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THE ROUTE 74 ASSOCIATION

Founded 1978

NEWSLETTER

Vol. I. No. 1

October 1978

WHY A ROUTE 74 ASSOCIATION?

The Route 74 Association was created with a threefold purpose:

1. To serve as a channel of communication between the State and all the people concerned about the future of Route 74 so that we will be kept informed of the State's planning as it progresses and the State will have the continuing benefit of our views.
2. To encourage the State to improve and maintain Route 74 as a scenic automobile travel corridor and to construct another route for truck traffic which would better serve the truckers and reduce the noise, air and water pollution caused by the heavy vehicles travelling Route 74.
3. To give unified and effective representation to all persons wanting to preserve the aesthetic, ecological and economic values of the Route 74 area and of Paradox and Eagle Lakes and to safeguard the qualities of life which we enjoy here.

* * *

ASSOCIATION OFFICERS MEET
DOT COMMISSIONER AND AIDES

As the first major mission of The Route 74 Association five of your officers and directors journeyed to Albany Wednesday, September 20, 1978 for a meeting with Commissioner William C. Hennessy, chief of the New York State Department of Transportation.

In accordance with advance arrangements to ensure productive discussion, Commissioner Hennessy was joined by three key officials: Malcolm Graham, Assistant Commissioner for Transportation Operations; John Mladinov, Assistant Commissioner for Planning and Development, and Donald Geoffroy, Regional Director of DOT's Region 1 (Albany, Essex, Greene, Rensselaer, Saratoga, Schenectady, Warren and Washington Counties.)

Representing The Route 74 Association were Whitman Daniels, president and board chairman; Charles Whitney, first vice-president; Robert Robinson, second vice-president; Louise Haberly, director and Karl Krauss, director.

Commissioner Hennessy welcomed the news of the formation of The Route 74 Association as a means of establishing effective communication between his department and its members. He readily agreed to arrange for the Association to be kept informed on a continuing basis of the planning of his department relative to the road and indicated that he would always be glad to receive the Association's statements of its members' views.

The Route 74 delegates detailed for Commissioner Hennessy and his aides the concerns of Route 74 area residents relative to the future of the road as projected by the Department of Transportation at its August 17 public meeting in Paradox. These concerns include the threats to the scenic values of the present road, the excessive noise of heavy truck traffic, the economy of the area, insufficient consideration of other solutions to the present problems of the road and the possible taking of lands with woefully inadequate compensation.

It was explained to the DOT officials that the members of The Route 74 Association do not want to see it abandoned in favor of a new route elsewhere. They do want to see Route 74 improved and maintained as a scenic automobile travel corridor but without the heavy truck traffic.

Also emphasized was the certainty that truck traffic will increase and by 1980 the volume will be substantially greater, with consequent greater damage to the road, and increased noise and air and water pollution. Consequently, the economy of the area, dependent as it is on tourist and vacation trade, will suffer and the cost to the State of overcoming the wear and damage by heavily loaded trucks and automobile carriers may very well be greater in the long run than the cost of creating a separate route for trucks while maintaining the present road as a scenic route.

An alternate truck traffic route was proposed, to extend from the Northway exit at North Hudson to the vicinity of Chilson.

The advantages of this alternate route appear to be many: With the Blue Ridge road it would provide a direct and shorter route from the West to the Northeast via Ticonderoga; where it traverses State land there is already an existing road; the private lands that might be traversed are classified (by the APA) as resource management or rural use; there are very few habitations along the proposed route and it is well wooded so that noise would be at least partially muffled; the geological characteristics of the terrain do not appear to offer formidable obstacles to road construction.

Commissioner Hennessy and his aides perused with interest the maps, on which your delegates delineated the proposed truck route, and agreed forthwith to give it fullest consideration. The Commissioner immediately assigned to one of his staff the task of preparing a feasibility study of the route suggested by The Route 74 Association and directed that the study be completed by January 1, 1979.

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Commissioner Hennessy was also quite considerate of the other concerns of our membership. He expressed appreciation of our desire to improve the present Route 74 while preserving the scenic values and avoiding further pollution of the air and the waters of the two beautiful lakes.

Relative to the excessive noise, it was explained to Commissioner Hennessy that the rock ledge and hills on either side of the two lakes form a sound chamber so that noise is amplified and reverberates at a high decibel reading on the north side of the lakes as well as on the south. It was further explained that this effect would worsen if vegetation were cut to widen the road into a major traffic artery. Moreover, the residents on the north side of the lakes would then see as well as hear the truck traffic.

While sympathizing with these concerns, the DOT chief expressed doubt that the present noise intensity could be lessened. The trucks, though seemingly overloaded, are legal, he believed, but suggested that we could call on the State Police to check them if we wished.

Expressing his willingness to keep us informed of his Department's planning relative to Route 74 and his interest in receiving our views, Commissioner Hennessy also stressed the importance of International Paper, advising that we discuss our plans with that company and with the townships of the area. We told him that we do, indeed, intend to see International Paper Co., but that our visit with him was #1 on our schedule.

(A change of managers is currently in process at the Ticonderoga plant. The new manager had not yet moved into his office when this Newsletter went to press.)

In sum, Commissioner Hennessy and his associates were most gracious and considerate in our meeting with them. We were afforded ample time to state our concerns and aims. By thoughtfully bringing his three key persons into the meeting Commissioner Hennessy was able to let them get our full story at the same time and to ensure that departmental study of our plan would go forward without delay and without our having to make a return trip to Albany.

Commissioner Hennessy was most courteous, considerate and receptive in the discussion of our proposals. Your wishes relative to Route 74 have been presented to the top planners and a channel of communication has been established for the future. All your delegates share the conviction that their mission was accomplished successfully

**ROUTE 8 IMPROVEMENT, PROPOSED AT ASSOCIATION MEETING,
SUBSEQUENTLY IN RESOLUTION BY ESSEX COUNTY SUPERVISORS**

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**ROUTE 8 IMPROVEMENT, PROPOSED AT ASSOCIATION MEETING,
SUBSEQUENTLY IN RESOLUTION BY ESSEX COUNTY SUPERVISORS**

Improvement of Route 8 as an alternate route into Ticonderoga, proposed at the organizational meeting of The Route 74 Association, is a feature of a resolution adopted by the Essex County Board of supervisors at their September 1 meeting in Elizabethtown.

The resolution supports the extension of Route 8 from Hague, "contiguous with Route 9N, into the Town of Ticonderoga" and calls for legislative action to accomplish this.

The resolution cited Ticonderoga's historic significance and would name Route 8 from Utica to Ticonderoga the "Adirondack Turnpike."

The resolution stated that "the establishment of this gateway will give the North Country a through route and access to east-west traffic." It pointed out that the Ticonderoga area has no direct connection to the State's major east-west roadway (the Thruway) or the major north-south route (the Northway).

The project is reportedly signed by the New York State Department of Transportation and the State Commerce Department as part of the "I Love New York" campaign.

Making Route 8 into a major connecting artery and creating a new road, suitable for truck traffic, from North Hudson to Chilson would provide two alternate routes to relieve traffic on the present Route 74 and thus permit its improvement and maintenance as a safe, scenic route.

PARADOX LAKE ASSOCIATION & EAGLE LAKE ASSOCIATION
PLEDGE ALL-OUT SUPPORT TO THE ROUTE 74 ASSOCIATION

Philip Clarke, Jr., president of The Paradox Lake Association, and Robert C. Stevens, president of The Eagle Lake Association have strongly endorsed the aims of The Route 74 Association and have promised the fullest support of their two groups.

At the organizational meeting of The Route 74 Association Mr. Clarke played a prominent role, pledging a substantial donation from his group, asserting that there are many people, not at the meeting, who would be vitally interested in joining the Association and urging that we expand the membership as quickly and as fully as possible "if we are to have a fighting chance."

Our biggest need, Mr. Clarke said, is to get people to work. "There is no limit to what can be accomplished by good people who will give the time and effort."

Mr. Stevens was unable to attend the meeting but soon afterwards communicated with us his support, promising an immediate contribution from The Eagle Lake Association to be followed by a larger amount upon the approval of his Association's directors.

He appointed Graham Davis to be the official liaison between The Eagle Lake Association and The Route 74 Association. He also proposed several other members as directors.

Both presidents said the Paradox and Eagle Lake associations will call on their members to support The Route 74 Association.

SUPERVISORS OF TOWNS OF SCHROON AND TICONDEROGA
EXTEND COOPERATION TO THE ROUTE 74 ASSOCIATION

The supervisors of the Town of Schroon and the Town of Ticonderoga have received a full description of the purposes of The Route 74 Association and have offered encouragement.

In a meeting in Schroon Lake September 26 with John Kelly, supervisor of the Town of Schroon, and Robert Dedrick, supervisor of the Town of Ticonderoga, Charles Whitney and Whitman Daniels outlined the aims of The Route 74 Association. Mr. Kelly reciprocated by detailing for the Association representatives the past efforts of the Town of Schroon relative to Route 74 planning and made available to the Association the returns of a mail survey conducted by the Town when the plans for changing Route 74 were first revealed. He offered his fullest assistance to the Association.

The discussion with the town executives dealt especially with the economy of the towns and their planned expansion and how they would be benefitted by The Route 74 Association.

FOUNDED IN 1978

Most organizations we know believe that if they were founded a long time ago they should proclaim that fact - and thus their masthead displays the inscription "Founded in 1851 (or whatever the year)."

The Route 74 Association publishes that it was "founded in 1978." Why do we proclaim our recency when it's customary for organizations to proclaim the antiquity of their beginning? The answer is that "founded in 1978" tells the world that The Route 74 Association came into being as a result of a surging demand for an organization that could deal effectively with present problems and strive now for a better future. No existing organization had met that need; no existing organization was prepared to serve as The Route 74 Association aims to serve.

Hence, "Founded in 1978" means that we are concerned with the things of today - and tomorrow. We are a vital organization. We mean to write a record of significant accomplishment. We aim at achievements for the benefit of all area residents. We have a lot of good, fired-up people in our membership. If you share our interest and enthusiasm and are not a member of The Route 74 Association we'd like to have you with us. There's an application form at the end of this Newsletter.

Will you be on the honor roll of members who bring in new members?

DIRECTORS

Mildred S. Bonwit	Arthur H. Grae	Robert Robinson
Cathy Carlozzi	Louise Haberly	Lester B. Speiser
Ray D. Comish	Lyman C. Hamilton, Jr.	William Spreen
Whitman Daniels (Ch.)	Karl C. Krauss	Robert C. Stevens
Graham Davis	Lois McEwen	Emma Strebe
Ted Dobbs	George Morrell	Edward A. Voorhaar
Edith Gonyea	Esther Patti	Charles Whitney

OFFICERS

Whitman Daniels, President	Ted Dobbs, Treasurer
Charles Whitney, 1st Vice-President	Lois McEwen, Secretary
Robert Robinson, 2nd Vice-President	Arthur Grae, Counsel

ARE YOU A CHARTER MEMBER?

All who joined The Route 74 Association at its organizational meeting August 31, 1978 are on the honor roll of charter members. But if you were not at that meeting there is still time to join this distinguished company.

Our counsel, Arthur Grae, is in the process of obtaining our charter as a lawful tax-exempt organization. In the meantime all others who join the Association will be added to the roster of charter members.

So, if you have not joined, why not do so now and become a charter member? If you are already a member wouldn't you want to invite others to become charter members, too? Then they can share with you the satisfaction of having a part in the founding of an organization that is going to assume a significant role in protecting and maintaining the quality of life that we enjoy in the Paradox and Eagle Lakes region.

Just use the form below - and mail it with the dues (\$5.00 for a single person or couple) to - Ted Dobbs, Treasurer
The Route 74 Association
71 Grant Avenue
Glens Falls, NY 12801

Application for membership in THE ROUTE 74 ASSOCIATION

Name (state if Mr. & Mrs.) _____

Address - Winter _____ Summer _____

Telephone _____

Name of person who sponsors you: _____