

TRAILS with RAILS

The win-win solution

The Trails with Rails Action Committee proposes to preserve the rails, save train service, and promote a park-wide trail system. This is a win-win solution that holds the most economic promise for Tupper Lake, Saranac Lake, Lake Placid and the greater region.

Why preserve the rails?

- The rail infrastructure is a valuable economic asset with potential not fully realized
- The rail infrastructure is a transportation asset that if removed will never be replaced
- The 118-mile travel corridor, from Remsen to Lake Placid is listed on the National Register of Historic Places. The New York Central Railroad Adirondack Division Historic District encompasses 23 buildings and 18 structures, including the tracks and ties. As a National Register property, the Adirondack Railroad receives protection from the effects of federal and or state agency sponsored, licensed or assisted projects.

Why support train service?

- Train service provides options for recreation activities, as well as economic development, to residents and visitors of all ages and abilities, all along the corridor
- The railroad is an existing operation that generates business in the region. It delivers customers to businesses in Saranac Lake and Lake Placid. An upgraded rail system along the entire corridor will bring more visitors for longer stays, and increase business for every nearby community, especially in the Tri-Lakes
- The rail system can coexist with an augmented trail network park-wide as well as in the corridor. This is a win-win achievable within a comparatively short time.

Why support a combined rail and trail system rather than a 'trail only' system?

The trails we propose have a number of strengths and help implement the existing Alternative 6 adopted by NYS in 1996:

- They offer a more varied experience by not being just one straight shot from point a to point b
- They are more easily accessible and usable when connected to the rail system
- They foster the continuation of rail service, which is historically and economically important
- They will be quicker to implement, and can begin to be developed now. We estimate costs to be less than the proposed rail-trail. With the rails in place, they can be used to help build the adjacent trail, critical in road-less, remote areas. Converting the tracks to a rail trail will be expensive and involve long time delays due to historic listing, disposal regulations, abandonment proceedings, and cost of demolition and construction.

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