



Adirondack Recreational Trail Advocates
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FOR IMMEDIATE RELEASE

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Adirondack Recreational Trail Advocates (ARTA) has released a detailed proposal in support of the Adirondack Rail Trail, a year-round, multi-use trail that will run 90 miles from Lake Placid to Old Forge through the Adirondack Park. The proposal has been prepared for state officials who have undertaken a review of the management plan for the Remsen-Lake Placid rail corridor in order to determine the best use of this underutilized, publicly owned resource.

The review is being conducted by the state Departments of Transportation (DOT) and Environmental Conservation (DEC). The debate over the best use of the corridor centers on the question of whether railroad service should be restored between Lake Placid and Utica or whether the rails should be salvaged and the corridor converted to a recreational trail for biking, walking, running, wheelchair use, bird-watching, etc., and greatly improved snowmobiling.

The full proposal is online at www.TheARTA.org/Trail_Plan.pdf. The appendices include a list of 269 businesses that have expressed support in recent weeks for creating the Adirondack Rail Trail (see Appendix A, page 44.) These businesses have signed a resolution that states in part: ***"The current use of the corridor has not produced the promised economic benefits. On the other hand, a safe, easy, scenic recreational trail will become a major tourist destination through the year, creating jobs and expanding economic opportunities across the region."***

The proposed recreational trail would connect Lake Placid, Saranac Lake, Tupper Lake, Piercefild, Beaver River, Big Moose and Old Forge. Under ARTA's proposal the existing excursion train between Utica and Thendara would remain in place.

ARTA's proposal details the economic benefits of a recreational trail compared with the benefits of restoring freight, passenger and excursion rail service. The proposal also analyzes the feasibility of building a parallel trail beside the train tracks, preserving the history of the rails, the cost of building a recreational trail on the existing rail bed compared to the cost of restoring train service, and the management and maintenance of such a trail.

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