

FSEIS

Amendments to the Adirondack Park State Land Master Plan (APSLMP) involving clarification of the Travel Corridors classification category definition, the guidelines for management and use, and amendment of related provisions.

Appendix B

1979 Changes to 1972 APSLMP Travel Corridor Definition and Guidelines for Management and Use (redline)

TRAVEL CORRIDORS

Definition

A travel corridor is that strip of land constituting the roadbed and right-of-way for state and interstate highways in the Adirondack Park, the Remsen to Lake Placid railroad right-of-way, and those state lands immediately adjacent to and visible from these highwaysfacilities.

This category, together with the state administrative category with which it is closely associated, is unique in the classification system in that several state agencies are involved in its administration. For instance, the Department of Transportation has obvious jurisdiction relating to highway construction, design, maintenance and accessory facilities, and is also responsible for the Remsen to Lake Placid railroad line. The Department of Environmental Conservation is involved in the construction and maintenance of many signs, camping orcampgrounds, picnic areas, trailheads and similar facilities. In addition, the Education Department is responsible for some interpretive signing; the State Police maintain various buildings in these corridors; and there are also institutional facilities maintained by the Department of Mental Hygiene and the Narcotics Addiction Control Commission. Department of Corrections. Careful planning and coordination among all interested agencies is essential to provide distinction to the Adirondack Park highway system.

The importance of the major travel corridors and the principal segments of the local highway network to the integrity of the Park cannot be overemphasized. The lands adjacent to these highways are the most visible to the traveling public and frequently determine the image and entire atmosphere of the Park for many visitors. In addition, due to the heavily forested character of the Park, scenic vistas from these travel corridors are relatively rare and their protection and enhancement isare important. Considerable portions of travel corridors run through private lands within the Park. While this plan is concerned with state lands, it is important for the state to set an example for the private sector in creating a park-like atmosphere through appropriate construction and signing standards.

In many instances, the design and construction of major highways and the treatment of their immediate environs by state agencies has been enlightened. Obvious examples are the Adirondack Northway, which won two national awards as America's Most Scenic Highway, and the reconstruction of Route 10 from Arietta to Route 8 in Hamilton County, and the rebuilding of Routes 30 and 28 between Indian Lake and Blue Mountain Lake. However, there are many areas where more attention to the Park's unique atmosphere is essential. The following guidelines are reecommendedintended to achieve this objective.

GUIDELINES FOR MANAGEMENT AND USE

Basic guidelines

1. The primary travel corridor guideline will be to achieve and maintain a park-like atmosphere on state lands within the travel corridor that complements the total Adirondack environment.
2. State lands within travel corridors but outside of the right-of-way that are otherwise classified under this master plan will be managed in compliance with the guidelines for the appropriate classification.

3. The Department of Transportation should employ its influence over highways under the jurisdiction of various local governments to try and achieve similar objectives for the other highway corridors within the Park.

Highway design and construction

1. Highway construction within the Park will concentrate on the improvement of the existing highway network to provide a modern system of two-lane highways with appropriate passing lanes, and significant acquisitions of new rights-of-way will be avoided wherever feasible.

2. All road designs and standards will consider the need for compatibility with a park environment to be of equal importance with speed between communities.

3. Additional four-lane, limited access highways will not be located within the park.

Signing policies

1. A comprehensive plan for all signing on state lands within travel corridors should will be prepared by the Adirondack Park Agency jointly with the Department of Environmental Conservation, the Department of Transportation and other interested state agencies by no later than December 31, 1981, with the objective of achieving uniformity and a high quality of design for all state signs within these corridors.

~~Specific elements of~~ This plan should will include:

~~— large a comprehensive visitor information program designed to inform the traveling public of the availability of state and private services and facilities, which minimizes the need for the erection of additional signs along travel corridors and ensures compliance with the Agency's private sign standards;~~

~~— wooden park entrance signs, of the rustic style now used by the Department of Environmental Conservation, at all major entrances to the Park, with more modest signs of similar style at minor entrances;~~

~~— particular consideration to modest landmark and vista signing, pointing out to the traveling public the many and varied natural resources and historic sites of the Park;~~

~~— better trailhead signing discernible to the motoring public for foot and horse trails;~~

~~— special design standards in the Park for all highway signs that do not relate directly to traffic safety; and,~~

~~— a new policy towards service station sign control along the Adirondack Northway, permitting the erection on the Northway of small national oil company emblems on a single sign indicating the availability of gasoline at each exit, coupled with the removal of the high rise service station signs, which now disfigure this magnificent road;~~

~~— coordination between state land signing practices, the Adirondack Park sign law regulating off-premises advertising and whatever on-site sign control policies result from the Agency's land use and development plan for private land following submission to the Governor and legislature in 1973.~~

— a plan for the removal of existing service station, food, lodging and campsite signs visible from the Northway that do not comply with the Agency's private sign standards, coupled with a plan to provide standardized means for directing the traveling public to these facilities that does not involve the erection of additional signs on the Northway itself and is consistent with the comprehensive visitor information program for the Park.

2. All state signs other than highway signs relating directly to traffic safety shall comply with the standards for private signs promulgated by the Agency pursuant to its statutory authority.

Scenic vistas

The Department of Transportation or the Department of Environmental Conservation should provide modest pull-offs with appropriate signing along the Park's travel corridors at important scenic vistas where traffic safety permits. The current inventory of forty such vistas, which may require further revision, is reflected on the map forming part of this master plan.

Trail heads

The Department of Environmental Conservation and the Department of Transportation should provide modest trailhead parking areas at or near the beginning of important public foot and horse trails. The size of the facility will be governed by the carrying capacity of the land use area involved and will be consistent with finally adopted unit management plans.

Trailheads should be located so as to have the minimum adverse effect on the surrounding environment and, wherever feasible, the parking area will be screened from view from the highway.

Trailhead construction or rehabilitation should be carefully considered in connection with highway rehabilitation and preservation projects.

Roadside aesthetics

1. All administrative and maintenance structures or storage areas of any state agency ~~should~~will be designed and constructed to harmonize with the character of the Park.
2. These structures or facilities ~~should~~will be located in developed areas of the Park wherever possible or they should be screened from the motoring public's view.
3. Sand, gravel and other borrow pits and stockpiling areas ~~should~~will not be located in travel corridors unless they are screened from public view from the highway. As these excavations are abandoned they will, wherever possible, be back-sloped and ~~re-vegetated~~re-vegetated.
4. All future guide rail construction ~~should~~will utilize the new weak post cable system ~~or~~, dark brown treated wooden posts or self-oxidizing rails where appropriate.
5. Utility companies ~~should~~will be permitted and encouraged to bury their telephone and electric transmission and distribution lines in the highway right-of-way.
6. ~~A~~ Vegetative cover ~~should~~will be maintained on all cut and fill slopes ~~with adequate soil~~ except in areas of rock outcroppings or where gabions or retaining walls are essential.

DESIGNATION OF TRAVEL CORRIDORS

The application of the travel corridor definition results in the designation of approximately 1, ~~100~~220 miles of travel corridors. ~~These~~, of which approximately 1,100 are enumerated in Chapter III highway and 120 miles make up the Remsen to Lake Placid railroad.

In addition to the delineated corridors, the Department of Transportation has a considerable degree of influence over other highways under the jurisdiction of various

local governments. This influence, coupled with the example of the state highway network, can have a very positive effect on the Park's appearance and atmosphere.