

IV. ACTION PLAN

A. Creating an Integrated Tourism Experience Along the Upper Hudson Corridor

According to the 1995 Report of the Federal Task for on Cultural Tourism, sustainable Tourism in the United States may be achieved:

- Where visitation is a recognized part of a local or regional economy. A heritage site or park cut off from a region's wealth and civic life may not have the help it needs when priorities change at the state capital or in Washington.
- Where people visit places where people work and live.
- Where visitors tour along a circuit so that smaller places get their share of visitors but at the same time are not destroyed by over-visitation.
- Where there is a local or regional identity of which residents are proud and of where that identity is interpreted in many ways at many sites.
- Where there is an understanding that tourism requires accomplished hosts as well as visitors who spend the night, and where a community's hospitality is genuine.
- Where traditions--family, church, civic, and cultural--are cherished by everyone and are considered by residents and public officials and business as the lifeblood of their community, not only for its economic benefits but also for the qualities that it adds to the community.

As Table 4-1 Indicates, the previously mentioned survey of tourism operators in the Adirondack Park suggests that the Adirondacks have the potential to tap into the growing tourism segments related to outdoor recreation and heritage tourism. When asked about the strengths and weaknesses of Adirondack Park tourism, the strengths most often listed by tourism operators related to outdoor recreation and family vacations. The weaknesses generally concerned items related to infrastructure and promotions (e.g., signage, tour bus accommodations, and parking). However, the operators also indicated that the region suffered from a lack of historic and cultural learning opportunities.

**Table 4-1.
Business Operators Perceptions on Strengths and Weaknesses
of Adirondack Park Tourism**

Most Frequently Mentioned:	
Strengths	Weaknesses
A Chance to see wildlife	Tour bus accommodations
Access to Lakes and Rivers	Directional Signage
Summer Recreation Opportunities	Historical & Cultural Learning Opportunities
Family Vacation Experience	Advertising/promotion outside area
Access to Trails	Parking in Business Districts
Winter Recreation Opportunities	
Adventure Vacations	

Source: Holmes & Higgins, *Tourism, Business, Community and Environment in the Adirondack Park* February, 1999.

Thus, while the "raw materials" for cultural and heritage tourism exist in the Adirondack Park and Warren County, they need to be packaged in comprehensive interpretive and promotional programming. In the publication, *Getting Started: How to Succeed in Heritage Tourism*, The National Trust for Historic Preservation developed five principles that help create a sustainable heritage tourism industry in communities.

- Focus on authenticity and quality of experience
- Preserve and protect resources
- Make sites come alive
- Find the fit between a community or region and tourism
- Collaborate

This section of the report discusses an approach for developing the heritage tourism potential of the Upper Hudson Corridor that combines history and culture with the region's traditional strengths in outdoor recreation.

The "First Wilderness" Experience: Realizing the Potential for Heritage Tourism in the Upper Hudson Corridor.

"If there is one thing the history of the Adirondacks teaches, it's that the meaning of wilderness, like love, changes as soon as it's defined."

Paul Schneider. *The Adirondacks: A History of America's First Wilderness*. Henry Holt & Company, 1996

Adventure travelers and historic cultural travelers share a common goal. Both groups wish to experience the essential character of the places they visit. For the adventure traveler, that character is found somewhere in the natural landscape. For the historic/cultural traveler, the essence of a place can be found in how people have cultivated and/or exploited that landscape over time. In both cases, these visitors are seeking a high-quality vacation built around both historic and current facts about the place. Neither of them wants a pre-digested theme park or pre-programmed set of activities that could take place in virtually any suburban location in the United States.

These travelers are seeking authenticity. The places that attract them can offer an experience built upon the area's distinctive character. The basis for its attractiveness is an interpretation of the place that integrates the natural and built environment with arts, crafts, and stories from the area.

As described in the inventory, the Adirondacks were the first place where Americans realized that wilderness was going to be a distinguishing and *permanent* feature of their civilization. By the 1880s, more had been written about the Adirondacks than any other wilderness area in America. By the 1890s, the Adirondack Park was created as the largest protected wilderness area east of the Mississippi. Since then, the Adirondack Park has challenged each generation to define the role of wilderness in our increasingly urbanized civilization.

The Saratoga-to-North Creek corridor helped establish the Adirondacks as the First Wilderness. It is the logical starting place for those wishing to explore the possibilities of the First Wilderness. In 1771, the Jessup brothers' 1 million-acre Totten and Crossfield Purchase from the Mohawks was the first sizeable European purchase in Adirondacks. In 1813, the Fox Brothers invented log driving along the Schroon/Hudson Corridor.

Indeed, the Adirondacks may have been the place that colored how Americans thought of all their wilderness areas. For example, in 1837, during a trip to Schroon Lake with Thomas Cole, Asher Durand decided to become a landscape painter and began a career that helped define the American notion of wilderness. He helped create the Hudson River School of landscape painting based upon that original experience of the Adirondack wilderness.

In the 1870s, under the leadership of Dr. Thomas C. Durant, the Adirondack railroad was the first line to provide access to the Adirondacks from the New York City area and gave impetus to the development of the Great Camps and eco-tourism. It opened the Adirondacks to urban visitors a generation before similar railroads were completed in the Catskills. Following in the steps of his father Thomas, William West Durant had dreams of extending his line from Saratoga to Ogdensburg, and transforming the Adirondacks to a resort area replete with hotels, golf courses, and great camps. However, due to mismanagement and family squabbles, he failed to extend the tracks any farther than North Creek in Warren County. By the 1890s, the Adirondack Park was designated as a permanent wilderness area. A short time later, Durant left the Adirondacks altogether. Thanks to Durant's railroad (and his failure to extend it to Ogdensburg), this corridor was the place where American popular culture first confronted and first embraced the idea of

a permanent wilderness. Since that time, each generation of residents and visitors must wrestle with the task of defining the role of wilderness in American society. That is the core of the attraction the Adirondacks still hold for campers, hikers, hunters, skiers, and all those who visit this area today.

Principles for Implementing the "First Wilderness" Experience

As indicated above, the First Wilderness experience can serve as a vehicle to highlight the attractiveness of the Upper Hudson Corridor to high-income travelers interested in outdoor recreation, sightseeing and rest or relaxation. However, successfully implementing this concept will require more than just the creation and printing of a brochure with a logo. The five principles announced by the National Trust for Historic Preservation provide an excellent framework for discussing how to implement the First Wilderness Heritage Corridor.

Focus on authenticity and quality of experience

A severe climate and a rugged terrain have shaped human life in the First Wilderness. In many areas, this has led to human settlement patterns that are rustic and robust. These conditions communicate something distinct about the First Wilderness. Consequently, redevelopment efforts must avoid "prettification" that is more closely associated with Vermont or Massachusetts. To date, the hamlets of North Creek and Warrensburgh have managed to maintain that rustic character in their redevelopment efforts. Similar care should be taken throughout the corridor.

In addition, part of the First Wilderness experience is about the creative tensions between desires for development versus conservation. These should not be glossed over, but should become an essential part of the interpretive story. Much more profound conflicts have been successfully included in interpretive programs in other areas. For example, tour guides at certain Civil War historic sites sometimes welcome visitors by explaining that the Civil War has been referred to in the South as the "War of the Northern Aggression," introducing the visitor to the notion that divergent views of history still exist. An appropriate approach should be taken to recognize ongoing tensions or conflicts as part of the experience.

Preserve and protect resources

Part of the legacy of the First Wilderness is the Adirondack Park and the commitment to preserve natural resources. This effort should be reflected in the First Wilderness experience. It is equally important to preserve and protect resources that reflect the economic, cultural, and historic legacies of the First Wilderness. The authenticity of the experience is strengthened if--consistent with environmental protection--it includes the continuation of traditional ways of making a living and socializing. While local residents may consider their annual firefighter's picnic or ice cream social to be fairly ordinary, it may be a very valuable guide to help a tourist appreciate the traditional ways of life that help make up the First Wilderness. Highlighting and promoting such events will enhance the tourist experience and may also serve to infuse new interest and vitality in these local activities.

Make sites come alive

A site that is actually used by a community is a much more compelling heritage tourism experience. Fragile or endangered materials and/or facilities should certainly be protected. However, if it is consistent with sound environmental and historic preservation practices, communities should continue to actively use those sites that illustrate their history and/or culture. To take a far-flung example, part of the appeal of the great European cathedrals to tourists is that these centuries-old structures are still being used for religious services and community gatherings. If traditional places of community life and work can be kept in use, they serve as much stronger attractions to tourists.

Find the fit between a community or region and tourism

Historic/cultural tourism succeeds when the resources communicate what is special about this place, its environment, and its way of life. Such places quickly lose their appeal if efforts to accommodate tourists overwhelm the character of the place. Several places in southern Vermont have suffered from this dynamic. At the same time, if the Corridor is to benefit from tourism, visitors must feel welcome and comfortable. Through coordinated programs of signage and hospitality training visitors can be directed to the features or event that make the area special. This will provide visitors with an enjoyable experience while at the same time, minimizing any unanticipated disruptions to community life caused by errant or uninformed visitors.

Collaborate

A successful heritage tourism experience comes from the creation of consistent messages and well-coordinated series of experiences for each visitor. This can only be done through the close collaboration of existing organizations and enterprises. No one single agency could keep track of all the ingredients that make a compelling heritage tourism experience. Even if one agency undertook every tourist-related activity in the area, the resulting experience would be cut off from the local groups and businesses that give the community its distinctive character. So collaboration is essential if visitors are to have an experience that truly reflects community character.

At the same time, collaboration is essential for effective marketing and promotion of historic/cultural experiences. The First Wilderness experience involves outdoor recreation, railroading, dining, local cultural events, and other opportunities to explore the community. Each one of these enterprises must be prepared to refer its visitors to other destinations within the area. Similarly, the "market presence" of such an experience can only be maximized if the participating organizations and enterprises undertake joint marketing and promotional efforts. For example, a local historical society or local restaurant is each more likely to attract new clientele if they are identified as key components of a First Wilderness Experience. This would enable them to each capture new visitors who are attracted by a First Wilderness campaign that is aggressively promoted in markets that either the society or the restaurant could never afford to reach through its own advertising budget.

B. Integrating Communities Into the First Wilderness Experience

The purpose of the Action Plan is to establish development principles and specific plans, which will lead to the redevelopment of the Northern Hudson River Corridor through complementary development of specified nodes along the rail line. The recommendations contained herein have been created with the assistance of a working group made up of representatives of all of the communities participating in the study. They are intended to be catalytic while building on the different components of the "First Wilderness" experience. The components include:

Historic Interpretative Program

- Native Americans
- Logging
- Tanning
- Potash
- Mining
- Tourism
- The Arts

Orientation to Commerce & Industry

- Mining
- Timber
- Trapping
- Others

Recreation, Tourism Venues & Orientation

- Railroad
- Rafting/Canoeing/Kayaking
- Skiing
- Hiking & biking
- Horseback Riding
- Hunting & Fishing

Natural Resources/Environment

Interpretative Program

- The Upper Hudson Watershed;
- Fisheries and Wildlife;
- Unique natural features (Ice Meadows, Wilcox Lake Old Growth Birches, etc.)

The overall intent is to tie each of these components together to provide the opportunity for the tourist to experience wilderness as a setting for day-to-day life. As discussed earlier the First Wilderness Heritage Corridor has a variety of themes that compliment each other. MAP 5 – STATION THEMES graphically illustrates the primary activity at each study node. In addition to the components listed above, each of the recommendations builds on the need to provide tourist amenities to create a comfortable and enjoyable visit. This includes providing cross-promotional information that can help to extend a person's visit, directional signage and way-finding system, historic and cultural learning opportunities, parking, and services, amenities and lodging.

The Action Plan begins with a brief summary of the key components of each node, outlines the specific recommendations, highlights needs and other pertinent issues, discusses potential funding programs, and outlines the specific steps and estimated time frame for completing the project. The last component of the Action Plan illustrates development guidelines for each of the nodes including providing architectural language that describes the detail of the proposed train stations and platforms.

Types of Nodes

Prior to discussing the specific nodes, it is helpful to understand the classification of stops along the corridor. Because each community will likely serve a different niche along the railroad, three different rail stops are recommended.

The first is a Destination Stop, which is a dense cluster of activities for people to explore for two to four hours. The components of a destination stop include:

- A formal station and platform to orient visitors to the train, ticketing, and the attractions.
- Ample parking for arriving/departing passengers.
- Restrooms/gift shop/snack bar.
- Walk to restaurants/shopping (w/in 1,000'.)
- Easy access to museums/galleries, etc.

The second stop is an Attraction Stop, which provides access to an already well-developed tourist destination that can provide a 1 to 4-hour experience. The components of an attraction stop include:

- Platform with directional signage to the attraction.
- A existing tourist attraction.
- Parking for arriving/departing passengers (useful but not essential).
- Restrooms/gift shop/snack bar.
- Easy access to the destination by walking (w/in 1,000'), shuttle bus, etc.

The third stop is a Whistle Stop, which a low-density stop with a single feature for tourists to explore for 1 hour. The components of a whistle stop include:

- Platform, information kiosk, modest facilities (restrooms/snack bar)
- Easy access to a single space for activity (e.g., picnic grounds, museum/historic site, “train robbery,” boat ride, etc.)
- Some parking provided ancillary to the existing space.

C. Recommendations

1. Town of Johnsburg

a) North Creek - Destination Stop

(1) Link to "First Wilderness" Experience

The North Creek Destination Stop builds on the First Wilderness experience by capitalizing on a key historic event (i.e., Teddy Roosevelt), downhill and cross country skiing, and the fact that the hamlet of North Creek is a full service hamlet complete with lodging, restaurants, and retail shops. The project site is located on the newly acquired Mundy property that is on Main Street directly across from the Copperfield Inn. The property is a linear parcel perpendicular to Main Street thus connecting Main Street to the North Creek train station and the Hudson River.

The overall purpose of this node is to build upon the recommendations made in the North Creek Action Plan and to provide the next level of services, attractions, and historic interpretive program. Specifically, the purpose of this project is three-fold. The first is to provide a visual and physical linkage for pedestrians from Main Street to the train station and visa-versa. The second is to connect to the Hudson River waterfront and the proposed riverfront trail that will provide a linkage south to the trail along North Creek and eventually the town park. And the third purpose is to provide a small "village green" along Main Street to offer a space for visitors to relax while in the hamlet of North Creek.

(2) Specific Recommendations

Acquire Mundy Property

Although this project builds upon the North Creek Action Plan recommendations, the main focus is on the Mundy property across from the Copperfield Inn. The entire project described herein is built upon the concept that the Mundy property will be fully acquired by Warren County and the town of Johnsburg. The town should work to ensure the property transfer and begin to seek public investment to complete the components of the project.

Demolish Buildings and Grade Site

To prepare the site for development, the old gas station should be demolished and the site should be graded. The intent is not to create a flat and level site, but rather soften the grade from Main Street to the train station. This would create a site that would be inviting for private development.

Create a "Village Green"

A small portion of the parcel parallel to Main Street should be retained as a "village green." The space should be decorated with benches, historic/pedestrian scaled lights, trash receptacles, greenery and flowers. The intent is to create a small pocket park where residents and visitors can site and relax.

Create a Paved Walkway From Main Street to the Train Station

A walkway paved with decorative concrete or stamped asphalt and aligned with pedestrian scaled lighting should be constructed through the Mundy property connecting Main Street to the train station and Hudson River and visa-versa. To help direct the pedestrian, directional signage should be placed on Main Street and at or near the train station platform. The intent is to provide the wayfinding system that clearly and easily directs the visitor around the hamlet. Although there will be a visual linkage, appropriate directional signage can remove any "guesswork" and make the visitor's experience more enjoyable.

Create historic interpretive program

Building on the wayfinding system, an historic interpretive program can be created that is centered around Teddy Roosevelt, mining, railroad, skiing, and other Adirondack themes. The intent is to provide historic and cultural learning opportunities to the visitor. This concept builds upon recent research that indicated that "tomorrow's" tourist wants to undertake adventure, be in charge, and understand the local culture and history. This is opposed to "yesterday's" tourist that wanted a safe vacation that followed the masses without experiencing the local fare.

Infill Retail

To help provide a strong connection between Main Street and the train station and Hudson River, small retail shops are proposed along one side of the walkway and perhaps along one side of the village green. The intent is to create activities to help move pedestrians back and forth through the site. The concept is similar to creating small retail storefronts on narrow streets or along alleyways in an effort to create an interesting and inviting space. Any infill development should be in keeping with the current architectural style and scale of the hamlet (see Design Guidelines in the following section.)

Parking

A portion of this project involves creating parking between the railroad tracks and the backside of the properties along Main Street. This area should be used for parking provided that a low, decorative, transparent fence is constructed between one row of automobiles and the railroad tracks and designated pedestrian crossings over the railroad tracks to the waterfront are created. The intent is to provide badly needed parking spaces without creating a visual and/or physical barrier between the hamlet and the

Hudson River. The parking area should be appropriately landscaped and have a pedestrian walkway along the west side near the Main Street properties so as to remove the pedestrian from walking in the aisle designated for automobile travel.

Link to the Train Turnstile, Waterfront Trail, and the Proposed Adirondack Cultural Retail Center

The proposed walkway through the Mundy property should cross the railroad tracks and connect to the Hudson River waterfront. This in turn would link Main Street, the train station, the train turnstile, the proposed Adirondack Cultural and Retail Center, which is from the North Creek Action Plan, and eventually the trail along North Creek that leads to the town park. To help preserve water quality and the river bank, the trail should be set back from the river's edge and be paved with a stone dust rather than asphalt paving.

(3) Needs and Considerations

Secure Funding and Conduct Detailed Property Survey

To stimulate private investment in the property, secure public investment and conduct a survey and engineering study of property. To be more proactive in redevelopment, the town and/or county may consider constructing the pedestrian walkway and village green and seeking public investment for the infill retail activities.

Complete Streetscape Improvement Program

In addition to the pedestrian walkway, historic streetlights, trees, benches, banners, flowers, and trash receptacles should line the walkway through the site and surround the village green. Public investment in these amenities will help create a more inviting environment for the pedestrian and spur private investment in and near the site.

Establish Design Guidelines

To ensure infill activity meets with existing character, utilize the design guidelines in the North Creek Action Plan and this document. The intent is to encourage architectural style that is similar to the hamlet and the Adirondack region rather than a suburban form.

Adirondack Park Agency Requirements

All of the recommended projects are within the hamlet land use areas and therefore the APA has no jurisdiction over their construction. The project area is, however, adjacent to the Hudson River some minimal shoreline restrictions exist. Not more than 30% of the trees over 6' in height may be removed within 35' of the mean high water mark. Up to 30% of the shorefront may be clear of vegetation within 6' of the mean high water mark.

Integrate North Creek Action Plan

Because of the progress over the past six years it is important to continue to build upon the recommendations in the North Creek Action Plan. The existing committee should be made aware of the recommendations in this report and integrate them into their current activities.

(4) Incentive Programs

For Public Development:

- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program - grants and loan/grant combinations – tourism related activities.
- NYS Bond Act funding, NYS OPRHP and Department of State: LWRP grant funding.
- NYS Legislative Member Items.

Local/Regional Foundations: The Hudson River Foundation, Whitney Trust Foundation, if applicable etc.

In-kind donations and force account to reduce outlay of actual cash \$:

- Use of Town force account for labor
- Use potential for donation of materials, equipment, additional labor
- Integrate into BOCES/School system training programs
- Utilize NYS Department of Corrections work program for clearance, clean-up, painting and day labor, etc

For Private Development: Utilize services of Regional Economic Development organizations, to help promote business development to access:

- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program.
- US Department of HUD: Economic Development/job creation: If there are plans to incorporate private sector job creation into project development or benefit to low and moderate income persons, grant funding is possible through CDBG program.
- US Department of Agriculture funding through Local and Regional Economic Development Corporations.

(5) Time Frame and Phasing Options

Recognizing that, due to financial and time constraints, not all of the components of the project will be completed at one time, a phasing plan is recommended. The intent is to identify immediate (within one to two years), short-term (between three and five years), and long-term (between six and 10 years) components. Understanding the timing of each component will help the town anticipate future grant programs.

Immediate Action Items (within one - two years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Create site design of property and complete construction documents for the pedestrian walkway and village green. Include historic lighting, street trees, flowers, banners, benches, and trash receptacles. Directional signage should be installed at both ends of the pedestrian walkway. 	\$50,000
<ul style="list-style-type: none"> ▪ Secure public investment to demolish buildings and grade site. 	\$100,000
<ul style="list-style-type: none"> ▪ Coordinate with Warren County Tourism Bureau to develop Visitors Interpretation Kiosk 	\$15,000
<ul style="list-style-type: none"> ▪ If funding is received for rehabilitation of the train turnstile, connect the pedestrian walkway across the tracks. <ul style="list-style-type: none"> ○ Design ○ Construction 	\$3,000 \$15,000
<ul style="list-style-type: none"> ▪ Contingency for all items @ 20% 	\$180,000

Short-Term Action Items (between three and five years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Work with local committees and the train museum to develop an historic interpretive program. Build on Theodore Roosevelt, mining, railroad, skiing, the railroad, and other Adirondack themes. <ul style="list-style-type: none"> ○ Design ○ Construction 	\$5,000 \$10,000 per sign
<ul style="list-style-type: none"> ▪ Secure public funding to create parking along the west side of the railroad tracks. Include the design of a transparent fence that is in keeping with Adirondack architectural style, sidewalks and landscaping. <ul style="list-style-type: none"> ○ Design ○ Construction ○ Contingency @ 20% 	\$40,000 \$500,000 \$100,000
<ul style="list-style-type: none"> ▪ Begin solicitation of private developers for infill retail activities. 	N/A

Long-Term Action Items (between six and 10 years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Continue efforts to develop the Adirondack Cultural Retail Center on the Kellog property 	\$TBD
<ul style="list-style-type: none"> ▪ Connect all activities along the waterfront with a stone dust pathway. Connect the waterfront trail to the trail along North Creek. Add 20% contingency to final cost. 	\$TBD @ 6.50 l.f.

b) Riparius - Whistle Stop

(1) Link to "First Wilderness" Experience

The Riparius Whistle Stop builds on the First Wilderness experience by capitalizing on the history of the railroad. In addition to serving as a site for tourist hotels, Riparius is known as the location of much of the housing for the workers on Durant's railroad. Riparius is also known as the gateway to Schroon Lake where Thomas Cole and Asher Durand first began to paint landscapes thus beginning the Hudson River School of Painting.

The project site surrounds the existing train station and caboose, and follows Riparius' "Main Street." The overall purpose of this node is to build upon the existing features and infill with retail activities and enhanced pedestrian amenity. Specifically, the purpose of this project is three-fold. The first is to develop parking so that incoming passengers and board the train in Riparius. The second is to enhance pedestrian safety and amenity by completing a circulation system. And the third purpose is to promote appropriate infill retail and tourism services.

(2) Specific Recommendations

Work with Businesses to Develop Parking

A portion of this project involves creating parking near the south end of the node and possibly on the construction staging once the reconstruction of the bridge is completed. All parking areas should be appropriately landscaped to offer shade in the summer months and have a pedestrian walkway along the side to direct the pedestrian to the train station and the activities along Riverside Station Road. Parking is badly needed in this node as it can provide for the opportunity for visitors to board the train at this location rather than traveling to North Creek.

Enhance Pedestrian Safety and Provide Amenity

Currently, the primary road that parallels the train station does not have any sidewalks, crosswalks, or other pedestrian amenity. The project entails completing a streetscape improvement program including installing sidewalks, historic lights that match the light selection in North Creek, banners, street trees, benches, and flowers. The intent is to create an exciting pedestrian atmosphere that invites the pedestrian to walk up and down the street.

In addition to sidewalks, a small pocket park is recommended across from the Caboose. The park should be lined with greenery and have benches so that visitors have a place in which to relax prior to re-boarding the train. The park should be connected with a highly visible crosswalk.

Create Passive Park Along the Hudson River Waterfront

The NYS Department of Transportation owns a small parcel of land directly south of the Chester Town Bridge. This land could be used for a small passive park to allow informal fishing access to the river. Although privately owned, a similarly sized parcel north of the bridge could be utilized for the same purpose.

Create Visitor Orientation Kiosk

To help direct the pedestrian, directional signage should be placed on Main Street and at or near the train station platform. The intent is to provide the wayfinding system that clearly and easily directs the visitor around the hamlet. Although there will be a visual linkage, appropriate directional signage can remove any "guesswork" and make the visitor's experience more enjoyable.

Create Historic Interpretive Program

Building on the wayfinding system, an historic interpretive program can be created that is centered on the railroad workers daily life, Asher Durand, the Schroon Lake Region, and other Adirondack themes. The intent is to provide historic and cultural learning opportunities to the visitor. This concept builds upon recent research that indicated that "tomorrow's" tourist wants to undertake adventure, be in charge, and understand the local culture and history. This is opposed to "yesterday's" tourist that wanted a safe vacation that followed the masses without experiencing the local fare.

Infill Retail

To help encourage pedestrian circulation along Riverside Station Road and to help extend the visitor's length of stay, small retail shops are proposed along the primary street. The intent is to create activities to help move pedestrians back and forth through the node. The concept is similar to creating small retail

storefronts in an effort to create an interesting and inviting space. Any infill development should be in keeping with the current architectural style and scale of the hamlet (see Design Guidelines in the following section.)

Link to Chestertown and the Schroon Lake Region

NYS Route 8 out of Riparius offers easy connections to Chestertown, Loon Lake, Friends Lake, I-87, Schroon Lake and Brant Lake. This node can be used as a gateway to these areas in an effort to entice the visitor to stay longer.

(3) Needs and Considerations

Complete Streetscape Improvement Program

To enhance pedestrian circulation seek funding for historic streetlights, trees, benches, banners, flowers, and trash receptacles. These amenities should be installed along Riverside Station Road and a small section of NYS Rout 8 just north of Riverside Station Road. Public investment in these amenities will help create a more inviting environment for the pedestrian and spur private investment along the primary roadways.

Proactively Create Parking Areas

While the NYS Route 8 bridge over the Hudson River will be undergoing reconstruction, the state will be using a small parcel of land just north of the bridge for a staging area. During construction, the town and county should talk with the state to try and obtain this area as a public parking lot. If successful, the lot should be landscaped and connected via sidewalks to Riverside Station Road, the train station, and retail activity.

Establish Design Guidelines

To ensure infill activity meets with existing character, utilize the design guidelines in this document. The intent is to encourage architectural style that is similar to the hamlet and the Adirondack region rather than a suburban form.

Create Passive Park on South Side of Bridge

NYS Department of Transportation (NYSDOT) owns a small parcel of land just south of the bridge. To help offer additional public access to the Hudson River, the town and county should work with NYSDOT to create a passive park with modest fishing access on this site.

Coordinate with the Warren County Tourism Department

For each node in Warren County, the town should coordinate with the Tourism Department to create a coordinated Visitor Orientation Program. This should include a kiosk and wayfinding system and should have the same vernacular from node to node. This can help create a comfortable experience by helping the visitor to easily find his or her way around the corridor.

Develop a Historic Interpretive Program

Secure funding to create a historic interpretive program. This can be integrated with the visitor orientation kiosk. The purpose is to educate the visitor on the extensive history of the railroad and this portion of the Adirondack Region.

Adirondack Park Agency Requirements

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(4) Incentive Programs

For Private Development: Utilize services of Regional Economic Development organizations, to help promote business development to access:

- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program.
- US Department of HUD: Economic Development/job creation: If there are plans to incorporate private sector job creation into project development or benefit to low and moderate income persons, grant funding is possible through CDBG program.
- US Department of Agriculture funding through Local and Regional Economic Development Corporations.

For Public Development:

- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program - grants and loan/grant combinations – tourism related activities.

- NYS Bond Act funding and Department of State: LWRP grant funding.
- NYS Legislative Member Items.

Local/Regional Foundations: The Hudson River Foundation, Whitney Trust Foundation, if applicable etc.

In-kind donations and force account to reduce outlay of actual cash \$:

- Use of Town force account for labor
- Use potential for donation of materials, equipment, additional labor
- Integrate into BOCES/School system training programs
- Utilize NYS Department of Corrections work program for clearance, clean-up, painting and day labor, etc

(5) Time Frame and Phasing Options

Recognizing that, due to financial and time constraints, not all of the components of the project will be completed at one time, a phasing plan is recommended. The intent is to identify immediate (within one to two years), short-term (between three and five years), and long-term (between six and 10 years) components. Understanding the timing of each component will help the town anticipate future grant programs.

Immediate Action Items (within one - two years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Secure funding to design and complete construction documents for streetscape improvements along Riverside Station Road and a portion of NYS Route 8 (for 2-3 block area.) Include historic lighting, street trees, flowers, banners, benches, and trash receptacles. <ul style="list-style-type: none"> ○ Design ○ Construction ○ Contingency 	 \$8,000 \$100,000 \$20,000
<ul style="list-style-type: none"> ▪ Begin talks with NYSDOT regarding use of staging area on north side of the bridge for a parking lot and land on south side of bridge for a passive park. 	N/A
<ul style="list-style-type: none"> ▪ Work with the Warren County Tourism Bureau to create a visitor interpretation kiosk 	\$15,000

Short-Term Action Items (between three and five years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Secure additional funding for completing streetscape improvements. 	\$TBD
<ul style="list-style-type: none"> ▪ Work with local committees and the train museum to develop an historic interpretive program. Build on the daily life of the railroad workers, Asher Durand, the Schroon Lake Region, and other Adirondack themes. <ul style="list-style-type: none"> ○ Design ○ Construction 	\$5,000 \$10,000 per sign
<ul style="list-style-type: none"> ▪ Secure public funding to create parking along the south side of the train station. (10 - 15 spaces) <ul style="list-style-type: none"> ○ Design ○ Construction ○ Contingency @ 20% 	\$8,000 \$100,000 \$20,000
<ul style="list-style-type: none"> ▪ Begin solicitation of private developers for infill retail activities. 	N/A

Long-Term Action Items (between six and 10 years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Continue efforts to develop additional retail activities 	N/A
<ul style="list-style-type: none"> ▪ Connect all activities along the waterfront with a stone dust pathway. Add 20% contingency to final cost. 	\$TBD @ \$6.50 l.f.

c) The Glen - Whistle Stop

(1) Link to "First Wilderness" Experience

The Glen Whistle Stop builds on the First Wilderness experience by capitalizing on the existence of a whitewater rafting company and access to the river. Whitewater rafting is available from Riparius to The Glen, recapturing the outdoor adventure that made the First Wilderness so appealing to tourists. In addition to whitewater rafting, a rare plant community, known as the Ice Meadows, can be viewed along the shore at The Glen. This significant ecological feature inhabits the Hudson's shore from Riparius to Thurman. Without protection, these features may not have been preserved.

The project site surrounds an existing business and is at the crossroads of NYS Route 28, the railroad, and the Hudson River. The overall purpose of this node is to build upon existing services and provide either access to the railroad from this node or provide a stop along the railroad so that the passenger can partake in a different activity. Specifically, the passenger can choose to take a whitewater rafting trip and/or learn

about the Ice Meadows, which is a sensitive ecological community that extends from The Glen south to Thurman. A number of pedestrian improvements are recommended to link the visitor to the whitewater rafting business and the Ice Meadows, both of which are across a major roadway into the study area.

Differing from the previous two stops, which build on train stations, the purpose of a whistle stop is to provide a simple platform that allows the passenger to disembark for usually a single activity. The platform at this node is proposed within the railroad right-of-way on the south side of NYS Route 28.

(2) Specific Recommendations

Work with Warren County to Establish a Station Platform

The majority of the lands within this node are under private ownership and as a result, it is difficult to site the location of the station platform. Fortunately, the railroad tracks are directly behind and close proximity to an existing business. It is proposed that the station platform be constructed in the 100' railroad right-of-way that is owned by Warren County.

Work with Existing Business to Provide Parking

Although this project does not involve creating large parking areas, the existing parking is associated with the whitewater rafting business. To ensure adequate access to the station platform, the town should coordinate with the private business to provide parking. The parking areas should be connected via pedestrian walkways to the east side of NYS Route 28 and the Hudson River.

Enhance Pedestrian Safety and Provide Amenity

Rather than focusing on public amenity at this node (i.e., historic lights, banners, benches, etc.), a clearly defined pedestrian circulation system should be established. The primary purpose is to move the pedestrian safely across NYS Rt. 28 and to provide access to the river and the Ice Meadows viewing platform.

Coordinate with The Nature Conservancy

The Nature Conservancy (TNC) is the main organization promoting and protecting the Ice Meadows. They have an interest in promoting, in an environmentally sensitive manner, the Ice Meadows and educating visitors as to their importance. The town and county should coordinate with TNC to construct a viewing platform in a way that does not harm any ecological communities. An interpretive program should also be created to help educate the visitor.

Coordinate with the APA

This entire node is located in a Rural Use Land Classification, which allows a much lower density of development than in other areas. Although this project does not propose a large amount of infill development, small buildings may be constructed to provide new visitor services. All development in this node must be coordinated with the APA. Additionally, any development near the shoreline of the river must meet the setback and clearing requirements in the APA's Shoreline Restrictions (see Inventory.)

(3) Needs and Considerations

Coordinate with County for Station Platform

The town should coordinate with the county to secure funding for the construction for a modest platform. The platform should be covered and located within the county's 100' right-of-way. Modest signage should be installed to direct the visitor to the whitewater rafting business and the Ice Meadows.

Complete Pedestrian Circulation

To enhance pedestrian circulation seek funding to construct highly visible crosswalks across NYS Route 28. The circulation system should link to the put-in/pull-out area of the whitewater rafting company as well as the viewing platform for the Ice Meadows.

Coordinate with Private Business for Parking

Parking is available on site; however, it is located on private property. Although the private business owner will benefit from the parking availability, the town may wish to coordinate with the business to ensure that visitors have access to parking even if they are not taking a whitewater-rafting trip.

Establish Design Guidelines

To ensure infill activity meets with existing character, utilize the design guidelines in this document. The intent is to encourage architectural style that is similar to the the Adirondack region rather than a suburban form.

Adirondack Park Agency Requirements

This node is located in a Rural Use Land Classification. The overall intensity of this classification is 75 principal buildings per square mile and the average lot size is 8.5 acres. A review of APA's authority by land use type reveals that the APA does not have jurisdiction over uses relating to open space recreation. However, in constructing a public/semi-public building, marina/boat launch, or campground, the APA has reviewing authority as a Class B regional action.

Coordinate with the Warren County Tourism Department

For each node in Warren County, the town should coordinate with the Tourism Department to create a coordinated Visitor Orientation Program. This should include a kiosk and wayfinding system and should have the same vernacular from node to node. This can help create a comfortable experience by helping the visitor to easily find his or her way around the corridor.

(4) Incentive Programs

For Private Development:

- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program - grants and loan/grant combinations – tourism related activities.
- NYS Bond Act funding and Department of State: LWRP grant funding.
- NYS Legislative Member Items.

Local/Regional Foundations: The Hudson River Foundation, Whitney Trust Foundation, if applicable etc.

In-kind donations and force account to reduce outlay of actual cash \$:

- Use of Town force account for labor
- Use potential for donation of materials, equipment, additional labor
- Integrate into BOCES/School system training programs
- Utilize NYS Department of Corrections work program for clearance, clean-up, painting and day labor, etc

(5) Time Frame and Phasing Options

Recognizing that, due to financial and time constraints, not all of the components of the project will be completed at one time, a phasing plan is recommended. The intent is to identify immediate (within one to two years), short-term (between three and five years), and long-term (between six and 10 years) components. Understanding the timing of each component will help the town anticipate future grant programs.

Immediate Action Items (within one - two years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Secure funding for train station platform within county right-of-way (\$80.00 sq. ft.) 	\$10,000
<ul style="list-style-type: none"> ▪ Begin discussions with NYSDOT regarding construction of highly visible crosswalks across NYS Route 28. 	N/A
<ul style="list-style-type: none"> ▪ Begin discussions with The Nature Conservancy regarding an interpretation program for the Ice Meadows. 	N/A
<ul style="list-style-type: none"> ▪ Work with the Warren County Tourism Bureau to create a visitor interpretation kiosk 	\$15,000

Short-Term Action Items (between three and five years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Work with TNC to secure funding for the design and construction of viewing platforms. Include an interpretation program designed by TNC. 	\$TBD (base cost on \$80.00 sq. ft.)
<ul style="list-style-type: none"> ▪ Secure public funding to create additional parking on the east side of the Glen-Athol Road. (10-15 spaces) <ul style="list-style-type: none"> ○ Design ○ Construction 	 \$8,000 \$100,000

Long-Term Action Items (between six and 10 years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Continue efforts to develop additional retail activities 	N/A
<ul style="list-style-type: none"> ▪ Connect all activities along the waterfront with a stone dust pathway. Add 20% contingency to final cost. 	\$ TBD @ 6.50 l.f.

2. Town of Thurman

a) Thurman Whistle Stop

- (1) Link to "First Wilderness" Experience

The Town of Thurman is situated on the Hudson River just four miles from the center of Warrensburg. While Warrensburg provides a multitude of tourism activities and services, Thurman is much more rural and, although there are few tourism services, it offers a different venue to expand the tourists experience.

Over the past few years Warren County has developed a paved bikeway from Glens Falls to Lake George. A recent proposal is to extend the bikeway through Warrensburg to Thurman thus providing a connection

to the Thurman node. Given the interest in bicycling in the region and the potential to accommodate bicycles on the train, this multi-modal form of access can be an exciting means of enjoying the tourism trail experience.

An additional form of multi-modal access to this node can also include a trolley service from Warrensburg. Providing a link between these two communities can provide the opportunity for tourists to utilize the services and activities that cannot be found in Thurman.

History also plays an important role in Thurman, which sits at the confluence of the Schroon and Hudson rivers. Along the Schroon/Hudson Corridor in 1813, the Fox Brothers developed the technique for driving loose softwood logs, which replaced the technique of floating the logs downriver on rafts. Although it is sometimes thought that the technique of floating logs may have been invented in areas more heavily logged such as Maine or the Northwest, it was invented in the Adirondacks. Utilizing this technique offered the opportunity for the Adirondack region to compete in an important market. Building on this history can provide yet another opportunity to expand the tourism experience in Thurman.

In the closing 18th Century, John Thurman, Thurman's founder, played a leading role in developing industry and cultural life in Warren County. As an example, Thurman once had a station stop along the railroad providing a key connection to the region thus spurring its development.

Differing from North Creek and Riparius, which build on train stations, the purpose of a whistle stop is to provide a simple platform that allows the passenger to disembark for usually a single activity. The platform at this node is proposed within the railroad right-of-way on the east side of Stony Creek Road/County Route 2.

(2) Specific Recommendations

Thurman is fortunate in that the proposed node is at a very visible intersection, scenic in nature, and in close proximity to Warrensburg. The site is made up of two parcels with the actual train stop located within the railroad right of way. Because of the close proximity of the site to the Hudson River and the Ice Meadows, this area has been known to flood with ice flows during heavy winter months. Due to this constraint, it is suggested that a covered wooden platform be constructed rather than a full-scale train station.

Work with Warren County to Establish a Station Platform

The majority of the lands within this node are under private ownership and as a result, it is difficult to site the location of the station platform. Fortunately, the railroad tracks are in close proximity to the intersection of Stony Creek Road and State Route 418 offering some land to develop the platform. It is proposed that the station platform be constructed on the west side of the railroad tracks in the 100' railroad right-of-way that is owned by Warren County. This location situates a modes wooden structure outside of, or at the furthest edge, of the floodplain.

Develop Small Parking Area

Although this project does not involve creating a large parking area, it does propose a small parking area directly to the south of the station platform. To lessen the impact on stormwater runoff and water quality, the parking area should be paved with a stone dust surface thus allowing infiltration of rainwater. The parking areas should be connected via pedestrian walkways to the station platform and across Stony Creek Road to the area proposed for modest tourism activities.

Enhance Pedestrian Safety and Provide Amenity

Because there is no development in this area, it is not unexpected that there are no pedestrian amenities such as sidewalks, crosswalks, and bike paths. The project entails completing a streetscape improvement program including installing sidewalks near the station platform, highly visible crosswalks connecting to the tourism amenities on the west side of Stony Creek Road, benches, flowers, and a connection to the bikeway. The intent is to create an exciting pedestrian atmosphere that invites the pedestrian to walk around the area and have the ability to cross the road safely.

Create Visitor Orientation Kiosk

To help direct the pedestrian, directional signage should be placed near the train station platform. The intent is to provide the wayfinding system that clearly and easily directs the visitor around the town and to the services available in Warrensburg. In addition to a listing of shops, restaurants, attractions, accommodations, and other tourism services, the kiosk could display a schedule for the trolley connecting Warrensburg and Thurman. It is important to note that appropriate directional signage can remove any "guesswork" and make the visitor's experience more enjoyable.

Create Historic Interpretive Program

Building on the wayfinding system, an historic interpretive program can be created that is centered on the invention of the "log drives", civil war history in Warrensburg, and other Adirondack themes. The intent is to provide historic and cultural learning opportunities to the visitor. This concept builds upon recent research that indicated that "tomorrow's" tourist wants to undertake adventure, be in charge, and understand the local culture and history. This is opposed to "yesterday's" tourist that wanted a safe vacation that followed the masses without experiencing the local fare.

Modest Tourism Services

An additional parcel that may be able to complement the Thurman Nodes is located on the west side of Stony Creek Road. As the station stop grows, this parcel can be used to provide tourist goods and services, a museum, a bike rental shop and other similar activities. If, in future years, a full-scale train station is desired, this parcel may be more appropriate as it is out of the floodplain.

The intent is to create activities to help extend the tourist stay in the region by offering additional activities and services. Any infill development should be in keeping with the current architectural style and scale of the region (see Design Guidelines in the following section.)

Link to Warrensburg and the Lake George Region

NYS Route 418 out of Thurman offers easy connections to Warrensburg, Interstate 87, and the Lake George Region. As mentioned in the inventory section of the report, Exit 23 off of I-87 is one of the primary access points into the Adirondack region for people traveling from the south. Due to the close proximity of Warrensburg to the Thurman Node a trolley is proposed to link the two communities together. The trolley can be coordinated with the train times so that visitors have the opportunity to access services that may not be available in Thurman. To expand on this concept further, the trolley may also connect to the Village of Lake George or Bolton Landing.

Coordinate with the APA

One half of this node is located in a Rural Use Land Classification, which allows a much lower density of development than in other areas. The area on the west side of Stony Creek Road is in the Moderate Intensity District allowing a slightly higher density. Although this project does not propose a large amount of infill development, small buildings may be constructed to provide new visitor services. All development in this node must be coordinated with the APA. Additionally, any development near the shoreline of the river must meet the setback and clearing requirements in the APA's Shoreline Restrictions (see Inventory.)

(3) Needs and Considerations

Coordinate with County for Station Platform

The town should coordinate with the county to secure funding for the construction for a modest platform. The platform should be covered and located within the county's 100' right-of-way. Prior to construction, a survey of the floodplains in the area should be completed and if the area is within the floodplain, the structure should be designed appropriately.

Incorporate Parking with Platform

In addition to the station platform, a small parking should be developed at the southern edge of the platform. In the interest of water quality protection, the parking area should not be paved but rather surfaced with a stone dust to allow rainwater to penetrate the ground and go through a natural filter process before reaching the groundwater.

Complete Pedestrian Circulation

To enhance pedestrian circulation seek funding to construct highly visible crosswalks across Stony Creek Road. The circulation system should link the station platform to the parcel on the west side of Stony Creek Road as it develops with modest tourism services. A small amount of sidewalks should also be added to prevent pedestrians from walking in the road right-of-way.

Complete Modest Tourism Amenities

To help orient visitors to Thurman, Warrensburg and other recreational activities (i.e., boating, hiking, bicycling, etc.), create visitor orientation kiosk. In addition to a signage program consider providing modest facilities with screened portable toilets in close proximity to the station platform.

Initiate Critical Dialogues

Although the station platform is being recommended in the railroad right-of-way and thus owned by Warren County, the town should initiate a dialogue with the private property owner regarding the future use of the land for parking and modest tourism services. Utilizing this document as a guide, the town and private landowner can prepare a master plan for the site.

Build On Warren County Bike System

To expand opportunities for multi-modal access to the Thurman Node, work with county officials to connect to proposed Warren County bike path. A completed connection will provide access to Warrensburg, the village of Lake George, Queensbury, and Glens Falls.

Establish Design Guidelines

To ensure infill activity meets with the existing character of the region, utilize the design guidelines in this document. The intent is to encourage architectural style that is similar to the Adirondack region rather than a suburban form.

Continue Positive Relationship with Warrensburg

The Town of Warrensburg is a critical component of this node as it offers full tourism services in close proximity to the proposed station platform. A continued dialogue between Thurman and Warrensburg can help establish necessary elements to create the link (i.e., trolley) between the communities.

Adirondack Park Agency Requirements

This portion of the node targeted for the station platform is located in a Rural Use Land Classification. The overall intensity of this classification is 75 principal buildings per square mile and the average lot size is 8.5 acres. A review of APA's authority by land use type reveals that the APA does not have jurisdiction over uses relating to open space recreation. However, in constructing a public/semi-public building, marina/boat launch, or campground, the APA has reviewing authority as a Class B regional action.

Coordinate with the Warren County Tourism Department

For each node in Warren County, the town should coordinate with the Tourism Department to create a coordinated Visitor Orientation Program. This should include a kiosk and wayfinding system and should have the same vernacular from node to node. This can help create a comfortable experience by helping the visitor to easily find his or her way around the corridor.

(4) Funding Needs

For Private Development: Utilize services of Regional Economic Development organizations, to help promote business development to access:

- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program.
- US Department of HUD: Economic Development/job creation: If there are plans to incorporate private sector job creation into project development or benefit to low and moderate income persons, grant funding is possible through CDBG program.

US Department of Agriculture funding through Local and Regional Economic Development Corporations.

For Public Development:

- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program - grants and loan/grant combinations – tourism related activities.
- NYS-DOT: TEA 21 – Enhancement Program Funding Phase II funding round (80 –20 matching \$) / partner with County and other municipalities within corridor, where possible.
- NYS Bond Act funding and Department of State: LWRP grant funding.
- NYS Legislative Member Items.

Local/Regional Foundations: The Hudson River Foundation, Whitney Trust Foundation, if applicable etc.

In-kind donations and force account to reduce outlay of actual cash \$:

- Use of Town force account for labor
- Use potential for donation of materials, equipment, additional labor
- Integrate into BOCES/School system training programs
- Utilize NYS Department of Corrections work program for clearance, clean-up, painting and day labor, etc

(5) Time Frame and Phasing Options

Recognizing that, due to financial and time constraints, not all of the components of the project will be completed at one time, a phasing plan is recommended. The intent is to identify immediate (within one to two years), short-term (between three and five years), and long-term (between six and 10 years) components. Understanding the timing of each component will help the town anticipate future grant programs.

Immediate Action Items (within one - two years)

Action Item	Estimated Cost
▪ Begin dialogue with Warren County and secure funding for train station platform within county right-of-way	N/A
▪ Coordinate with Adirondack Park Agency for a permit for construction in rural use classification and along a designated recreational river	N/A
▪ Construct covered wooden handicapped accessible platform and boarding ramp (\$80.00 sq. ft.)	\$10,000
▪ Organize site (landscaping and parking). Use porous paving material to eliminate impervious surface. (10 - 15 spaces) <ul style="list-style-type: none"> ○ Design ○ Construction 	\$8,000 \$100,000
▪ Work with Warren County Tourism Bureau to create visitor orientation kiosk to orient visitors to the hamlet of Thurman, Warrensburg and recreational activities (i.e., boating, hiking, bicycling, etc.)	\$15,000
▪ Provide modest facilities with screened portable toilets	\$50,000
▪ Acquire balance of property outside of the railroad right of way on the east side of Stony Creek Road	\$TBD

Short-Term Action Items (between three and five years)

Action Item	Estimated Cost
▪ Connect to proposed Warren County bike path	\$TBD (base on \$6.50 l.f.)
▪ Consider a trolley to link to Warrensburg	N/A
▪ Stimulate and coordinate private investment development on west side of Stony Creek Road. Include tourism services, shops, bicycle rental, interpretive museum, etc.	N/A

Long-Term Action Items (between six and 10 years)

Action Item	Estimated Cost
▪ Continue efforts to develop additional tourism services both in the town and on the west side of Stony Creek Road	\$TBD
▪ Connect to additional activities (i.e., camping facilities north and south of the node) along the waterfront with a stone dust pathway.	N/A

3. Town of Stony Creek

a) Stony Creek Station Attraction Stop

(1) Link to "First Wilderness" Experience

Whereas previous nodes relate directly to a hamlet of nearby service center, the Stony Creek Station is proposed at an existing attraction site. The Thousand Acres Ranch Resort is one of the few remaining “dude ranches” that has survived since the “dude ranch” craze of the 1930’s. It is a full service resort that is open year-round. Although it is not close to a hamlet center, it offers a multitude of activities including horseback riding, fishing, canoeing, tubing, volley ball, etc. The Thousand Acres Ranch Resort also includes an 18-hole picturesque golf course that borders the Hudson.

With regard to history in this area, according to Mohawk legend, a young woman named Lenawee sacrificed her life at Stony Creek to placate the gods and thereby end a pestilence that had already claimed the lives of her betrothed along with many others in the tribe. As proposed in the other nodes, this stop may be able to build on this and other historical events that took place along this portion of the Hudson River.

(2) Specific Recommendations

Thousand Acres Ranch Resort is a full service resort complete with lodging, recreational activities for the entire family, and food services. In and of itself, it is a complete attraction that is a destination for thousands of visitors on a year-round basis. The proposed node at this location would simply build on this attraction and allow another means of access to the resort.

Construct a Station Platform

Rather than construct an entire train station, it is proposed that a covered wooden platform be constructed to simply allow passengers to disembark from the train. This would be the access point to the resort for train passengers.

Install Directional Signage

Upon leaving the train, directional signage would direct the passenger to the resort's reception area where the standard public amenities would be located (i.e., restrooms, gift shop, visitor information.) The idea is to build upon the existing services at the 1000 Acres Resort.

Connect to Hamlet of Stony Creek

As the hamlet of Stony Creek develops, a trolley connection can be made to other tourism services outside of the resort grounds. This may include antique shops, bed and breakfasts, restaurants, and other "local fare."

(3) Needs and Considerations

Construct covered wooden platform and boarding ramp

Stimulate and coordinate private investment to construct a modest platform to allow passengers to disembark and utilize the services of the resort. Consider incorporating a roof to allow passengers to be shielded from the elements while waiting for the train.

Clarify Parking Near Reception Area

Because other proposed nodes will likely serve as the primary access points to the train, this resort will not likely be a destination for tourists arriving by vehicle. However, it is likely that more people may come to the resort by the vary nature that an new activity will be added. In this regard clarify parking and complete pedestrian improvements to connect to the reception area and Hudson River.

Consider Link to Stony Creek

To provide an expanded array of tourism services, the town may wish to work with the resort to provide a trolley service linking to the hamlet.

(4) Funding Needs

Primary Sources of funding: Construction (private ownership):

Funding for private development would come in the form of loans; loan guarantees, interest rate subsidy and the like. Public improvements may be funded by grants so long as the property is in municipal/public or n-f-p ownership.

For Private Development:

- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program.
- US Department of HUD: Economic Development/job creation: If there are plans to incorporate private sector job creation into project development or benefit to low and moderate income persons, grant funding is possible through CDBG program.
- US Department of Agriculture funding through Local and Regional Economic Development Corporations.

For Public Development:

- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program - grants and loan/grant combinations
- NYS Department of State: LWRP grant funding.
- NYS Legislative Member Items.

Local Regional Foundations: The Hudson River Foundation, if applicable.

In-kind donations and force account to reduce outlay of actual cash \$:

- Use of Town force account for labor
- Use potential for donation of materials, equipment, additional labor
- Integrate into BOCES/School system training programs
- Utilize NYS Department of Corrections work program for clearance, clean-up, painting and day labor, etc.

(5) Time Frame and Phasing Options

Recognizing that, due to financial and time constraints, not all of the components of the project will be completed at one time, a phasing plan is recommended. The intent is to identify immediate (within one to two years), short-term (between three and five years), and long-term (between six and 10 years) components. Understanding the timing of each component will help the town anticipate future grant programs.

Immediate Action Items (within one - two years)

Action Item	Estimated Cost
▪ Secure funding for train station platform within county right-of-way (\$80.00 sq. ft.)	\$10,000
▪ Establish signage to direct visitor to reception area	\$5,000

Short-Term Action Items (between three and five years)

Action Item	Estimated Cost
▪ Expand on services that may relate more directly to the types of tourists using the train	N/A - pvt. initiative

Long-Term Action Items (between six and 10 years)

Action Items	Estimated Cost
▪ Create link with hamlet of Stony Creek	N/A

4. Towns of Hadley and Lake Luzerne

a) Hadley Station: Present - Whistle Stop, Future - Destination Stop

(1) Link to "First Wilderness" Experience

In large measure, this node can be characterized by the influence of water resources. The towns of Hadley and Lake Luzerne sit at the confluence of the Sacandaga and the Hudson provide these communities with a diversity of water-related recreation, including rafting, tubing, kayaking, canoeing, power boating, and swimming. There are outdoor recreation businesses that currently have operations along both rivers and each community has, over the past few years, developed a trail system along the shoreline. Another benefit to this node is the different types of water based recreation. In addition to whitewater rafting, there are flatwater recreation opportunities where canoes and powerboats can travel between Lake Luzerne and Corinth thus linking to the southern node in the study area.

With regard to history, these two communities played critical roles during the logging days of the Adirondack Park. Prior to logging the land however, this area was the site of the first major European land purchase. Acting through the shipwrights Totten and Crossfield, the Jessup Brothers purchased the first major European land holding in the Adirondacks.

(2) Specific Recommendations

The Towns of Hadley and Lake Luzerne have a variety of activities that when combined, offer a complete package to build on the experience and develop a destination stop.

Secure Funding to Conduct Train Station Feasibility Study

The train tracks enter the Town of Hadley and cross over County Route 4 heading south to Corinth. It is proposed that the four corners area at County Route 4 be investigated for the possibility of constructing a train station. The east side of the tracks and north side of County Route 4 was the site of the original train station. It is conceivable that this area may be considered for the future station.

Construct a Station Platform

To assist passengers disembark the train, a station platform should be constructed. In the interest of cost savings, the platform can be somewhat modest offering stairs and a handicap access rather than a large platform running the length of the station.

Incorporate On-Site Parking

As the station is designed and planned, on-site parking should be incorporated as the site develops as a destination stop. Rather than parking in Lake Luzerne, it is likely that passengers will want to park directly at the point where they will enter the train.

Create Visitor Orientation Kiosk

To help direct the visitor, an information kiosk should be placed at the train station. The intent is to provide the wayfinding system that clearly and easily directs the visitor around both communities and to the multitude of activities. Appropriate directional signage can remove any "guesswork" and make the visitor's experience more enjoyable. An identical sign should be created and located in the town of Lake Luzerne. This will provide a visual link between the communities and direct the visitor to the train station regardless of the point of entry.

Create Historic Interpretive Program

Building on the wayfinding system, an historic interpretive program can be created that is centered around logging, the railroad, hiking, water-based recreation, mills, and other Adirondack themes. The intent is to provide historic and cultural learning opportunities to the visitor. This concept builds upon recent

research that indicated that "tomorrow's" tourist wants to undertake adventure, be in charge, and understand the local culture and history. This is opposed to "yesterday's" tourist that wanted a safe vacation that followed the masses without experiencing the local fare.

Infill Retail

To help provide a strong connection between the train station and Lake Luzerne, small retail shops are proposed along one side of the County Route 4. The intent is to create activities to help move pedestrians back and forth between the communities. The concept is similar to creating small retail storefronts on "main" streets in an effort to create an interesting and inviting space for the pedestrian. Any infill development should be in keeping with the current architectural style and scale of the hamlet (see Design Guidelines in the following section.)

Link to Water Resources

In addition to linking the two communities, signage should be installed that links the pedestrian to the walkways along the Sacandaga River, and Hudson River. The route could be located down Old Corinth Road to connect to a waterside trail and Kayak pullout at the confluence of the Sacandaga and Hudson Rivers.

Enhance Pedestrian Safety and Provide Amenity

Because there is little tourist-oriented development in this area, it is not unexpected that there are no pedestrian amenities such as sidewalks, crosswalks, and bike paths. The project entails completing a streetscape improvement program including installing sidewalks near the proposed station platform, highly visible crosswalks connecting to west side of County Route 4, benches, pedestrian scaled historic lighting, and flowers. The intent is to create an exciting pedestrian atmosphere that invites the pedestrian to walk around the area and have the ability to cross the road safely.

(3) Needs and Considerations

Initiate Critical Dialogues

Although a general area has been selected for the construction of the train station, each of the four corner lots are privately owned. To initiate the development of the train station, the town should initiate a dialogue with selected private property owners regarding the future use of the land for station development. Utilizing this document as a guide, the town and private landowner can prepare a master plan for the site.

Acquire property for Station Development or Seek Private Partnership

The Town of Hadley can initiate a private partnership with a selected landowner at one of the four corners where the railroad tracks crossover County Route 4 to develop a train station. Alternatively, the town can acquire the property, perhaps in partnership with Saratoga Economic Development Council (SEDC), and develop it as a public initiative.

Secure Funding for a Train Station Site Plan

Utilize funding sources identified below to conduct a feasibility study on the potential to construct the train station. In an effort to comprehensively address the site, consider the site organization (i.e., parking and signage) as well as the building renovations.

Secure Funding to Construct a Boarding Ramp

To enable passengers to disembark the train, design and construct a boarding ramp. Although the design does not have to be elaborate, it should be handicapped accessible.

Incorporate Visitor Services in Station Development

To help create a positive experience for the traveler, the station should incorporate basic services such as restrooms and a small snack bar. The intent is to make the visitors experience as comfortable as possible so that they make a return visit.

Complete Pedestrian Circulation

To enhance pedestrian circulation seek funding to construct sidewalks between Hadley and Lake Luzerne and highly visible crosswalks at key intersections. The circulation system should link the station to the shops in Lake Luzerne and the shoreline areas of the Hudson and Sacandaga Rivers. Historic pedestrian scaled lighting, banners, benches, flowers, and directional signage can help enhance the pedestrian environment and help increase circulation.

Create Visitor Orientation Kiosk

To help orient visitors to Hadley, Lake Luzerne, and area recreational activities (i.e., boating, hiking, bicycling, etc.), create visitor orientation kiosk. An identical kiosk should be located in Lake Luzerne to help direct the visitor to the station.

Establish Design Guidelines

To ensure infill activity meets with the existing character of the region, utilize the design guidelines in this document. The intent is to encourage architectural style that is similar to the Adirondack region rather than a suburban form.

Continue Positive Relationship with Lake Luzerne

The Town of Lake Luzerne is a critical component of this node as it offers full tourism services in close proximity to the proposed station. A continued dialogue between Hadley and Lake Luzerne can help establish necessary elements to create the link (i.e., trolley) between the communities.

(4) Funding Needs

Primary Sources of funding: Acquisition and Construction:

- NYS-DOT: TEA 21 – Enhancement Program Funding Phase II funding round (80 –20 matching \$)
- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program - grants and loan/grant combinations
- NYS Department of State: LWRP grant funding.
- NYS Legislative Member Items.
- US Department of HUD: Economic Development/job creation: If there are plans to incorporate private sector job creation into project development or benefit to low and moderate income persons, grant funding is possible through CDBG program.

Secondary matching funds, funds with contingencies:

The Great American Station Foundation. Annual competition, up to \$25,000 for active train stations, (may not be applicable due to ownership/active status restrictions).

Local Regional Foundations: The Hudson River Foundation, the Glens Falls Foundation, International Paper Company Foundation, etc.

In-kind donations and force account to reduce outlay of actual cash \$:

- Use of Towns' force account for labor
- Use potential for donation of materials, equipment, additional labor
- Integrate into BOCES/School system training programs
- Utilize NYS Department of Corrections work program for clearance, clean-up, painting and day labor, etc.

Utilize Saratoga County Board of Supervisors' Economic Development Fund: For planning and/or marketing components of program.

(5) Time Frame and Phasing Options

Recognizing that, due to financial and time constraints, not all of the components of the project will be completed at one time, a phasing plan is recommended. The intent is to identify immediate (within one to two years), short-term (between three and five years), and long-term (between six and 10 years) components. Understanding the timing of each component will help the town anticipate future grant programs.

Immediate Action Items (within one - two years)

Action Item	Estimated Cost
▪ Partner with Saratoga Economic Development Council and open dialogue with private property owners with regard to station development	N/A
▪ Secure funding to conduct site plan analysis of selected area	\$15,000
▪ Acquire property if necessary and/or enter into partnership agreements for station and platform construction	\$TBD
▪ Secure funding for train station and platform construction, site design, and parking	\$ 1 million
▪ Establish design guidelines to ensure infill activity meets with existing character	N/A

Short-Term Action Items (between three and five years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Create visitor orientation kiosk to orient visitors to Hadley, Lake Luzerne and recreational activities (i.e., whitewater rafting, flat water rides to Corinth, etc.) <ul style="list-style-type: none"> ○ Design ○ Construction 	<p>\$5,000</p> <p>\$10,000 per sign</p>
<ul style="list-style-type: none"> ▪ Pedestrian improvements to connect Lake Luzerne, kayak pullout, and other areas of interest 	\$75,000
<ul style="list-style-type: none"> ▪ Stimulate and coordinate private investment for infill development 	N/A

Long-Term Action Items (between six and 10 years)

Action Item	Estimated Cost
<ul style="list-style-type: none"> ▪ Consider a trolley to link to Lake Luzerne 	N/A
<ul style="list-style-type: none"> ▪ Continue efforts for infill development between Hadley and Lake Luzerne 	N/A

5. Town of Corinth

a) Corinth Destination Stop

- (1) Link to the "First Wilderness" Experience

The Corinth Destination Stop is the southern terminus of the study area and builds on the First Wilderness experience by capitalizing on key historic events, flat-water recreation opportunities, and recently completed community projects.

With regard to history, Corinth was once known as Jessup’s Landing, the site where logs were gathered from the Hudson, landed, and hauled over land in order to bypass Palmer Falls. South of the falls, the logs were sent to the site of the “Big Boom”, and floated downriver. When the railroad opened, Corinth was a major sawmill site.

Unlike Hadley/Lake Luzerne area, the waters of the Hudson are calm as they flow pass Corinth providing opportunities for canoeing, kayaking, and power boating. The flat water extends north from Corinth to Hadley/Lake Luzerne offering potential opportunities to link the two stops via water rather than relying on road transportation. Access to the flat-water is provided at the Corinth Village beach that is also the beginning of Jessup's Pathway, a local trail system that was recently developed.

Although not located in the more developed downtown area, Alpine Lake provides a lakeside camping resort facility that is a direct descendant of the tourism experience encouraged by Durant's railroad in the 19th Century. This camping area can broaden the experience by providing different opportunities rather than concentrating recreational/tourism activities in the downtown area.

(2) Specific Recommendations

The Village and Town of Corinth have two separate areas that, when combined, offer a complete package to build on the experience and develop a destination stop.

Existing Railroad Station

The Station is located off of West Mountain Road approximately 1 mile from the village center and is currently owned by Canadian Pacific. The building itself is in a state of disrepair, however, it is somewhat structurally sound and has the potential to be renovated. There is a parking area surrounding the station, which can provide parking for between 10 - 15 cars.

Secure Funding to Conduct Train Station Feasibility Study

Although somewhat intact, the historic train station is in a state of disrepair. If restored, the train station can become a significant feature along the rail line, as the architectural style of the building is indicative of the old train stations that existed at the turn of the century. To determine the amount of restoration work that needs to be completed, the town and village should secure grant funding to conduct a feasibility study. If the final report indicates that the building can be restored, the study should be used as the basis for additional grant funding.

Construct a Station Platform

To assist passengers disembark the train, a station platform should be constructed. In the interest of cost savings, the platform can be somewhat modest offering stairs and a handicap access rather than a large platform running the length of the station.

Clarify On-Site Parking

Currently there is a parking area surrounding the train station but the surface condition is deteriorated and the parking spots are not delineated. As the station is restored and the stop is further developed, the parking area should be re-paved and striped thus maximizing the amount of parking on-site.

Create Visitor Orientation Kiosk - Train Station Location

To help direct the visitor, an information kiosk should be placed at the train station. The intent is to provide the wayfinding system that clearly and easily directs the visitor around the village and town and

to the multitude of activities. Appropriate directional signage can remove any "guesswork" and make the visitor's experience more enjoyable. The style and information contained on the kiosk should be the same as the proposed kiosk in the village (see description below.)

Establish Trolley Connection

It is important to remember that the existing train station is one mile from the center of downtown Corinth. This, unfortunately, is not a walkable distance for most people, therefore, when this train stop is developed, the town/village or private operation should offer a linkage between the train station and downtown. This linkage could take on many forms such as a motorized trolley such as can be found in downtown Saratoga Springs, a small bus, a horse-drawn carriage, or some other form of transportation. The intent is to link visitors to the activity center of this node, which is the downtown area of Corinth.

Village Orientation Stop

As a compliment to the train station, a village orientation stop is proposed across from the village beach on town owned land. The intent is to provide a small parking area with services to orient the visitor to the activities in the area.

Create a trolley stop across from the Village beach

Utilizing village owned land across from the village beach, create a trolley stop with visitor parking. The stop should provide enough room for the trolley, or other selected transportation system, to drop off passengers and turn around.

Create Visitor Orientation Kiosk - Downtown Location

To help direct the visitor, an information kiosk should be placed at the trolley stop. The intent is to match the kiosk located at the train station and provides a wayfinding system that clearly and easily directs the visitor to the assortment of attractions including restaurants, recreational amenities, local shops, etc. Appropriate directional signage can remove any "guesswork" and make the visitor's experience more enjoyable.

Create Historic Interpretive Program

From the trolley stop, the visitor can walk a loop that begins at the village beach, continues along Jessup's Pathway to Pagenstecher Park, down Palmer Avenue and back to Main Street. This loop can build on the history of Corinth, the railroad, the Adirondacks, and the Hudson River and to provide historic and cultural learning opportunities to the visitor. This concept builds upon recent research that indicated that "tomorrow's" tourist wants to undertake adventure, be in charge, and understand the local culture and history. This is opposed to "yesterday's" tourist that wanted a safe vacation that followed the masses without experiencing the local fare.

This loop can offer a variety of walking environments including scenic views down the gorge and attractions along Main Street. To promote this type of activity, the village should create a signage system that serves two purposes. First it should clearly delineate the walkway and second interpret the history of the area. In addition to signage, the village should complete streetscape improvements (i.e., street trees, benches, pedestrian lights, banners, flowers, etc.) along Main Street to create a safe and enjoyable pedestrian environment.

Infill Retail

To help further encourage pedestrian circulation along Main Street and to help extend the visitor's length of stay, new retail shops are proposed in vacant buildings. The intent is to create activities to help move pedestrians back and forth through the community. Any infill development should be in keeping with the current architectural style and scale of the hamlet (see Design Guidelines in the following section.)

(3) Needs and Considerations

Train Station

Acquire property from Canadian Pacific

The town and village should work with Saratoga County to acquire the train station property from Canadian Pacific Railroad. This is a key event if any of the other recommendations are to be completed.

Secure Funding to Study and Renovate the Train Station

Utilize funding sources identified below to conduct a feasibility study on the potential to renovate the train station. In an effort to comprehensively address the site, consider the site organization (i.e., parking and signage) as well as the building renovations.

Secure Funding to Construct a Boarding Ramp

To enable passengers to disembark the train, design and construct a boarding ramp. Although the design does not have to be elaborate, it should be handicapped accessible.

Create visitor orientation kiosk that matches village trolley stop

Create a visitor orientation kiosk that highlights the activities within the town and village. Information should include a listing of restaurants, recreational activities, accommodations, local shops, etc. The intent is to enable the visitor to extend the length of time they are in the community.

Village Trolley Stop

Secure Funding to Design a Trolley Stop on Town Property Across from the Village beach

If village land is used across from Corinth Beach, no property acquisition is needed. However, a study should be completed to design a trolley stop with parking, landscaping, visitor interpretation kiosk with brochures. The kiosk should match the kiosk located at the train station.

Establish Historic Interpretive Program and Walking Trail

The village has a nice opportunity to create an historic interpretive trail from the trolley stop to Pagenstecher Park, down Palmer Avenue to Main Street. To create an inviting pedestrian environment the trail should be clearly marked with directional and interpretive signage. When the trail utilizes streets, a streetscape improvement program should be completed including street trees, pedestrian scaled lighting, benches, banners, flowers, trash receptacles, etc.

Consider Seeking Funding to Create a Tour-Boat Between Corinth and Hadley/Lake Luzerne

Although this may require private investment, talking with area tour operators may inspire the establishment of a tour-boat operator between Corinth and Hadley/Lake Luzerne. The flatwater between the two communities can be ideal for such a venture.

Consider linking trolley to Alpine Lake Campground and Other Regional Attractions

In addition to establishing a link between the train station and the trolley stop, the town and village may consider utilizing the trolley to link to other area attractions. The intent is to provide a option to extend the visitor's stay by using the many assets the region has to offer. Other links to consider may be the village of Lake George, Glens Falls, and Saratoga Springs.

(4) Funding Needs

Primary Sources of funding: Acquisition, Renovation and Construction:

- NYS-DOT: TEA 21 – Enhancement Program Funding Phase II funding round (80 –20 matching \$)
- NYS Department of Parks, Recreation, Historic Preservation (50-50 matching \$);
- Historic preservation funding is available if building/site is listed or eligible for listing on the State or National Registers of Historic Places, property owned by municipality or n-f-p corporation or some form of joint interest in the property.

- NYS Empire State Development Programs: Economic Development Fund, Regional Economic Development Partnership Program - grants and loan/grant combinations
- NYS Department of State: LWRP grant funding.
- NYS Legislative Member Items.
- US Department of HUD: Economic Development/job creation: If there are plans to incorporate private sector job creation into project development or benefit to low and moderate income persons, grant funding is possible through CDBG program.

In addition, the Village of Corinth may use its program income from its CDBG Economic Development program to help fund project development. Use of funds must benefit low/moderate income persons (At date: 62 % of Village of Corinth is low/moderate income persons).

Secondary matching funds, funds with contingencies:

The Great American Station Foundation. Annual competition, up to \$25,000 for active train stations.

Local Regional Foundations: The Hudson River Foundation, the Glens Falls Foundation, International Paper Company Foundation, etc.

In-kind donations and force account to reduce outlay of actual cash \$:

- Use of Town/Village force account for labor
- Use potential for donation of materials, equipment, additional labor
- Integrate into BOCES/School system training programs
- Utilize NYS Department of Corrections work program for clearance, clean-up, painting and day labor, etc.

Utilize Saratoga County Board of Supervisors' Economic Development Fund: For planning and/or marketing components of program.

(5) Time Frame and Phasing Options

Recognizing that, due to financial and time constraints, not all of the components of the project will be completed at one time, a phasing plan is recommended. The intent is to identify immediate (within one to two years), short-term (between three and five years), and long-term (between six and 10 years) components. Understanding the timing of each component will help the town anticipate future grant programs.

Immediate Action Items (within one - two years)

Action Item	Estimated Costs
<ul style="list-style-type: none"> ▪ Coordinate with Canadian Pacific and Saratoga County to acquire the train station 	\$TBD
<ul style="list-style-type: none"> ▪ Conduct feasibility study for restoring train station 	\$40,000
<ul style="list-style-type: none"> ▪ Design and construction of trolley stop across from village beach <ul style="list-style-type: none"> ○ Design ○ Construction 	\$10,000 \$150,000
<ul style="list-style-type: none"> ▪ Conduct study to design historic interpretive trail sign system in village 	\$19,000
<ul style="list-style-type: none"> ▪ Program kiosk design that can be used at trolley stop and train station 	Committee
<ul style="list-style-type: none"> ▪ Streetscape improvement design and construction document for 4-8 block area on Main Street <ul style="list-style-type: none"> ○ Design ○ Construction 	\$75,000 \$1 million

Short-Term Action Items (between three and five years)

Action Item	Estimated Costs
If train restoration is successful,	
<ul style="list-style-type: none"> ▪ Construct handicapped station platform (\$80.00 sq. ft.) 	\$10,000
<ul style="list-style-type: none"> ▪ Develop parking at train station (10-15 spaces) and miscellaneous landscape enhancements 	\$100,000
<ul style="list-style-type: none"> ▪ Create visitor orientation kiosk at train station and trolley stop 	\$15,000
Independent of train,	
<ul style="list-style-type: none"> ▪ Encourage private investment in a tour-boat operator between Corinth and Hadley/Lake Luzerne 	Committee/Village/ Town

Long-Term Action Items (between six and 10 years)

Action Item	Estimated Costs
<ul style="list-style-type: none"> ▪ Establish trolley connection between train station and downtown Corinth 	\$TBD or private investment
<ul style="list-style-type: none"> ▪ Establish links with other area and regional destinations (i.e., Alpine Lake Campgrounds, Saratoga Springs, Lake George, Glens Falls, etc.) 	Committee/Village/ Town