

**The choices for future uses of the travel corridor
between
Tupper Lake and Lake Placid are:**

- 1. RAIL AND TRAIL** (using the current management plan recommended alternative)
 - ✓ rail service between communities and excursions for hikers, bikers, kayakers, etc to outlying natural areas
 - ✓ allowance of future rail use by steel wheel conveyances: regular and excursion passenger trains as well as hi-railers, Budd, or Bombardier cars
 - ✓ preservation of the corridor as a historic district on the State and National Registers of Historic Places (entire corridor, including the rails, rail bed, equipment and structures), in the Tri-Lakes region, the most populous segment of the corridor
 - ✓ continuing use of snowmobiles on the rail bed in winter (can work with user groups to provide means for easier travel over low snow periods)
 - ✓ spring, summer and fall adjacent and nearby trail use by bikers and hikers, including choice of cross-country skiing and snowshoeing in winter on separate and safe trails, within settlements and neighborhood areas and in outlying natural areas
 - ✓ basic plan drafted for trail from Tupper Lake to Saranac Lake with help from NYS staff

- 2. RAIL ONLY**
 - ✓ rail service between Tri-Lakes communities, including Lake Clear, with excursions for hikers, bikers, kayakers, canoeists, etc. to outlying natural areas
 - ✓ snowmobile use on rail bed in winter
 - ✓ allowance for future rail use by steel wheel conveyances
 - ✓ preservation of State and National historic resource (see above)
 - ✓ provision for future trail in and alongside the travel corridor.

- 3. TRAIL ONLY on rail bed** (converted by rail, tie and partial rail bed removal and disposal, and reconstruction of trail surface)
 - ✓ spring, summer and fall use by bikers and hikers
 - ✓ winter use essentially limited to snowmobiling
 - ✓ no separate, safe provision for cross-country skiing or snowshoeing in the corridor, so no linked corridor access to outlying cross-country skiing trail heads, nor many opportunities for cross-country skiing in villages or other settlement areas.

Summary: "RAIL AND TRAIL" between Tupper Lake and Lake Placid does the following:

- preserves the infrastructure built to serve the largest and most prominent communities in the Adirondacks, re-using the embodied energy and investment already devoted to construction, maintenance and planning.

- saves an active State and National historic and cultural resource (see above) in the Tri-Lakes, where it is most visible by the largest number of people.

- allows the rail infrastructure to be used in the construction and maintenance of the adjacent trails, and operationally, as an organizing element that controls access to more sensitive natural areas.
- provides a system of trails with rail that accommodates the broadest range of options for all people.
- allows the greatest variety of uses in the winter, including snowmobiling, x-c skiing and snowshoeing.
- maintains rail service between communities and the potential of excursion 'drop off' service to outlying areas.
- allows for construction of prototype rail and trail segments, as discussed in the UMP, as 'test' areas convenient to communities, using several rudimentary trail sections already in place, ie, without removing the entire Tupper Lake to Lake Placid rail segment (involving over 5000 tons of rail, and likely an equal amount of ties and other rail infrastructure)
- requires less time and lower long term cost than a conversion of the rail bed, given processes involved, disposal operations, infrastructure re-use etc.

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