Natural ecology
- Trails
- Potential economic stimulus.
- Chance for enhanced development
- Trees, river and wild life
- Nature...
- The beauty
- Its potential to enhance quality of life for residents and visitors alike
- Its natural beauty.
- It is quiet and used very little. As a person who lives on the river I would hate to see that change.
- The unspoiled nature of the areas surrounding the river.
- Quiet paddling opportunity
- Its natural beauty
- Its ease of access to wilderness and town fronts.
- Its potential
- Its natural beauty.
- River and shoreline appreciation
- Nature at it's finest with something for everybody to enjoy. The scenery is beautiful all year around and more trails would make it more accessible for all types of people to enjoy. Boat launches would bring in more fisherman and users would be able to enjoy the scenic areas easier.
- Its relatively pristine character and its potential for enhancement.
- The riverine ecosystem, it is both traditionally scenic and ever changing.
- The natural ecology of the area.
- Rural towns



- Beauty
- The serenity of small town scenic beauty!
- Its potential.
- The opportunity for economic growth.
- It would help tie together several small towns that could use the boost in tourism
- Fishing access
- It's sheer beauty. It's a great, clean river and we need to preserve it's character while drawing people to the area.
- It is such a beautiful and peaceful river.
- The diversity of the waters; I love the easy kayak into swamp/slow waters to explore the wildlife and plant life.
- "he potential for recreation and linking municipalities together
- It's location between two assets...St. Lawrence River and the Adirondacks
- Very few people
- It's pure natural beauty, water use boating and swimming. Also walking and hiking and bicycling in the area.
- Its rural and wild nature.
- Its beauty.
- History and culture
- Designation for appreciation of a natural resource.
- Beautiful scenery, world class whitewater.
- It is still undeveloped and a natural habitat.
- Beauty
- Its potential, especially in the variety of its surrounding land(from wilderness, to rural, to village and city).
- The beautiful scenery & the quietness. Boats are capable of maneuver up to Black Lake or vice versa, but you have to go slow. The scenery should be enjoyed by everyone not just people in canoes
- Beauty
- You never know what is around the next bend
- That it exists as a high quality natural corridor of ecological significance that provides habitat for native fish and wildlife and enhances the lives of area residents and visitors with diverse outdoor recreational, educational, scientific and cultural opportunities.
- Just the way it is. Don't destroy the beauty by attaching tourism. Trash, Beer Cans, Etc
- The great outdoors and nature it is a beautiful river that everyone should be able to enjoy in their own way that makes them happy.
- The scenery.
- Variety.

- Clean waterway
- Education
- Make it safe and beautiful and they will come.
- Its history and connection from the Adirondacks to the only city in St. Lawrence County aka Ogdenport.



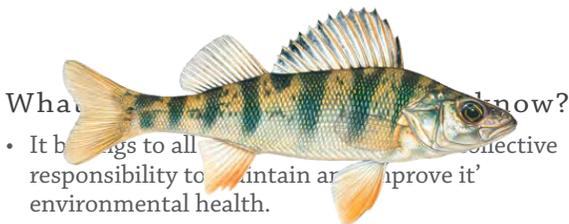
Things to Consider:

- Attention on the river
- Public access.
- People tend to ignore, forget and take for granted the Oswegatchie River. In most communities located along the river, the Oswegatchie is not recognized as a valuable resource or potential tourist destination. Few people are aware of sections of the river more than five miles from their homes. Few people are aware of what they would find if they did go on the river in other sections.
- A list of what can be done on which parts of the river and then access for the public to do those things.
- Although there has been a vast improvement of activities in this area just in the past five years, there is always room for more year round. It's tough to think of changes without vastly changing the landscape. However, if we want more business/commerce in this area, change needs to happen and be welcomed - without destroying our best qualities in the process.
- Access to the area with trails, parking areas, and promotion of the area's activities and offerings.
- Access to different areas; awareness of access points.
- The general information about the river that could be provided to the local residents AND the traveling public. I anticipate that we will be able to market the Oswegatchie River like we market the Grasse River, thereby insuring that Canton can continue to attract tourism dollars.
- More access points for low impact uses of the waterway and more hiking/biking trails.
- Trail
- Connecting attractions and amenities so that residents and visitors can take advantage of the river and the small towns/businesses along the River.
- The need for increased access points, improved infrastructure and aggressive marketing.
- Public access to the water and campsites for backpacking.

- Water quality
- More involvement
- Attracting tourists
- See previous statement !
- Safety
- Access to the water
- Removal of adjacent agricultural activity that pollutes the water
- Recreational trails
- Attractions and accessibility. We need to get more attractions to create more opportunities for residents and tourists, and make them very accessible and cohesive. This will bring interest, business, and trade to the area.
- Clean up, more trails for walking, running, biking and more open to the public
- Peoples' awareness of the river's potential for recreational activities.
- Public access
- Tourism and attractions
- Promotion, and attractions
- The old pump house area, canal and dam.
- Allow more ATV access points but with strict rules.
- Public facilities
- Recreational
- Recreational development
- Increased opportunities for public access both inside and out of the blue line.
- Development in the towns and villages. Leave the rest of the river alone.
- Providing information about the waterway and how/ where to access and what to expect.
- Access and signs
- Walk in access points
- Access over private property where portages and launch areas will be needed.
- Proper (i.e. ecologically sensitive) balance of preservation and access.
- ...That its not always clear where it is possible/legal to access the river for recreation.
- More focus needs to be placed upstream and in the Adirondacks. Much of the funding is focused on Ogdensburg and other larger population centers. This needs to change.
- Wheelchair accessibility
- Advertisement . Only the locals know that this is a beautiful area all year around . The Thousand Islands get much more notice than this area because they advertise more.
- Increased length to the walking and bicycling trails,

- interpretive signs and benches or some picnic tables.
- Access along many sections of the river. This should create demand for the non-existent cultural facilities(amphitheater etc.) and eventually lodging.
- Informing the public of its special and ever changing nature, educating people about access points.
- Lodging
- Access for everyone
- Access for handicapped individuals, parking and signage.
- Public relations. The public needs to know what's available.
- Walkways along the major highways that it runs along. More access to the river, more exposure through several outlets.
- Fishery
- Things to draw the people here-stores and dining
- Safe access for small craft boating along the way and bathroom facilities.
- Maps and access points
- Public access
- Boat launches and docks
- Business... there is not even a Marina at the lake now. No place to store or keep your boat there for the winter or to even leave it docked in the Summer.
- Opportunities for local entrepreneurs connected with recreation.
- Accessibility, access, recreational access
- Cohesiveness along the complete corridor.
- River Access, preservation.
- Information about what is already available.
- The river's public promotion as a unitary destination with a wide variety of possible experiences(although many physical improvements are very important, making these improvements known to the public will provide a richer experience for local residents, and offer the possibility of economic growth via increased tourism).
- The walking trails, place to get refreshments , go to the rest room & boat launches for boat trailers so sports persons have access to the river.
- The resource it can provide for everyone. Use Harrisville NY, for example it has a park, it has picnic area, fishing,canoeing kayak, handicap accessible, and a beautiful view year round . Why stop/start in Cranberry is it all for St. Lawrence county
- Public appreciation and respect of the river ecology and its watershed.
- Ease of access, dining and entertainment.
- Lodging and accommodations.
- Local poverty.

- Access
- Bring it to our towns for family time
- A paved trail to start.
- Mapping and points of interest. Was Coopers Falls addressed at all? Again, history and portages.



What do we know?

- It belongs to all of us. We have a collective responsibility to maintain and improve it' environmental health.
- Help educate residents of St. Lawrence County about what they would find if they explored and visited the Oswegatchie. Help make access easier and more visible
- Buy in from the residents to create the vision and the action based reality
- I hope there are eventual plans for the creation of a video that would describe the "Oswegatchie Experience" to help local residents to market the river to the traveling public.
- The river is an underutilized local asset largely due to limited public access.
- Everyone participating in the process
- Signage and access points are essential! The river is already beautiful and the quaintness of the small towns is there (can be enhanced, but is there), but people including long-time residents don't know how to access it!!
- Yes, it would be great to develop support services, guides, and transportation services, but without developing the need these businesses can not exist. We need to focus on creating the need through marketing what we currently have and then making small improvements across the corridor.
- This asset, like so many other natural assets of St. Law. County is vastly unknown to many people in NYS and neighboring areas. Only through aggressive marketing can we begin to take advantage of this resource, and by doing so, reap the benefits that so many other areas throughout the country are enjoying as a result of increased tourism.
- How will this trail benefit St. Lawrence County?
- Help find funding for farmers to allow them to be more proactive in the runoff and water quality issues
- It's dirty
- I am suggesting development of a trail park in Ogdensburg similar to Onondaga Lake Park in Syracuse. The park has 4 trails each for a different

purpose (walking/jogging trail, biking/rollerblading trail, nature trail, observation trail). Rules are posted and enforced, dogs limited to 6 foot leash, pavilions, playgrounds, and BBQ stations located along lake.

- They need to add an Arby's, Taco Bell, Ponderosa, Wendy's, 5 Below
- The number of people with disabilities, using adaptive transportation sources is increasing. Be aware of handicap usage and safety concerns.
- It is a need in this area and many residents of this area would enjoy having the opportunity to bike, run, shop with their families. This area could be beautiful but just needs help...
- Less damage to plant life and allowing people to use for recreation with rules that are enforced.
- For example snowmobiling brings people from all over in areas. So ATV traffic could do the same with strict guide lines that need to be enforced, however allow ATV trails to from village to village and allowing people to enjoy the wilderness in between. "
- Establishing a multi-mile skiing/biking ("self-powered") trail that connects communities together.
- Have to consider that it's a large sparsely-populated area and assets are not well known, compared to the other area rivers. An obvious difficulty in popularizing the area
- Keep it as natural as possible
- The entire river needs to be traveled by the planners in order for them to get the full feel of needs and to do a physical inventory of where portages need to exist, do exist; directional signage exist and is needed; camp sites can be developed. Campsites should be available if there is more than 6 miles between towns. It should not be expected for the average traveler to paddle further than that, especially if poor weather moves in or the lack of ability to do such.
- Don't overdo it.
- I trust you
- There's lots of room for everybody to come and enjoy this area once more areas are opened up to public use.
- Multiple landowners along the river look forward to improving/sharing their portion of nirvana.
- We need to teach people to leave no trace of themselves behind.
- Sometimes, all that is needed is a bench with a beautiful view!
- Don't forget the towns located in Clifton and Fine these towns always seem to get missed and is the towns that could use it the most plus it is already the most gorgeous part of the Oswegatchie.
- Improve fishing
- As one once said, "Build it and they will come." Work with your local property owners and current access points and build from there, thereby you are building new access points but limiting how much you disturb

new lands. Neighboring (local) property owners of property you may acquire would be ideal caretakers of some of these amenities because they will want to preserve the riverfront more than an outsider would. Encourage this involvement....this partnership. If you do not, these property owners may resist any new developments. Encourage use but in such a way as to preserve the serenity and beauty of the river. If done right, this could benefit the North Country, create jobs and bring in tourism, but the gentler type of tourists, the outdoor enthusiasts and nature lovers. I have often said to myself while on the river, that it seems like “my river.” That is because I rarely see any one on it enjoying it. Although that is nice at times, I would enjoy seeing more people benefiting from this idyllic setting. It is a gem. My husband and I have often considered purchasing some of the neighboring vacant property and camps and open a campground but poor road access is an obstacle. If grants were made available or partnerships were created perhaps we or other property owners all along the river may be willing to step up and help this project along.

- Let Albany pay for it.
- Don't develop anything.
- Stress that it be kept clean as possible with the extra use it will cause!
- The people who live in the region have stuck it out through many trying changes and deserve an opportunity to make their lives better.
- Bringing trails along the length of the river will bring recreation tourists who can hike/bike or just stop by for a picnic.
- Keep it scenic.
- Do not encourage a lot of tourist trap building that uses tax dollars, but cannot support itself.
- That no fish ladders are allowed to be put in along the banks of the river. Also that motorized boat are allowed in this area.

- Everything
- Don't just keep it in St. Lawrence County. Look at where this river starts!!! You're leaving so much out
- Keep in mind that the river corridor is a pathway for diverse wildlife.
- It is great just the way it is.
- Small towns that sit on the Blueway are eager for this project. Our towns are packed with resources from licensed/experienced guides, to artists, to retirees with extensive networks/skills. Please connect with and support those in the communities, first. I think you'll be surprised at how much already exists in these communities, but is not being marketed. Also, I think that excellent photos, video & aerial footage is a powerful marketing tool. Connect with Cycle Adirondacks Event Manager, Doug Haney - (cycleadirondacks.com) - they did a fantastic job with their marketing.
- Go economic development!
- Improvement of trails along the river and portaging areas
- 812 has a lot to offer please use it.
- It will bring communities together as in long ago, a place we need to get back to.
- Canoe and kayak launch in Rensselaer Falls at the end of Birch St.
- Connection with Grasse River via Indian Creek and opportunities through Indian Creek Nature Center, which may allow canoe kayak access across from well developed access to Indian Creek. Oswegatchie would be year round and Grasse River is only intermittent. Upper Lower Lakes (State) Indian Creek Nature Center (County)

C. FUNDING



The ledges at Oxbow. Respondents to the survey want additional recreational access to the Oswegatchie River while preserving its beauty and serenity. “Encourage use but in such a way as to preserve the serenity and beauty of the river. If done right, this could benefit the North Country, create jobs and bring in tourism, but the gentler type of tourists, the outdoor enthusiasts and nature lovers.” Photo courtesy of Janet and Bob Wakefield.

The matrix below includes numerous funding sources that can be used to finance projects in the blueway area. Additional economic development sources are available through county Industrial Development Agencies (IDAs).

PROGRAM	SPONSOR	FUNDED ACTIVITIES	FUNDING LEVELS	MATCH REQ'D?	NOTES
Special Districts and Zones					
Business Improvement Districts also known as Special Assessment Districts	Local municipalities	Self taxing mechanism for identified community and economic revitalization activities	Varies	No	
Tax Increment Finance District	Local taxing authorities	Public improvements	Varies	No	Rarely used in New York State, problematic
Loans, Loan Guarantees and Tax Credits					
US Historic Preservation Tax Credits	National Park Service	Rehabilitation and renovation of income-producing properties listed on the National Register of Historic Places or contributing to a National Register District	N/A	N/A	Projects of scale with ineligible owners can syndicate and sell shares in the credit to eligible investors
New York Historic Preservation Tax Credits	New York State	Rehabilitation/restoration of owner occupied National Register listed residential buildings in qualifying distressed areas of the state. The program also provides a state tax credit for National Register listed commercial properties that have been approved for the Federal Historic Tax Credit program	N/A	N/A	
Section 444-a of Real Property Tax Law	New York State	Provides for a partial exemption on the increased assessment resulting from rehabilitation of listed or district contributing properties	N/A	N/A	Measure must be authorized by counties, towns, cities and villages; school boards may do so by resolution
Small Business Technology Investment Fund	New York State	Investment Tax Credit, R&D Tax Credit, Sales Tax exemptions, property tax abatement			
New York State Brownfields Tax Credits	New York State	Three separate tax credits available: 1. Redevelopment credit, 2. Remediated brownfield credit for property taxes, and 3. Environmental remediation insurance credit	N/A	N/A	

PROGRAM	SPONSOR	FUNDED ACTIVITIES	FUNDING LEVELS	MATCH REQ'D?	NOTES
Grants - Economic Revitalization					
Community Development Block Grants	NYS Office of Community Renewal	For Businesses	Maximum grant in 2015 was \$750,000 minimum was \$100,000; for small businesses range was \$25,000 to \$100,000, \$200,000 for microenterprises		Funds made available through the consolidated funding application process, grantee is the community
US Economic revitalization Administration	US Department of Commerce	Planning and technical assistance, public works and job development, economic adjustment	Varies	Varies	Most projects directed to areas of severe economic distress; communities and regions should complete Comprehensive Economic revitalization Strategies (CEDs) for eligibility
USDA Rural Development Programs	USDA	Guaranteed Loan Program, Intermediary Relending Program, Business Enterprise and Business Opportunity and others	Varies, seek assistance from USDA technical staff	Depends on program	Rural Empowerment Zone, Enterprise Communities and Champion Communities score extra in competitive funding rounds
Empire Opportunity Fund	New York State Empire State Development Corp.	Non-residential, job-generating projects of scale	25% of eligible costs for projects over \$500,000	No	Projects should be consistent with state and regional plans in place and should relate to economic revitalization policy
Community Development Loan Fund	Development Authority of the North Country		Funding is targeted at the lesser of \$250,000 or 40% of the total project cost; requests, however may be considered on a case-by-case basis.		

PROGRAM	SPONSOR	FUNDED ACTIVITIES	FUNDING LEVELS	MATCH REQ'D?	NOTES
North Country Transformational Tourism Community Loan Fund	Development Authority of the North Country	loans for projects with a priority that enhance the quality and quantity of lodging in the region, and supporting tourism-related facilities which enhance the region's quality of life; attract more visitors or residents to the region; and serve as leverage for attracting private investment into the region.	Loans cannot exceed 20% of the total project cost, or \$250,000, whichever is less.		
Consolidated Funding Application (CFA) Resources					
Empire State Development Grant Funds	New York State Empire State Development Corp.	Capital grant funding is available for capital-based economic development projects intended to create or retain jobs; prevent, reduce or eliminate unemployment and underemployment; and/or increase business or economic activity in a community or Region		10%	ESD provides no more than 20% of overall project cost
ESD Strategic Planning and Feasibility Studies	New York State Empire State Development Corp.	Assistance is available in the following two categories: <ul style="list-style-type: none"> • Preparation and development of strategic development plans for a city, county or municipality or a significant part thereof; and • Studies, surveys or reports, and feasibility studies and preliminary planning studies to assess a particular site or sites or facility or facilities for any economic development purpose other than residential, though mixed-use facilities with a residential component are allowed. 	Up to \$100,000	10%	Priority given to highly stressed areas
Market New York	New York State Empire State Development Corp.	Grant program established to strengthen and encourage tourism growth by promoting tourism destinations, attractions, and special events		10%	
Arts, Culture and Heritage Initiative	NYS Council on the Arts	This Local Assistance support is provided under Article 3 of NYS Arts and Cultural Affairs Law for the study of and presentation of the performing and fine arts; surveys and capital investments to encourage participation of the arts; to encourage public interest in the cultural heritage of the state; and to promote tourism by supporting arts and cultural projects	Planning-\$10,000 - \$49,500, Implementation-\$25,000 - \$150,000	25%	

PROGRAM	SPONSOR	FUNDED ACTIVITIES	FUNDING LEVELS	MATCH REQ'D?	NOTES
New York Main Street	Office of Community Renewal	NYMS provides resources to invest in projects that provide economic development and housing opportunities in downtown, mixed-use commercial districts. A primary goal of the program is to stimulate reinvestment and leverage additional funds to establish and sustain downtown and neighborhood revitalization efforts	Building Renovations - \$50,000 - \$500,000, Streetscape Improvements up to \$15,000	25%	
Environmental Protection Fund Municipal Grant	NYS Office of Parks, Recreation & Historic Preservation	Funding is available under the EPF Municipal Grant Program for the acquisition, planning, development and improvement of parks, historic properties, waterfronts and heritage areas located within the physical boundaries of the State of New York	Up to \$500,000	50%	
Recreational Trails Program	US DOT Federal Highway Administration FHWA	Funding is available for the maintenance and restoration of existing recreational trails, development and rehabilitation of trailside and trailhead facilities and trail linkages for recreational trails, purchase and lease of recreational trail construction and maintenance equipment, construction of new recreational trails, acquisition of easements and fee simple title to property for recreational trails or recreational trail corridors, and assessment of trail conditions for accessibility and maintenance	Up to \$200,000	20%	
Clean Water programs	NYS Department of Environmental Conservation	Water quality restoration, storm and waterwater management, etc.	Varies depending on program	20%	Grant sources, applicability and sources depending on funding round
Grants - Preservation					
Preserve New York Grant Program	NYS Council on the Arts and NYS Preservation League	Cultural resource surveys, historic structure reports, historic landscape reports	\$3,000-\$15,000		
Historic Preservation Grant Program	NYS Office of Parks, Recreation & Historic Preservation	Several	Up to \$350,000	Yes	

PROGRAM	SPONSOR	FUNDED ACTIVITIES	FUNDING LEVELS	MATCH REQ'D?	NOTES
Historic Barns Tax Credit	NYS Office of Parks, Recreation & Historic Preservation	Rehabilitation	N/A	N/A	Must meet guidelines for historic and income-producing
Property Tax Abatements	NYS Office of Parks, Recreation & Historic Preservation	Rehabilitation	N/A	N/A	Two programs, one for barns, another for other structures can be adopted by communities to provide tax abatement for rehabilitation projects
Architecture Planning and Design Grants	NYS Council on the Arts	Planning and community design	UNK		
Grants - Interpretation					
Implementation grants for special projects	National Endowment for the Humanities	Projects generally include combinations of programming taking place at diverse venues and including diverse formats	\$300,000	60:40 -- may vary	Non-profit organizations, state and local governments are eligible
Planning grants for museums, libraries & special projects	National Endowment for the Humanities	Interpretive exhibits, historic site interpretation, catalogs, symposia, web sites	\$40,000 cap	60:40:00	Non-profit organizations, state and local governments are eligible
Museum Advancement	New York State Council on the Arts	Exhibitions, education & interpretation, collections, institutional development operating and program support, professional development, technical assistance	Varies		Some limitations apply, see site for details; museums must be state-chartered; smaller institutions and artists should look at the Decentralization Grants as a source of funding
Consultation grants for museums, libraries & special projects	National Endowment for the Humanities	Interpretive exhibits, historic site interpretation, catalogs, symposia, web sites	\$10,000 cap	No	Non-profit organizations, state and local governments are eligible
Grants - Environment, Transportation					
Safe, Accountable, Flexible, Efficient Transportation Equity Act	NYS Department of Transportation	Various		Yes	Various planning efforts
Scenic Byways Program	NYS Department of Transportation	Development and designation of Scenic Byways	N/A	N/A	Tourism and economic revitalization focus
Clean Water Revolving Fund	NYS Environmental Facilities Corp.	Water quality restoration	Low- and no-interest loans		Various programs for municipalities

PROGRAM	SPONSOR	FUNDED ACTIVITIES	FUNDING LEVELS	MATCH REQ'D?	NOTES
USDA Rural Development Programs	USDA	Loans, grants, loan/grant combinations, loan guarantees for water and waste water disposal and solid waste management	Varies depending on program		Generally limited to communities under 10,000 population; technical assistance included
US Army Corps of Engineers	Most projects originate in Congressional Delegation	Shore protection, flood control, ecosystem restoration, recreation, navigable waterway improvements, community facilities, etc.	Varies	Depends on project; some programs have cost sharing requirements	Most projects commence with a reconnaissance report, followed by a feasibility analysis; local office located at Federal Plaza in Manhattan
US EPA Small Grants Program	EPA	Local community-based organizations to examine issues related to exposure to environmental harm and risk	Up to \$25,000		Research projects funded with the intention of dissemination to community
Non-point Source Abatement and Control Grants	NYS Soil & Water Conservation Service	Plan, activities and projects to reduce or prevent agricultural non-point source pollution		25%	Project sponsors must be Soil and Water Conservation Districts singly or in cooperation with one another
Watershed Action Grants	Conservation Fund	Watershed protection, improvement, promotion of watershed stewardship	\$5,000 average	Not required	Match not required but leverage with other sources encouraged; program must take place in a year
Community Development Block Grants	NYS Office of Community Renewal	Competitive round for housing, public facilities and microenterprises	Must meet federal benchmarks for need for low/mod income persons, areas; reduction of blight, etc.		Funds distributed through CFA process and evaluate through regional council process
Transportation Equity Act	US DOT Federal Highway Administration FHWA	Funding from the Highway Trust Fund for enhancements such as acquisition, scenic easements, and conversion of abandoned railways to trails.			US DOT Federal Highway Administration, Highway Trust Fund
Boating Infrastructure Grant (BIG) program	US DOT Federal Highway Administration FHWA	Funding to construct, renovate, or maintain transient tie-up facilities, activity includes replacement of bulkheads, one time dredging to maintain channels or open water for vessels.			
Surface Transportation Program	US DOT Federal Highway Administration FHWA	Funding for activity including safety construction and transportation enhancements. Transportation enhancements encompass a broad range of safety education, environmental and historically related activities.			

PROGRAM	SPONSOR	FUNDED ACTIVITIES	FUNDING LEVELS	MATCH REQ'D?	NOTES
Bridge Replacement and Rehabilitation	US DOT Federal Highway Administration FHWA	Funding for eligible bridges on any public road.			US DOT Federal Highway Administration FHWA
Agriculture/Farm Land Protection					
NYS Agriculture & Markets Grow NY Enterprise Program	Governor's Office for Small Cities	Loans and loan-grant combinations for development and expansion of agriculture and agribusiness			Limited to projects in Small Cities-eligible communities
State Assistance for Farmland Protection	Agriculture & Markets	Purchase of development rights for agricultural and farmland			Applicant communities must have adopted a farmland protection plan, open space plan addressing farmland protection or other similar plan
Cooperative promotion program	Agriculture & Markets	Promotion and marketing of NYS agricultural products	Up to \$15,000	2:01	Applicants must be Pride of NY participants or must apply to program at time of grant application
Industry development projects	Agriculture & Markets	A Grow NY program for R&D, production, processing, etc., alternatives and technology innovations	\$60,000 cap	1:01	Programs of one year or less are encouraged
Farmers Market Grants	Agriculture & Markets	Construction, reconstruction, improvement, expansion or rehabilitation of farmers markets	\$50,000 cap	1:01	Must involve physical improvements; feasibility analyses are not eligible
Miscellaneous					
NYS Department of Transportation Environmental Initiative	NYS	Policy initiative by NYSDOT to advance state and federal environmental policies	No direct funding -- internal policy directive		Policy directs DOT to incorporate context-sensitive design, local projects, environmental enhancement and restoration, public input, etc. into its projects
NEH Challenge Grants	National Endowment for the Humanities	Long-term improvements and support for humanities programs and resources	Minimum grant, \$30,000; maximum \$1,000,000	3:1 for first grant; 4:1 for subsequent grants	Most grants used to establish or add to endowments assuring longevity of the grantee; usually not more than 10% of grant is allowed for direct expenditures

D. RESOURCES FOR TRIP PLANNING

There are many fine resources available to those who would like to learn more about possible routes and paddling excursions. The New York State Department of Environmental Conservation (NYSDEC.ny.gov) has extensive trail and fishing guides. See the map collection and interactive mapping tool on the site. US Geological Survey Topographical maps may be somewhat helpful in identifying bodies of water and elevation but will not show trails.

Online resources abound and can be had through the magic of search engines. Here are some standout sources:

The Cranberry Lake 50, a project of the Five Ponds Partners, has a brochure with trail descriptions and campsites. Cranberrylake50.org to order.

Paddling.net has extensive resources for paddlers, not limited to the Oswegatchie. One fascinating and instructive feature is Richard Koch's account of his paddle the headwaters to the St. Lawrence in July of 2002. It can

be found here: <http://www.paddling.net/places/showReport.html?547>.

To see the awesome power of some of the Oswegatchie's rapids, as well as some people just having a nice time on the river, search for Oswegatchie River on youtube (youtube.com). This video of two men kayaking the Rainbow Falls should impart new respect for the skill of the paddlers and the force of the water: <https://www.youtube.com/watch?v=F8E6SJxqP2k>

The Adirondack Almanack has news and trip reports from skiers, hikers and paddlers, <http://www.adirondackalmanack.com/tag/oswegatchie-river>

The St. Lawrence County Chamber of Commerce has resources on its website and is a good place to start, northcountryguide.com. Route maps are not readily available on this site. However, there are some good descriptions.

For fans of the printed word, a search on Amazon.com turns up a wealth of sources. "Adirondack Canoe Waters, North Flow", by Paul F. Jamieson, an ADK Mountain Club publication, is a classic, but addresses only the waters inside the Adirondack Park. "Oswegatchie: A North Country Reader," edited by Chris Angus is a compendium of brief essays and writings about the Oswegatchie.



The Lower Oswegatchie near Coopers Falls (Chris Angus photo)

E. SAMPLE MEMORANDUM OF AGREEMENT

The following is an example of the text that could be used in a Memorandum of Agreement by the Blueway Trail cooperating communities to establish the Oswegatchie River River Blueway Trail Inter-municipal Group. The final wording should be discussed and altered to suit the preference of the interested parties.

Memorandum of Agreement Establishing the Oswegatchie River Inter-municipal Coordinating Committee

This Agreement dated _____ is between the local governments located along the Oswegatchie River in the following counties: _____

WHEREAS, numerous cooperating parties, including the local governments along the Oswegatchie River, various New York State agencies, and various not-for-profit organizations share the responsibilities, interests, and benefits of creating the Oswegatchie River Blueway Trail and protecting and enhancing the Oswegatchie River, which is a regional resource affected by the actions of these parties;

WHEREAS, the cooperating parties participated in the development of an inter-municipal plan for creation of the Oswegatchie River Blueway Trail and protection and revitalization of the 109-mile Oswegatchie River area, entitled the Oswegatchie River Blueway Trail Plan;

WHEREAS, The Oswegatchie River Blueway Trail Plan includes recommendations for protecting natural resources and enhancing water-based recreation and tourism as part of an overall program to develop a sustainable tourism-based economy and revitalize waterfront communities;

WHEREAS, one of the recommendations of the Oswegatchie River Blueway Trail Plan is effective inter-municipal cooperation for implementing regional actions through the establishment of an appropriate institutional mechanism;

WHEREAS, the cooperating parties hereto are desirous of continuing to work together on a cooperative basis in order to maintain communication, establish a forum where Oswegatchie River community revitalization issues may be addressed, and enhance inter-municipal and public-private efforts to protect and enhance the Oswegatchie River Blueway Trail area.

NOW, THEREFORE BE IT RESOLVED

THAT the parties hereto agree to create and participate in a Oswegatchie River Inter-municipal Coordinating Committee (“the Committee”);

THAT the Committee shall be comprised of one designated representative of each signatory party;

THAT the Committee will choose by majority vote one representative to serve as chair;

THAT each party may, at its pleasure, change its representative to the Committee from

time to time;

THAT the Committee will:

- a. Advance activities to implement the recommendations of the Oswegatchie River Blueway Trail Plan;
- b. Periodically establish, review, and update priority actions for protecting and enhancing the Oswegatchie River and revitalizing its waterfront communities;
- c. Identify funding priorities for consideration by members when applying for grants and other financial assistance;
- d. Facilitate coordination of members efforts, sharing of information, and increased education of and among Committee members, to protect and enhance the Oswegatchie River;
- e. Approve an annual work plan and budget for the Committee;
- f. Convene an annual forum for the purpose of reviewing past accomplishments and discussing actions needed to further protection and enhancement of the Oswegatchie River and Blueway Trail;
- g. Establish sub-committees as needed;
- h. Adopt bylaws and procedures for the conduct of business, as necessary.
- i. THE PARTIES signing this AGREEMENT represent that they have been duly authorized to enter into this AGREEMENT, pursuant to their respective lawful authorities.





DESIGN based **PLANNING**
peter j. smith & company, inc.

www.pjscompany.com
United States Buffalo, New York • Canada Fort Erie, Ontario

PHOTOGRAPH: THE OSWEGATCHIE RIVER AT OGDENSBURG WHERE IT FLOWS INTO THE ST. LAWRENCE RIVER