

Trails Master Plan
for the West Side of Lake George
April 2013

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Funding Assistance provided by the New York State
Adirondack Smart Growth Program Environmental
Protection Fund 2009-2010

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Executive Summary

Project Description

The Towns of Hague, Bolton, Lake George, Ticonderoga and the Village of Lake George have developed a detailed master plan for hiking and biking opportunities along the west side of Lake George with the goal to create a world-class destination for hiking and biking for current and future generations. The project unites the 18 individual hiking and biking hubs in the study area to create a comprehensive and diverse trail system. These trail hubs offer a range of experiences to people of all abilities making this region unique and increasing the capacity to market hiking and biking as a major visitor experience for Lake George. The trails as described and illustrated in Chapter Three are highly varied in terms of type and terrain. These range from slightly rolling trails that are associated with parks and campgrounds to trails that are very steep with eroded surfaces through beautiful forest environments. These environments appeal to hikers and bikers looking for training opportunities or extremely challenging recreational experiences and those just looking for a peaceful stroll or bike ride.

The project provides a graphic inventory of the public trails and illustrates potential opportunities to create trail loops and close trail gaps throughout the study area. The flagship bike trail is the Warren County Bikeway, the main link to population centers south of the Lake George area with connections to an extensive regional bike trail network that courses south all the way into Hudson River community of Waterford. This all-season public hiking and biking network is comprised of a network of existing paths, trails, and on-street bicycle routes that connect existing trail hubs and provide connections between recreation sites, community parks, attractions, services, business districts, and land and water transportation points. It seeks to integrate bikeway design into all main road improvements and make all public transportation “bike and family friendly.” It will also incorporate elements of heritage tourism through the Lakes To Locks Passage Scenic Byway themes to convey the historic, environmental, and other “stories” related to the regions.

Public Outreach and Participation

The public outreach for the Master Plan effort generated over 100 comments from public and agency sources. Outreach meetings were held in the Village of Lake George, Town of Lake George, Town of Bolton, and Town of Hague in October 2012. Poster displays with survey sheets and information for submitting comments were available in a prominent location at each of the town halls for a period of six weeks. In addition, all project materials were posted on all municipal websites for a period of over three months.



Priority Projects and Recommendations

The Master Plan provides a wide range of physical trail improvements, programmatic and marketing opportunities for promoting and implementing the plan's recommendations. Defining the path to move forward requires making strategic choices beginning with careful consideration of creating a strong organization that will oversee the development of an improved trails network. The recommended approach is to build upon and integrate the many successful activities already underway, while pursuing new initiatives to improve future conditions.

Recommendations are found throughout Chapters Three, "Hiking Trails," Chapter Four, "Bicycle Trails," and Chapter Five, "Marketing Development Strategy." Chapter Six, "Priority Projects and Implementation," provides the "big idea" concepts that bring cohesion and interest to the project. These ideas are summarized below:

- **Form a Regional Trail Alliance: Lake George Area Trails Partnership**
In order to implement the recommendations in the Master Plan, it will be necessary to create a new organization that focuses on developing the Lake George Region's many trail resources into a cohesive system.
- **Embrace the Trail Town Tourism Concept**
All involved communities should individually adopt the *Trail Town* concept by creating a network of "Trail Towns" that capitalize on the potential for expanded recreational tourism by making trails the centerpiece of a new economic development initiative for the region. Take concrete steps to provide a community that is welcoming to and supportive of hikers and bicyclists.

- **Integrate the Scenic Byway Experience**
Integrate recreational and heritage tourism as a marketing initiative where visitors experience that encourage visitors to learn about the history, local landmarks, and cultural stories that make the area an interesting place to visit. Have all trails mapped on *MapGuide* on the *Lakes to Locks Passage Geotourism* website which encourages national and international travelers to choose sustainable tourism experiences that define the region's character and distinct appeal.
- **Integrate Marketing with the Lakes To Locks PassagePort Wayfinding Tool**
This program is a cross between a thematic itinerary, scavenger hunt, and geocaching. Through the Lakes To Locks Passage print, web and social media promotions, the visitor can find thematic experiences that are appealing for children and adults through mobile applications. This high impact program brings heritage tourism to a new and exciting level for the visitor.
- **Create a Dedicated Website**
Develop a single website that will tie the entire region together as a cluster of high quality trails that offer varied and interesting trail experiences. This website would highlight and link to the individual communities, attractions, and services. It would also interface with state, national, and regional websites that feature recreational tourism.

- **NY Route 9N Shared Pathway Concept**

A shared pathway along NY Route 9N is highly desired, according to public comments received during the Master Plan process. There are many areas where this is possible and many places where it appears to present an insurmountable challenge. A detailed feasibility analysis of NY Route 9N – Bolton Road is needed to explore the potential of creating a bike lane and or shared use bike/pedestrian trail along a part of NY Route 9N between Lake George and Bolton and between Hague and Ticonderoga.

- **Perimeter Trail Concept**

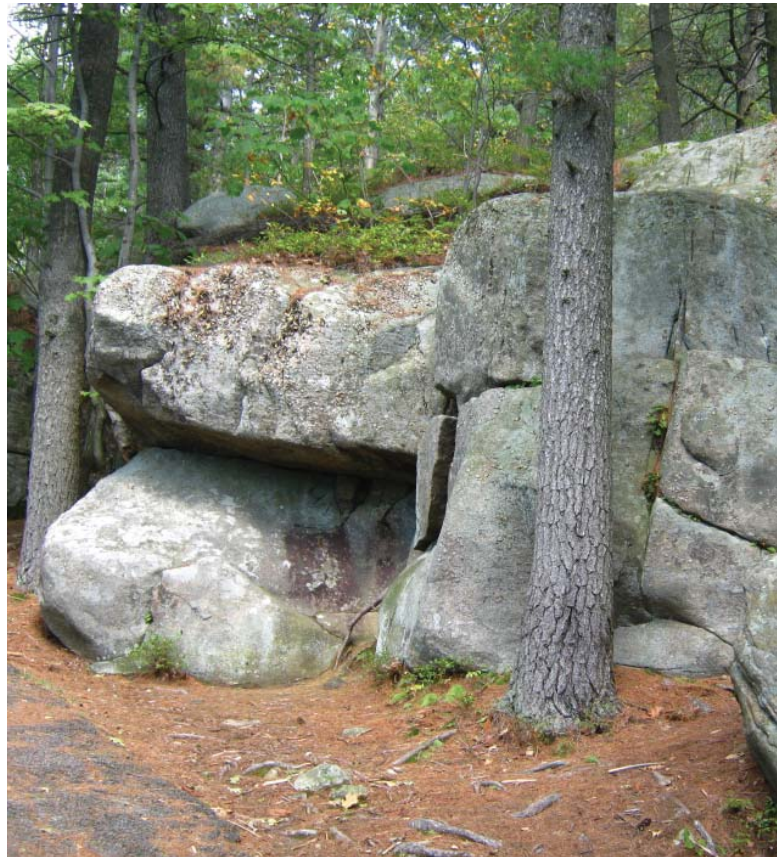
Delineate a rim trail around the entire lake for bicycle and pedestrian use. Utilizing public lands, develop a trail on off-road trails or low use roads that follows as close to the lake ridges as possible. The Lake George Perimeter Trail is a proposed route connecting the summits surrounding the lake. The Rim Trail can define the edge of the watershed, offer a challenge for trail users, and encourage sustainable tourism.

- **Develop Itinerary Trip Planning Tools**

Itinerary planning is essential in today's visitor tool box. An effective set of itineraries should be developed for hiking and biking that will provide the visitor with experiences that are tailored to their interests and recreational comfort level.

Costs and Funding

Costs for the implementation of the Trails Master Plan fall into three categories - administrative costs, capital costs and maintenance costs. The Master Plan has identified a number of projects that will require significant capital expenditures. There is an upcoming new round of trails funding in the NYS Parks, Recreation, and Historic Preservation and other programs under the Consolidated Funding Application. The Lake George Area Trails Partnership will be tasked with exploring the possibilities for funding and obtaining project match funds.



Chapter One: Introduction

- **Project Overview**
- **Potential as Hiking and Biking Destination**
- **Local Recreational Needs**
- **Scenic Byway Interface**
- **Trail Benefits**
- **Economic Impacts**
- **Local and Regional Initiatives**
- **Public Outreach and Participation**

Project Overview

The Trails Master Plan for the West Side of Lake George Trails seeks to expand and enhance recreational tourism opportunities in the Lake George region by making it an all-season destination for hiking, biking and winter uses. The project's purpose is to complete an attractive and continuous route along the west side of the lake that includes paths, trails, on-street bicycle routes, and links to regional and community attractions, services and businesses. The project includes a complete inventory of trails that are available for public use and conveys a consistent comprehensive level of information on all the public hiking and biking trail resources.

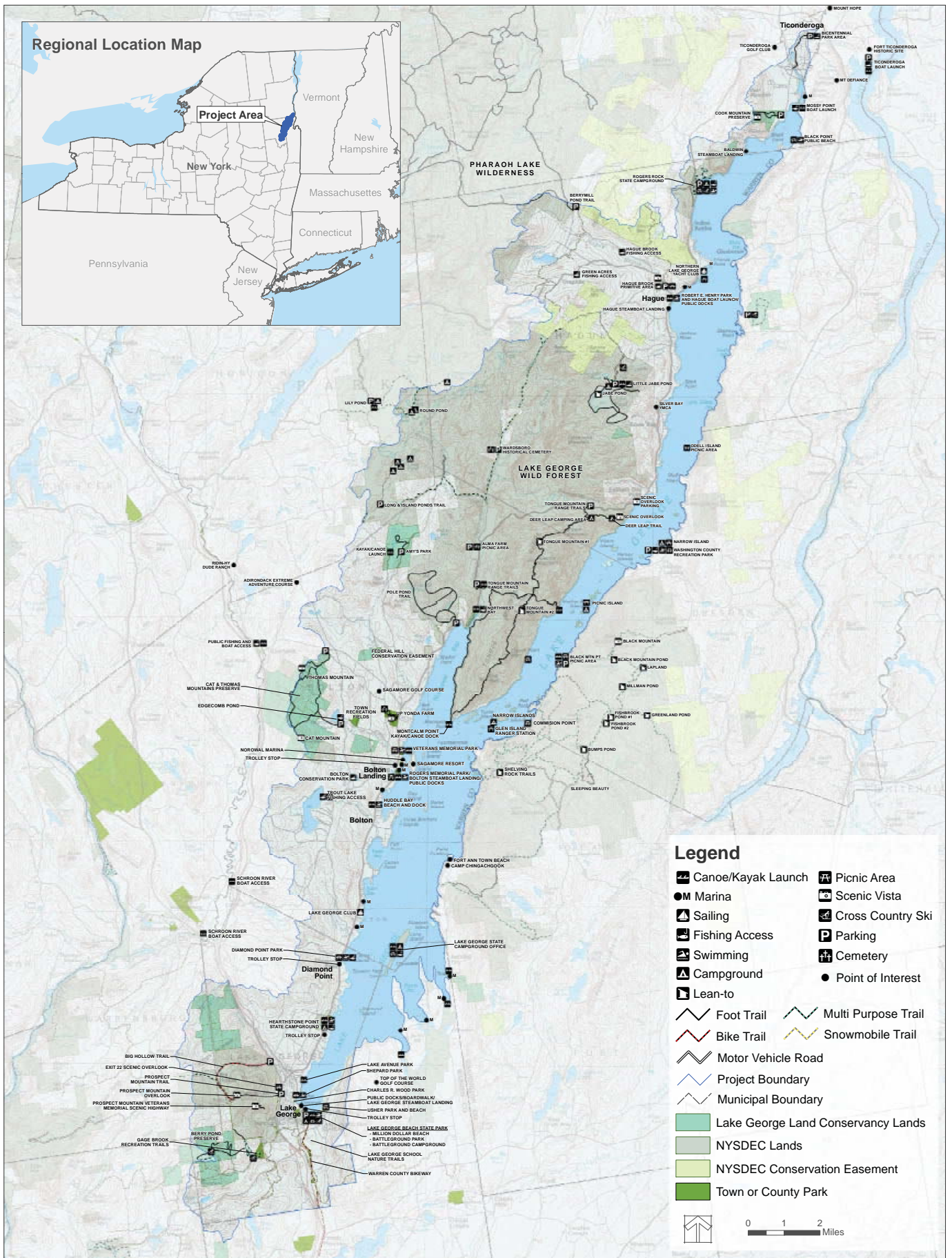
The first phase of the project focuses on the west side of Lake George and is the subject of this report. As funding permits, a detailed master plan for the east side of Lake George will be completed during the second phase of the project. For this phase of the project, the study area is limited to those portions of the towns of Lake George, Bolton, Hague, and Ticonderoga that fall within the western boundary of the Lake George Park which follows the official Lake George Park Commission boundary to the west and the western shoreline of Lake George to the east. A lakewide inventory of existing conditions can be found on Figures 1-4.

There is an abundance and wide variety of trails in the Lake George region. However, visitors currently have access to incomplete digital or paper access to a full range of information regarding trails information. This lack of a single resource inhibits the ability of the region to market hiking, biking and winter activities as an economic development initiative. In the meantime, local and regional Chambers of Commerce report that an increasing number of families and tour groups are requesting information about trails for both hiking and biking. Visitors often come to Lake George having experienced other places where hiking and biking trails are well coordinated with other visitor services. They expect this level of service and are disappointed when it is not available. The project will offer some solutions by integrating trail use into the existing regional tourism economic development strategy.

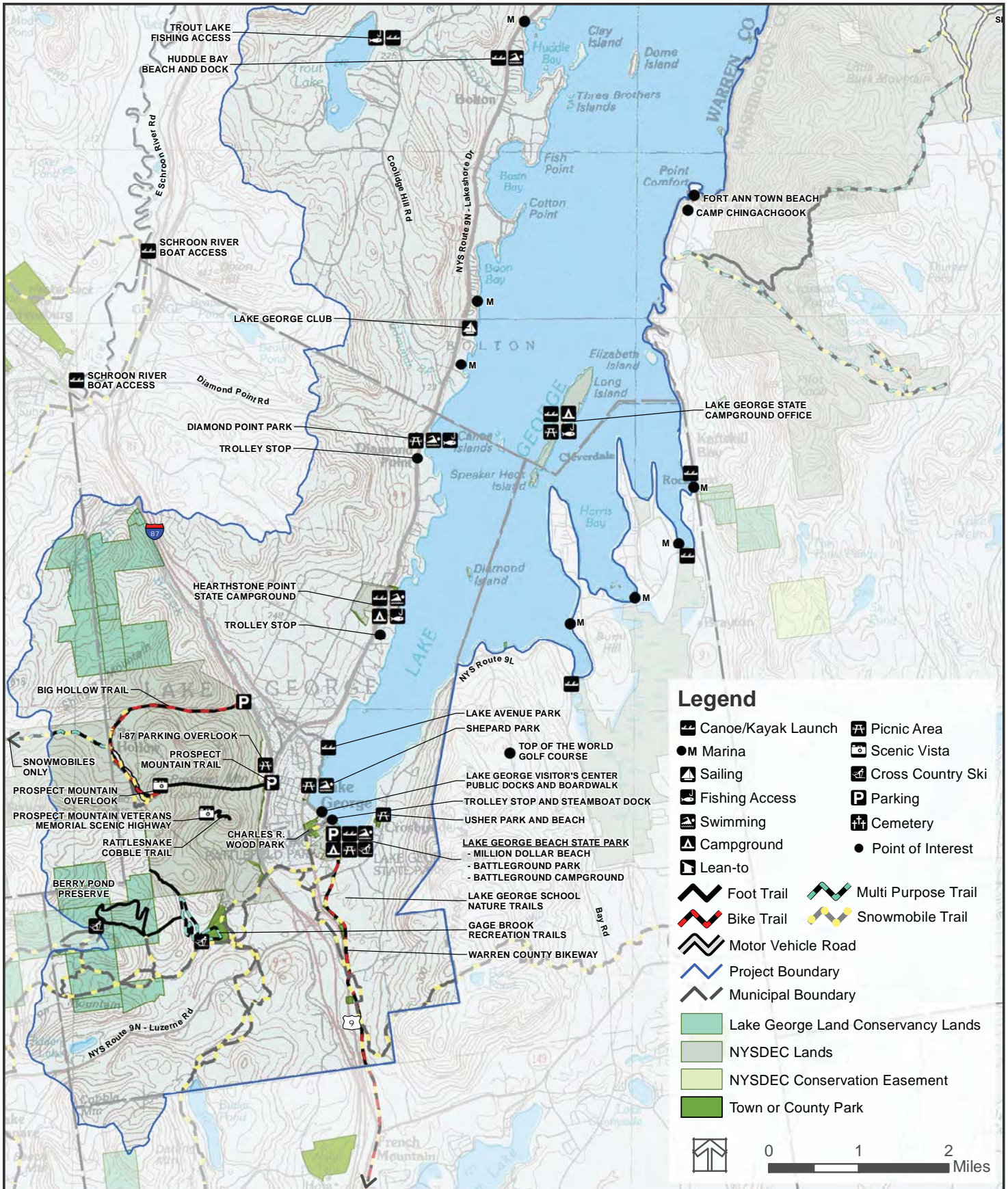
The establishment of tourism as a significant element of the economic development strategy will further broaden the economic base of the communities within the area. The attributes of the niche discussed above, when considered as part of the whole vacation package, are attractive to potential visitors to the area. As such, these qualities can be a powerful draw for people to come to the area and experience its recreational opportunities and purchase goods and services within a relaxing and welcoming setting.

The project is supported by numerous new studies that point out that outdoor recreation and leisure expenditures account for a substantial part of tourist's discretionary spending. Regions that offer a variety of trail systems are often major tourist attractions generating significant expenditures on lodging, food and recreation oriented services and improving the overall appeal of a community to visitors and residents. Tourism pursuits that physically and mentally engage visitors, through a blend of heritage and recreational tourism (also known as experiential tourism), continue to be one of the fastest growing sectors of the travel industry. A concentrated effort to promote experiential tourism will appeal to a greater diversity of interests which will translate into new and repeat visitors to the Lake George region. This initiative will have the capacity to drive considerable new visitor dollars to the area, translating into more purchases of local goods and services, thereby creating additional employment and increased sales tax receipts to the state, county and local governments.

Getting visitors to come to Lake George because of its remarkable hiking and biking opportunities will depend on the first impression from their initial experience getting to and utilizing the trails. Information posted on Internet blogs, YouTube, and Twitter can have a controlling influence on how others view and interpret an individual's experience. These outlets can also serve to be powerful tools in drawing people to an area or keeping them away.



Trails Master Plan for the West Side of Lake George
Figure 1: Lakewide Inventory Map of Existing Conditions



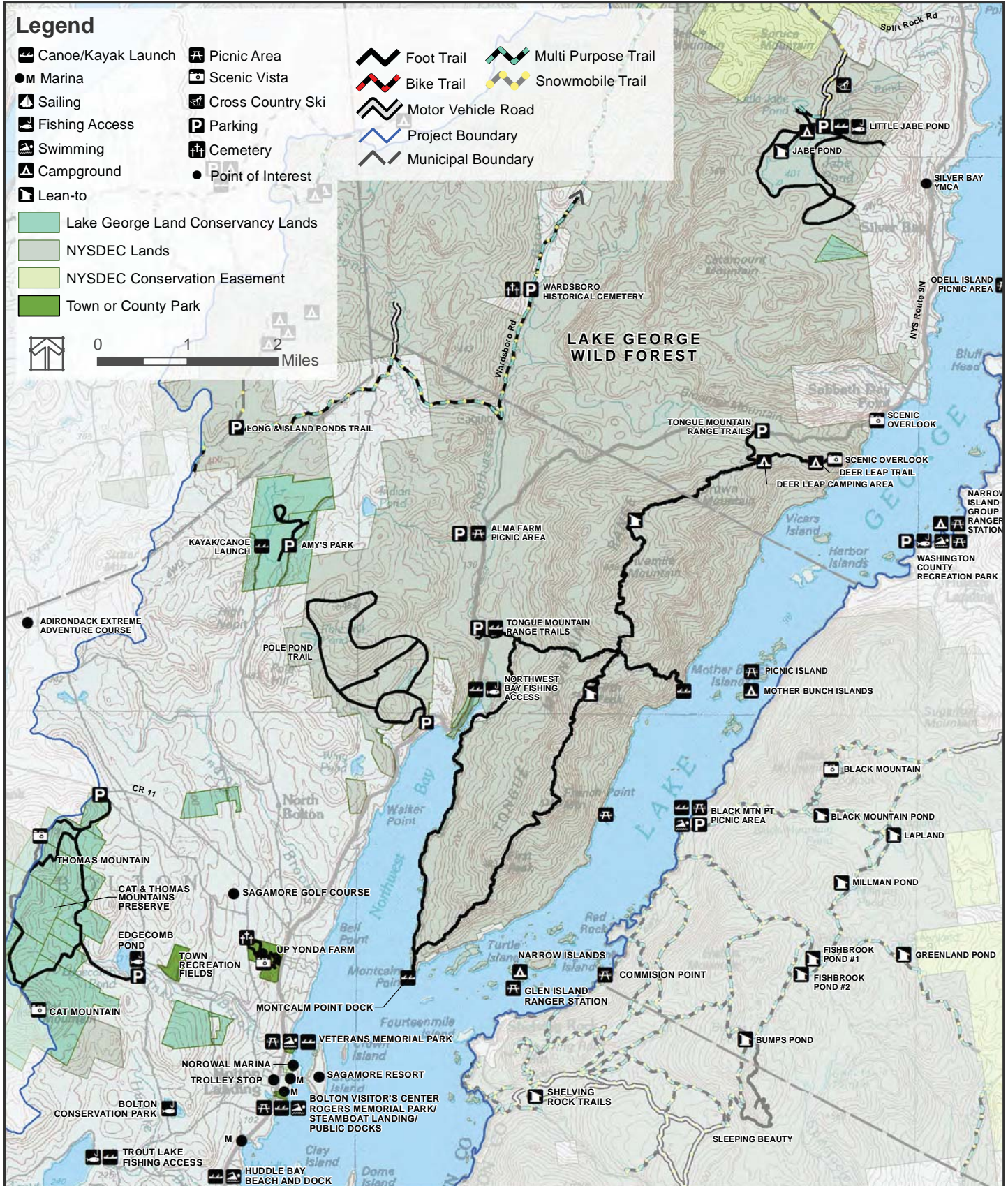
Trails Master Plan for the West Side of Lake George

Figure 2: Inventory Map of Existing Conditions: Southern Lake George Region

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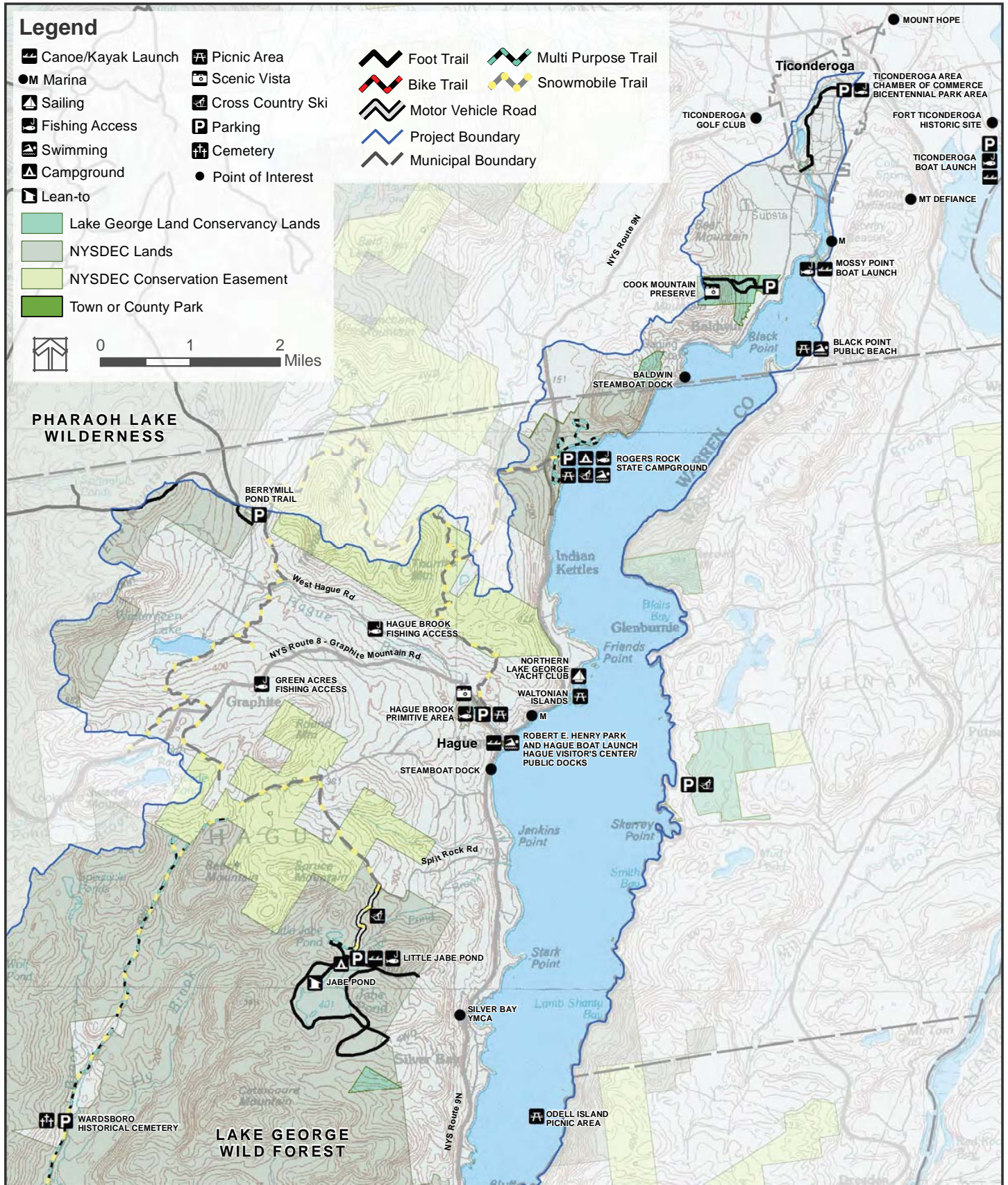
Trails Master Plan for the West Side of Lake George

Figure 3: Inventory Map of Existing Conditions: Middle Lake George Region

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Trails Master Plan for the West Side of Lake George

Figure 4: Inventory Map of Existing Conditions: Northern Lake George Region

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Potential as Hiking and Biking Destination

Recreating in the Lake George Region has virtually always been an important part of visitor activities. The area's outstanding recreational trails remain a "best kept secret." A strong potential exists to develop the Lake George Region as a destination for active recreation. The Lake George Park forms the southern gateway into the Adirondack Park, a 6.1 million-acre environmental and recreational paradise that is also the largest park and state protected area in the contiguous US, and the largest wilderness area east of the Mississippi River. The natural resources in the Lake George Region are diverse and beautiful and the scenic resources are exceptional. It

is within a highly important historic corridor, containing numerous key points of interest along the Lakes To Locks Passage, a national and state scenic byway.

Lake George is widely known as one of the clearest and highest water quality of all large lakes in the eastern United States. It is approximately 55 miles north of the City of Albany, 150 miles north of New York City, and 143 miles from Montreal, Canada. Figure 1, "Lakewide Inventory Map of Existing Conditions," illustrates the regional position of Lake George in New York State.

Local Recreational Needs

The Lake George Region represents an area with growing businesses that support active recreation. These types of businesses include rock climbing, mountain biking, scuba diving, parasailing, rope adventure courses and zip lines, competitive sailing, and whitewater rafting and kayaking. Local recreational needs have shifted to a resident and visitor population that is significantly more active and interested in the outdoors. The residential base is comprised of more retirees that are middle class,

healthy and utilizing the area as their home base. This group requires trail resources that range from easy to moderately challenging that are available on a year round basis. One of the challenges for active walkers during the winter months is keeping the sidewalks and Boardwalk clear of snow. In response to this demand, the Lake George School District has developed an indoor walking program for the winter months.

Scenic Byway Interface

The Lake George Region is part of the Lakes To Locks Passage All American Road: Lake George Loop. The interconnected waterway that extends from the Mohawk River in upstate New York to the St. Lawrence River in Quebec, Canada, falls not only under the jurisdiction of two states, but two nations as well. The New York State Byway known as Lakes to Locks Passage has succeeded in rising above the complex jurisdictions and political barriers of the region by unifying the byway corridor as a single destination. The counties of Clinton, Essex, Warren, Washington and Saratoga counties in New York State are working together on initiatives for community revitalization, interpretation and education and recently,

partners from the Province of Quebec, marketing and promotion have joined in this effort.

The Master Plan encourages the integration of heritage tourism experiences that encourage visitors to learn about the history, local landmarks, and cultural stories that make the area an appealing place to visit. For many visitors, these mini-destinations along their larger trip represent an essential part of the hiking and biking experience. Conveying the historic, environmental, and other "stories" related to individual trails will enhance and enrich the visitor experience.

Trail Benefits

In addition to providing recreational opportunities, Lake George Area Trails will provide a variety of other benefits to the involved communities, including economic, public health and transportation benefits. It can also have a positive effect on community pride and identity. Proximity to Trails to communities trails and greenways tend to bolster values of nearby property, and also make them easier to sell (National Association of Homebuilders, 2000). Taken as a whole, the evidence about the benefits of trails and greenways is compelling, especially given the modest level of public investment needed compared to other undertakings with similar community goals. The adjacent Trail Benefits table summarizes the trail impacts that the Lake George region will enjoy through enhanced trail development.

Economic Benefits
Recreational, Heritage, and Environmental Tourism
Business Retention
Main Street Revitalization
Regional Economic Development
Significant Multiplier Effect
Health Benefits
Low Cost Health Care
Mental and Spiritual
Conservation and Environmental Benefits
Conserves Important Resources
Creates Buffer Zones that Improve Air and Water Quality
Historic Preservation
Preserves Community Treasures
Builds Community and Sense of Identity
Builds Awareness and Connections Between Community Resources
Connects People with Historic Places
Property Appreciation
Increases Livability
Increased Property Values
Increases Residential Home Sales

Economic Impacts

Lake George has a robust tourism base that is highly seasonal. Resources spent on tourism development focus on retaining the existing tourism base and growing visitor trips to Lake George in the spring, fall and winter seasons. The Warren County Planning and Tourism Departments released their annual Visitor Occupancy Survey (2011) which provides a snapshot of visitor statistics. According to the findings of the on-line survey, over 7.9 million people visited Lake George in 2011. Approximately 40% utilized hotels, motels and other non-resident lodging; 11% stayed at local campgrounds, and 49% visited the area for a day trip. These visitors generated \$487 million in sales tax in Warren County, the majority of which was spent in Lake George. Study indicators show a strong

relationship between the quantity and quality of water-based recreational activities and the exceptional water quality and clarity of Lake George with the overall success of tourism. This report also found that outdoor activities remain the largest draw to the area. Hiking is the most popular outdoor activity reported by the survey.

Over the past two decades, many studies from all around the country have shown that day-users of trails spend between \$1 to over \$30 per visit. Overnight and multi-day trail users spend significantly more, including food, lodging and other items. Depending upon the locality, this can total \$100 to \$300 per day. An economic impact study of the Erie Canalway Trail was conducted by Eric

Mower and Associates in 2007. The study examined the results of previous trail traffic studies conducted at different locations along the Canalway Trail, and also examined daily expenditures by trail users. By combining the trail usage rates with the average daily expenditure per trail user (averaging \$11.50 per day), the study estimated the annual revenue generated by Canalway Trail users statewide to be between \$27million and \$28 million.

The publication *Bicyclists Bring Business: A Guide for Attracting Tourists to New York's Canal Communities* reports the following statistics for bicycle tourists:

- Cyclists are interested in learning about your community and what makes it unique, and in participating in what it has to offer. Having already chosen a slower-paced mode of travel, they will take time to enjoy what they encounter. They like to visit historic sites and museums, to find unusual shops, to tour wineries and farms, visit art galleries and theaters, explore natural features, and engage in other forms of recreation.
- They typically travel in groups of friends or family members. In an Adirondack survey of people who had visited or were considering visiting for bike tours, for example, the average group size was five people.
- They spend money. Many bicyclists who tour independently carry a minimum of equipment and pay for lodging in facilities ranging from hostels to hotels and meals in restaurants as they go. Sometimes known as “credit card cyclists” because of their willingness to buy what they need along the way, these cyclists have not been drawn to bicycle tourism because it is inexpensive.
- Many cyclists engage in supported touring (guided tours) in which they join a group tour that is supported by an organization or business that makes all or most arrangements for lodging and food. For an end-to-end trip on the Erie Canalway Trail, for example, cyclists can spend up to \$1,500 each, depending on the type of lodging and meals included.
- Cyclists are relatively low impact visitors. If they arrive in your community on a trail, they do not contribute to traffic on your streets, occupy limited parking spaces, add significant wear and tear on infrastructure, or bring the noise and air pollution associated with motor vehicles.
- The general rule of thumb regarding spending is that day trippers from outside the immediate area spend four times as much as local cyclists, and multi-day cyclists spend twice as much per day as day trippers.
- A group of six cyclists each spending \$250 per day on a seven-day trip would leave behind \$10,500 along their path. If the Lake George area could attract 1,000 such bicycle tourist groups in a season, those visitors would contribute \$10.5 million to the Lake George regional economy.

Local and Regional Initiatives

The Master Plan is developed in context of the greater regional trail network that includes the Warren County Bike Trail, Glens Falls Feeder Canal Trail, Champlain Canalway Trail, Champlain Area Trails and Champlain Bikeways. This project will complement the “Round the Lake Challenge” being developed by the Lake George Land Conservancy, a not-for-profit partner in this project. “Round the Lake” is a program similar to the Adirondack Mountain Club’s Forty-Sixer program where participants climb local peaks, paddle significant bays and marshes, and visit natural, historic, and cultural landmarks.

The Master Plan also builds upon the foundation of previous regional and local studies and plans. The regional plans include:

- *Lake George Wild Forest Management Plan 2006* - NYS Department of Environmental Conservation
- Empire State Trails - NYS Office of Parks, Recreation & Historic Preservation
- *Lake George Loop Corridor Management Plan 2006* - Warren County Planning Department
- *Lakes To Locks Corridor Management Plan Update 2012* - Lakes To Locks Passage
- *Warren County Bicycle Plan 2012* - Adirondack Glens Falls Transportation Council
- *Essex County Destination Master Plan 2009* - Lake Placid/Essex County Visitors Bureau
- *Warren County Bike Rides 2012* - Warren County Safe & Quality Bicycle Organization
- *WCSQBO Routes and Trails Booklet 2012* - Warren County Safe & Quality Bicycle Organization

The following municipal plans were also reviewed as part of this initiative:

Village of Lake George

- Village of Lake George Comprehensive Plan, Draft January 2004
- Local Action Committee of the Lake George Loop Scenic Byway

Town of Lake George

- Lake George Comprehensive Plan 2000
- Local Action Committee of the Lake George Loop
- Scenic Byway

Town of Bolton

- Town of Bolton Comprehensive Plan and Hamlet Strategic Plan 2003
- Town of Bolton Local Waterfront Revitalization Program 2012
- Local Action Committee of the Lake George Loop Scenic Byway

Town of Hague

- Town of Hague Comprehensive Plan 2001
- Local Action Committee of the Lake George Loop
- Scenic Byway

Town of Ticonderoga

- Town of Ticonderoga Comprehensive Plan 2006
- Ticonderoga Destination Master Plan 2009

Public Outreach and Participation

A public outreach plan for the trails master plan was developed to reach as many interested individuals and groups as possible. Outreach meetings were held in all the communities participated in this project by attending outreach meetings in the Village of Lake George, Town of Lake George, Town of Bolton, and Town of Hague in

October of 2012. A poster display with survey sheets and information for submitting comments was available in a prominent location at each of the town halls for six weeks. In addition, all project materials were posted on all municipal websites.

Chapter Two: Trails Vision

- **Overview**
- **Vision for the Master Plan**
- **Goals and Objectives**
- **Opportunities**
- **Issues**

Overview

The vision for the Trails Master Plan was created by combining the outcome of the visions workshop conducted with the Trails Advisory Committee, the summary of public comments received, and a review of the recreational planning initiatives from each of the communities as indicated in the Lake George Loop Corridor Management Plan (2006).

Vision for the Master Plan

The vision for the Lake George Trails Master Plan is to create and operate a world-class destination for hiking and biking for current and future generations. The initiative seeks to expand and enhance recreational tourism opportunities on the west side of Lake George by branding it as a destination for hiking and biking. This all-season public hiking and biking network will be comprised of a network of existing paths, trails, and on-street bicycle routes that connect existing trail hubs and provide connections between recreation sites, community parks, attractions, services, business districts, and land and water transportation points. The trail system will provide the visitor various levels of difficulty and types of terrain. It will seek to integrate bikeway design into all main road improvements and make all public transportation “bike and family friendly.” It will incorporate elements of heritage tourism through the Lakes To Locks Passage Scenic Byway themes to convey the historic, environmental, and other “stories” related to the regions. These stories will be told through consistent interpretive and wayfinding signage that incorporates web-linking.

Goals and Objectives

Goal #1: Provide a comprehensive inventory and foundation of trails information for the study area.

Produce a product that has the capacity to be converted into useful maps and other tools for visitors.

Goal #2: Combine existing individual trail areas into a comprehensive system of trails.

Develop a system of trails that includes paths, trails, on-street bicycle routes, and links to regional and community attractions, services and businesses along the west side of Lake George.

Goal #3: Provide downtown and neighborhood trail connections into business districts.

Bring trail benefits to places where people live and businesses operating in Lake George Village, Bolton Landing, Hague, and Ticonderoga.

Goal #4: Link the trails to key historic and cultural sites and features along the study area.

Develop an identity for the corridor that communicates the important links between historic, recreation and economic resources, and help local communities to capture their benefits.

Goal #5: Delineate a rim trail around the entire lake for bicycle and pedestrian use.

Utilizing public lands, develop a trail on off-road trails or low use roads that follows as close to the lake ridges as possible.

Goal #6: Provide adequate public land and water access.

Illustrate the key land-lake connections through parks and beaches, public docking facilities, steamboat piers, and trolley stops. Indicate public access points for the launching of motor boats, canoes and kayaks. Also show the locations where hikers can access trails by boat.

Goal #7: Design trails to be complementary to transit and transportation systems.

Link trails with current and planned transit operations from Lake George to Ticonderoga and create multimodal means of biking or hiking using boats, trolleys and trains.

Goal #8: Provide more complete information about trails to visitors.

Increase awareness of the historic significance of the Lake George region. Connect people to trails through signage, education and programs. Invest

in new technologies that enhance the ability to deliver valuable trail information including maps, trail reports, and environmental education messages.

Goal #9: Seek to achieve a balance between recreation needs and the natural environment.

Enhance public education, enjoyment and appreciation of the natural and cultural heritage of the area. Preserve historic towpaths, trails, portions of the present-day canal, abandoned trolley or power line corridors and low-traffic roads. Ensure that passive recreational activities and facilities are compatible with long-term protection of natural, agricultural, and cultural resources.

Goal #10: Establish a partnership organization with other regional trail organizations.

Develop this initiative in context of the greater regional trail network that includes the Warren County Bikeway, Glens Falls Feeder Canal Heritage Trail, Champlain Canalway Trail, Champlain Area Trails, North Country Scenic Trail, Lake Champlain Bikeways, and the First Wilderness Heritage Corridor.

Goal #11: Improve hiker and biker access to visitor support facilities.

Provide and maintain highly functional and sustainable visitor facilities that support visitor access to appropriate destinations and add to the quality of their experience.

Goal #12: Build connections between development and trails.

Ensure that private and public development that is adjacent to on-road and off-road trails provides dedicated access to that trail. Ensure that all infrastructure projects on public roadways consider bicycle and pedestrian use as part of the design process.

Goal #13: Promote Lake George Area Trails as one comprehensive region.

Offer a consistent marketing message that is implemented equally by all the involved Chambers of Commerce, the Warren County Tourism Department and the regional tourism organizations. Market the Trail as a unique tourism opportunity in Lake George for local residents and visitors. Form an organization that works together on the development and promotion of trails as a single project.

Opportunities

The Lake George Region has an extraordinary variety of attributes that provide significant opportunities for making hiking and biking a primary reason for visiting the Lake George area. The following attributes indicate why the Lake George area should be both promoted and protected:

Public Lands

- The study area contains approximately acres of land owned by New York State and open to public recreation. Much of the area is dominated by the area known as the Lake George Wild Forest, a complex of state-owned lands which comprise one of the most well-known and heavily-used portions of the Adirondack Park. The LGWF consists of 71,133 acres of Wild Forest lands in Essex, Warren, and Washington Counties.

Nature Preserves

- Six of the nine nature preserves owned and operated by the Lake George Land Conservancy are located on the east side of Lake George. These special places provide a place for visitors to understand the unique ecological features of these while enjoying the trails LGLC's nature preserves are open to the public from dawn to dusk year-round for educational, scientific and passive recreational pursuits, such as hiking, cross-country skiing, snowshoeing, and bird watching.

Existing Trail Resources

- There are 18 separate and widely diverse trail systems on the west side of Lake George that are presently open to the public. Tying them together into a comprehensive set of trails will allow the visitor to purposefully and efficiently incorporate hiking and biking into vacation plans.

Existing Trail Resources

- Tourist facilities report the demand for hiking and biking opportunities has significantly increased in recent years. Much of the demand is due to the growing number of families interested in coming to Lake George for an economical vacation, and the increased nationwide public interest in fitness and recreation.

Existing Visitor Infrastructure

- The Lake George Area enjoys one of the most successful tourism economies in New York State. As reported by the report *The Economic Impact of Tourism in New York State* (NYS Economic Development), tourism in Warren County generates the highest in labor income annually (\$249 million in 2007) in the state. The *Leisure Travel Study for Essex County* published in 2011 by the Regional Office of Sustainable Tourism (ROOST) and Lake Placid Convention and Visitor's Bureau reported that hiking continues to be the most popular reported outdoor activity draw, followed by canoeing/kayaking. Strong visitor statistics plus varied and plentiful accommodation choices and amusement venues make Lake George the natural choice.

Scenic Values

- The mountains and lake provide the Lake George area some of the most scenic viewsheds in the state. Virtually all of the 18 trail systems along the west side of Lake George provide visitors with views of the lake, mountains on the east side of the lake, and the Adirondack and Green Mountains.

Cultural and Historic Resources

- The Lake George Region is remarkably rich in cultural and historic resources. Lakes to Locks Passage Scenic Byway has succeeded in unifying the byway corridor as a single destination for heritage tourism. Through a partnership of public, private and non-profit organizations, the scenic, historic, natural, cultural, recreational, and working landscape resources of Lakes to Locks Passage are managed in balance with economic development and tourism promotion. The partners work together to integrate, interpret and promote "The Four Lives of Lakes to Locks Passage" to residents and visitors. By unifying the region through interpretive themes that link communities to resources, LTLP has already provided the foundation and tools for heritage and recreation tourism planning.

There are a number of obstacles, limitations and constraints that will present challenges to developing and marketing the trails as a comprehensive unit.

Under-Capacity and Over-Capacity Usage of Resources

- A careful balance must be maintained between public trails that are currently thought to be under-utilized and those that are known to be over-utilized. Limitations to parking areas plus regulations of parking on roadsides help to keep trail usage at ideal capacities. Crowded trails will only work to repel hikers from that hub and new trail alternatives must be offered and suggested to hikers.

Lack of Control Over State Land Improvements

- The public has no real control over state lands and whether and how those lands are improved for hiking and biking. The relationship the state presently enjoys with the many partners in trail maintenance could be extended so that improvements could be implemented.

Poor Trail Conditions and Lack of Funding

- The LGWF has an extensive hiking trail network available to the public. Trail maintenance and reconstruction are required on the majority of the unit's trails. According to the *Draft Unit Management Plan for the Lake George Wild Forest*, some trails, such as the Prospect Mountain trail, lack adequate drainage control and hardening features to prevent erosion. In general, as grades approach 50 percent, the point of being able to control erosion is passed. Trails with steep grades, and those lacking surface water drainage controls tend to channel water and create gullies, thus accelerating erosion. These trails require extensive work and investment either to maintain as-is, or to redesign and relocate. In addition, funding for trail maintenance to control erosion is currently inadequate to meet the needs of designated trails.

Lack of Direct Relationship Between Trails and Business Districts

- With the exception of Prospect Mountain and the Warren County Bikeway in Lake George, and the LaChute Interpretive Trail in Ticonderoga, all other trail hubs have a disconnection from the local business districts. Work continues in Bolton to link the Cat-Thomas Mountains Preserve with the downtown business district.

Lack of Connection Between Resources

- While this report illustrates how some individual trail preserves and state trail areas can be connected, there are areas that are not possible to link due to lands held in private ownership. There are some cases where conservation easements can be sought and some areas where negotiations would have to be worked out for power line corridors.

Chapter Three: Hiking Trails

- **Overview**
- **Existing Conditions Analysis and Recommendations**

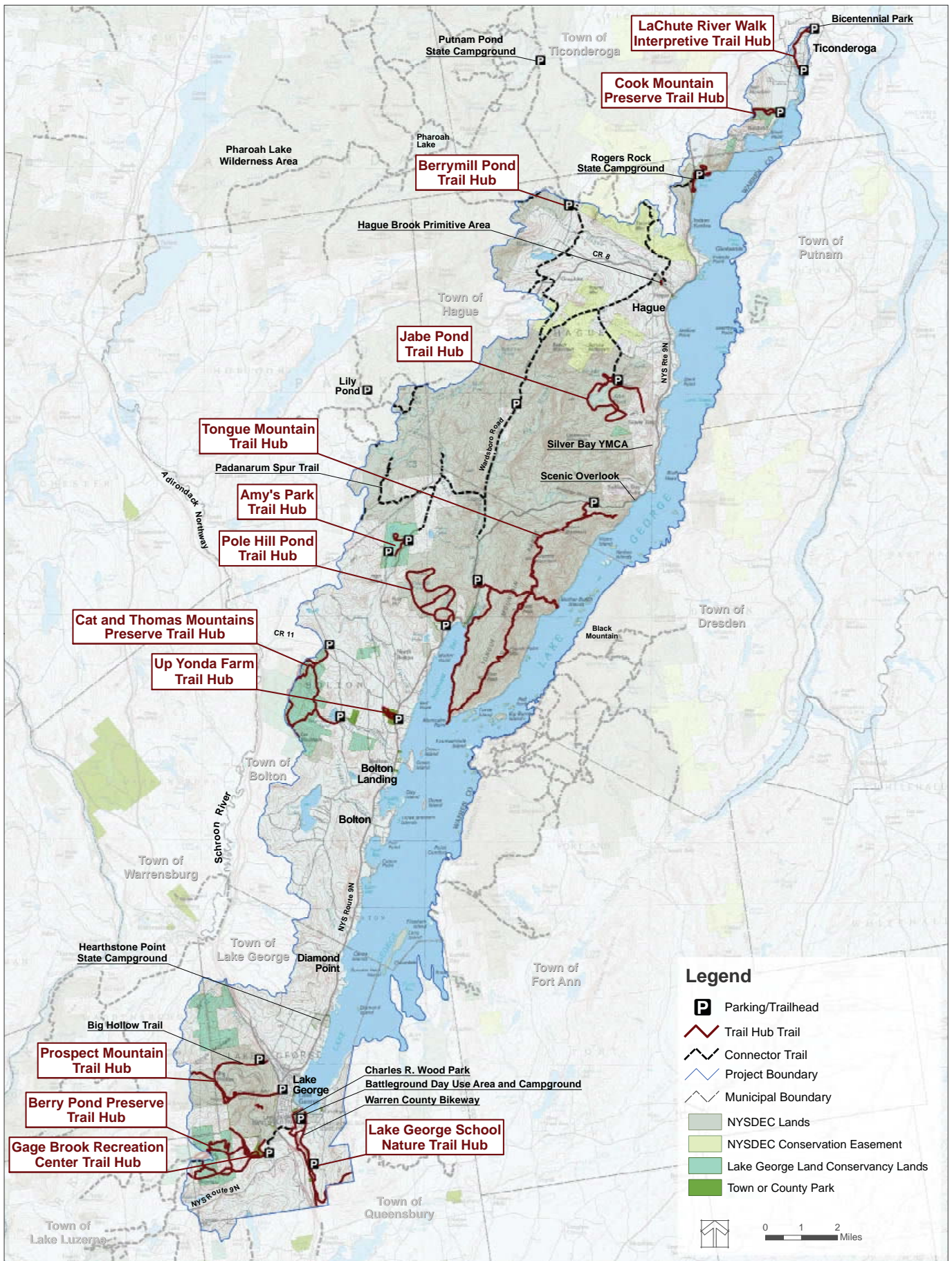
Overview

This section describes the existing trail areas (hubs) that are open to the public for hiking and biking throughout the west side of Lake George. The study boundary generally follows the watershed of the Lake George Park. Each of the 18 hubs in the four involved municipalities is described with a consistent set of characteristics and an overview of issues, needs and opportunities. Each of the towns (village and town of Lake George are included together) have individual “recreation points” where hikers and bikers can connect to the waterfront in various ways. The recreation points are noted for their attributes and potential for linkage to trail hubs. See Figure 5, “Trail Hubs Map,” for trail locations.

Physical improvement recommendations for the existing trails are also provided at the end of each town’s summary of hiking trail resources. These recommendations are designed to enhance the network of multi-use paths, trails and bikeways and improve access to trails and backcountry experiences. Many of the recommendations are derived from existing plans and studies as well as public comments received throughout the development of this Master Plan. Additional recommendations were derived through a needs analysis, the identification of gaps in the existing system, and the consultant’s experience with best practices in trails planning.

Trail Hubs and Recreation Points on the West Side of Lake George

Lake George Trail Hubs	Bolton Trail Hubs
Prospect Mountain Trails	Cat and Thomas Mountains Preserve
Gage Brook Recreation Center	Up Yonda Farm
Berry Pond Preserve	Amy's Park
Charles R. Wood Park	Tongue Mountain Range
Warren County Bikeway	Pole Hill Pond Trails
Lake George Battleground Day Use Area	
Lake George Elementary School Nature Trails	
Lake George Recreation Points	Bolton Recreation Points
Lake George Boardwalk	Edgecomb Pond
Diamond Point Beach	High Nopit Mountain
Lake Avenue Park	Bolton Conservation Park
Hearthstone Point State Campground	Rogers Memorial Park
Shepard Park	Veteran’s Memorial Park
Usher Park	Huddle Bay Beach
Pole Pond Trail Loop	Trout Lake Cartop Launch
Up Yonda Farm	
Hague Trail Hubs	Ticonderoga Trail Hubs
Jabe Pond	Cook Mountain Preserve
Berrymill Pond Trail	LaChute River Walk Interpretive Trail
Rogers Rock State Campground	Putnam Pond
Hague Recreation Points	Ticonderoga Recreation Points
Tongue Mountain Scenic Overlook	Baldwin Dock
Hague Steamboat Landing	Black Point Public Beach
Robert E. Henry Memorial Park and Launch	Mossy Point State Boat Launch
Hague Brook Fishing Access	Fort Ticonderoga
Waltonian Islands	Mount Defiance
	Mount Hope
	Bicentennial Park



Trails Master Plan for the West Side of Lake George
Figure 5: Trail Hubs Map

Prospect Mountain Trails

Overview



View the Adirondacks from the summit of Prospect Mountain

Enjoy a beautiful 5 1/2 mile drive to the 2,030 foot summit. Stop at three separate overlooks: The Narrows, Lake George, and The Eagle's Eye.

On the Summit you will be taken on an escorted shuttle ride to enjoy the breathtaking panorama. You can also walk the self-guided nature trail, see the remains of the world's largest cable railroad, plus relax and eat at our picnic facilities.

Prospect Mountain is a public use area consisting of a total of 1,010 acres. This site is an integral part of the State's Lake George Wild Forest which consists of approximately 71,133 acres of State Forest Preserve lands in the southeastern Adirondacks. Resources include the Veterans Memorial Scenic Highway, a 5.88 mile road that boasts spectacular views of Lake George, and a large parking area at the summit for day use. The site has a system of walkways and three scenic overlooks around the summit (elevation 2,030 feet) providing a 100-mile view in all directions. The Scenic Highway is closed to vehicles during the winter and utilized by snowmobiles when there is adequate snow cover. There are no sidewalks or wide shoulders on the access road, but is frequently used by walkers and runners when the road is officially closed to traffic. Hikers utilize the Prospect Mountain Hiking Trail, a 1.5-mile trail that leads to the summit of Prospect Mountain from a trailhead in the Village of Lake George. Several small trail segments provide access to Rattlesnake Cobble. A second trail originates from the backside of Prospect Mountain off Big Hollow Road in the Town of Lake George. This trail begins as a rough access road to an old reservoir where it continues as a designated mountain bike trail that connects up to the parking area on top of the mountain.



Map Credit: NYS Dept. of Environmental Conservation

Trail Highlights

- **Name:** Prospect Mountain Trail
- **Location:** Cooper Street in Lake George Village.
To reach trail from Lake George Village, turn west on Montcalm Street (away from lake) to Smith Street; turn south 1/2 block to trailhead sign. Trail crosses 1-87 on elevated walkway.
- **GPS Trailhead Coordinates:**
43° 25.526' N, 73° 43.216' W
- **Total Length of Trails:** 1.63 miles
- **Summit Elevation:** 2,041 feet
- **Level of Difficulty:** Moderate to challenging - not suitable for young children (except Summit area)
- **Trail Register and Trail Markers:** Yes
- **Signage:** Signage of historic photos railway and Prospect Mt. House at Cooper St. trailhead
- **Types of Uses:** All types
- **Surface:** Natural with exposed cobble stones
- **Condition:** Poor to good
- **ADA Accessible:** No
- **Availability of Restrooms:** No
- **Cell Phone Coverage:** 90%
- **Parking Availability:** Trailhead - 6 cars
- **Amenities Available:** Bench and trash receptacle at Cooper Street; parking lot has portable restroom facility; Summit has picnic facilities
- **Permitted Uses:** Leashed dogs on trail
- **Prohibited Uses:** No dogs on summit
- **Special Landmarks:** One part of the trail follows the road bed of an old funicular railway that served a once-thriving summer hotel on the mountain
- **Unique Natural Features:** Remains of both the mountain hotel and the railroad; Precambrian metamorphic rocks such as metagabbro and granitic gneiss with large crystals of hornblende and garnet
- **Scenic Views:** 100-mile views in all directions
- **Connections to Other Trails:** Potential trail to Gage Brook Recreation Park





Prospect Mountain Trail Highlights, Continued

- **Type of Ownership (public, private, semi-public, easement):** New York State
- **Maintenance Responsibility:** New York State.
- **Issues, Needs, Opportunities:** Designate a trail (Class III Foot Trail) leading from trails already established in the Gage Brook Recreation area to the large parking area on Prospect Mountain, including approximately 0.5 miles of new trail construction. Portions of the trail require rerouting to reduce the grade and address erosion problems. The existing trail is excessively steep and poorly maintained. As a result, the trail presents conditions hazardous to hikers during all seasons of the year. Where the old trail segments are abandoned, soil stabilization devices should be installed to help trap and retain soils.

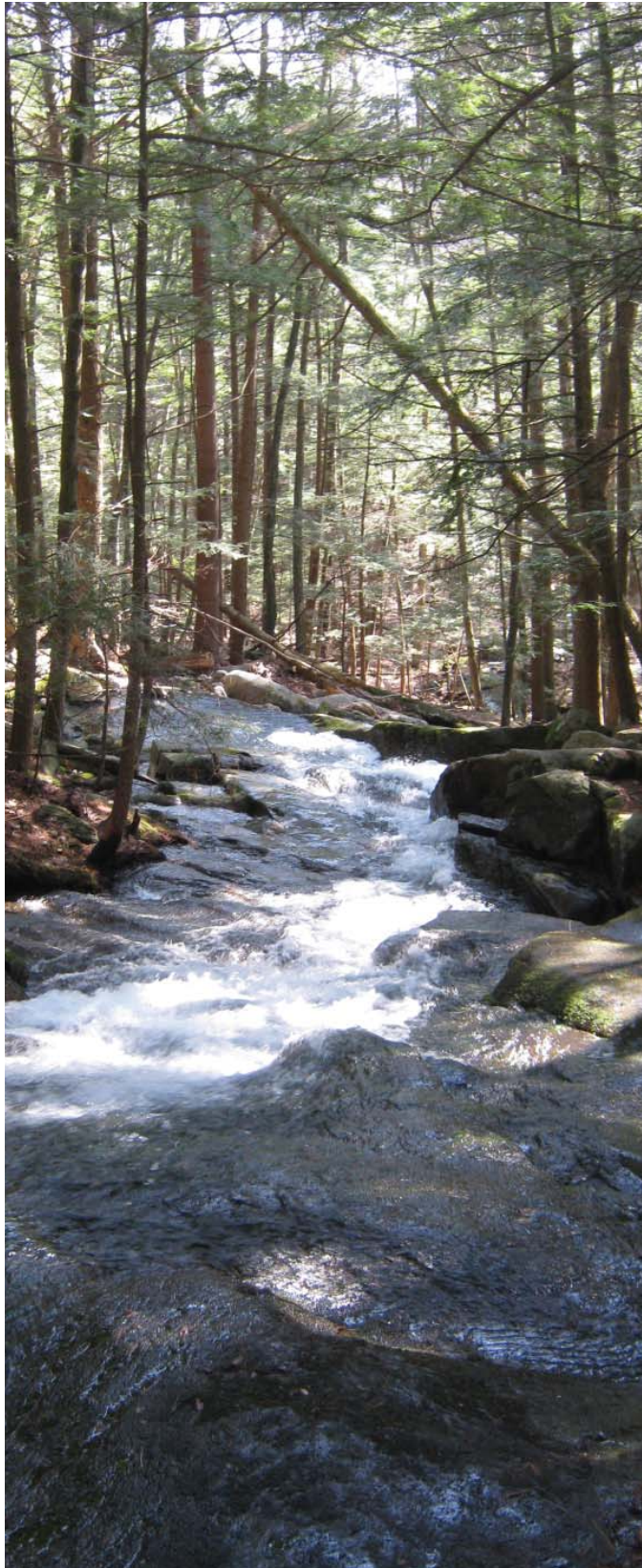
No trail information exists at the trailhead on Cooper Street or at the parking area on Smith Street; Parking lot in need of striping, signage, portable restrooms, and lighting improvements; trail is generally badly eroded and needs re-routing in places; lack of formal foot trail connection to Gage Brook Recreation Park and Berry Pond Preserve; rehabilitate the trail to Rattlesnake Cobble from the main Prospect Mountain Trail.



- **Name:** Big Hollow Trail
- **Location:** Big Hollow Road in Lake George
- **GPS Trailhead Coordinates:**
43° 26.470' N, 73° 43.569' W
- **Length:** 2 miles
- **Summit Elevation:** 1,500 feet
- **Level of Difficulty:** Moderate; trail is fairly steep
- **Trail Register and Trail Markers:** No
- **Signage:** None
- **Types of Uses:** Mountain Bikes and Snowmobiles
- **Surface:** Rough natural road surface with exposed cobble stones
- **Condition:** Poor
- **ADA Accessible:** No
- **Availability of Restrooms:** No
- **Cell Phone Coverage:** 90%
- **Parking Availability:** Parking for 2 cars
- **Amenities Available:** None
- **Permitted Uses:** Leashed dogs, mountain biking
- **Prohibited Uses:** Camping, motorized vehicles
- **Special Landmarks:** Old Big Hollow Reservoir
- **Unique Natural Features:** Many scenic waterfalls along Big Hollow Branch
- **Scenic Views:** Woods and stream
- **Connections to Other Trails:** Prospect Mountain summit; Gage Brook Recreation Trails
- **Types of Ownership:** New York State
- **Maintenance Responsibility:** New York State
- **Issues, Needs, Opportunities:** Need to designate as formal trail to Prospect Mountain and improve condition

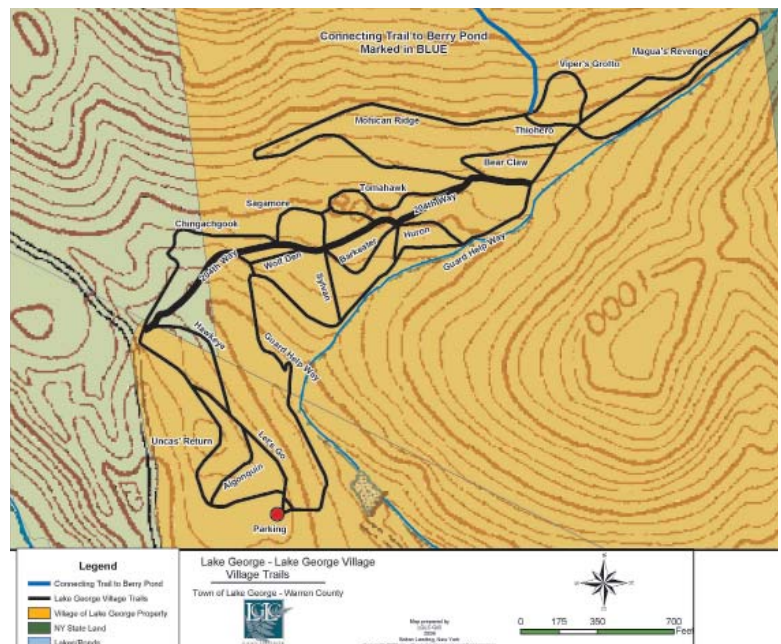


Gage Brook Recreation Center Overview



This public recreation area consists of 49 acres devoted to soccer, softball and baseball fields, a tubing hill, and approximately four miles of groomed cross-country ski trails which are also available for snowshoeing, hiking and mountain biking. The trail system is a network of loops that intersect with a main trail spine that parallels Gage Brook, a small stream with many waterfalls, whirlpools, and large boulders. The various trail loops provide a variety of experiences ranging from beginner (green circle markers) to intermediate (blue square markers) and advanced (black diamond markers).

This exceptional resource is located adjacent to both the Berry Pond Preserve and Prospect Mountain trails. The connecting “Blue Trail” to Berry Pond veers west off “Viper’s Grotto” trail and ascends 280 feet and 0.4 miles to the Lake George Land Conservancy’s lands and trail system at the Berry Pond Preserve. A one mile informal footpath connection has been created by hikers to intersect with the summit of Prospect Mountain. DEC is considering designating this a Class III Foot Trail as part of the Lake George Wild Forest Unit Management Plan. Along with Berry Pond preserve this link would provide highly scenic hiking experiences for all abilities.



Trail Highlights

- **Name:** Gage Brook Recreation Center and Park
- **Location:** Summit of Transfer Road off NY Route 9N/Luzerne Road
- **GPS Trailhead Coordinates:**
43° 24.079' N, 73° 43.956' W
- **Length:** 4+ miles
- **Summit Elevation:** 1,400 feet
- **Level of Difficulty:** Easy to Difficult
- **Trail Register and Trail Markers:** No
- **Signage:** Trailhead sign, kiosk at Berry Pond turnoff
- **Types of Uses:** Cross-country skiing, snowshoeing, mountain biking
- **Surface:** Soft natural surface; exposed rock
- **Condition:** Fair to Good
- **ADA Accessible:** No
- **Availability of Restrooms:** Weekends only
- **Cell Phone Coverage:** 95%
- **Parking Availability:** Parking for 75 cars
- **Amenities Available:** Picnic tables; bike rack
- **Permitted Uses:** Leashed dogs
- **Prohibited Uses:** Camping, fires, motorized uses
- **Special Landmarks:** Old Gage Reservoir
- **Unique Natural Features:** Gage Brook has many waterfalls
- **Scenic Views:** Woods and stream
- **Connections to Other Trails:** Prospect Mountain Summit; Berry Pond Preserve
- **Type of Ownership (public, private, semi-public, easement):** Village of Lake George
- **Maintenance Responsibility:** Town and Village of Lake George
- **Issues, Needs, Opportunities:** No trail marked to Prospect Mountain; Parking lot lighting not dark sky compliant; School and Lake George Association conduct research and experiments at site



Photo credits: G. Burdett (top, center)

Berry Pond Preserve

Overview

The Berry Pond Preserve is comprised of 1,436 acres in the Towns of Lake George, Warrensburg and Lake Luzerne. It includes the headwaters of West Brook, a tributary that has a significant impact on the water quality of Lake George. These lands are owned by the Lake George Land Conservancy (LGLC) and serve as a vital connection that protects nearly 10,000 acres of land belonging to New York State’s Prospect Mountain, Nature Conservancy parcels, and other lands owned by the Village of Lake George and Town of Lake George.

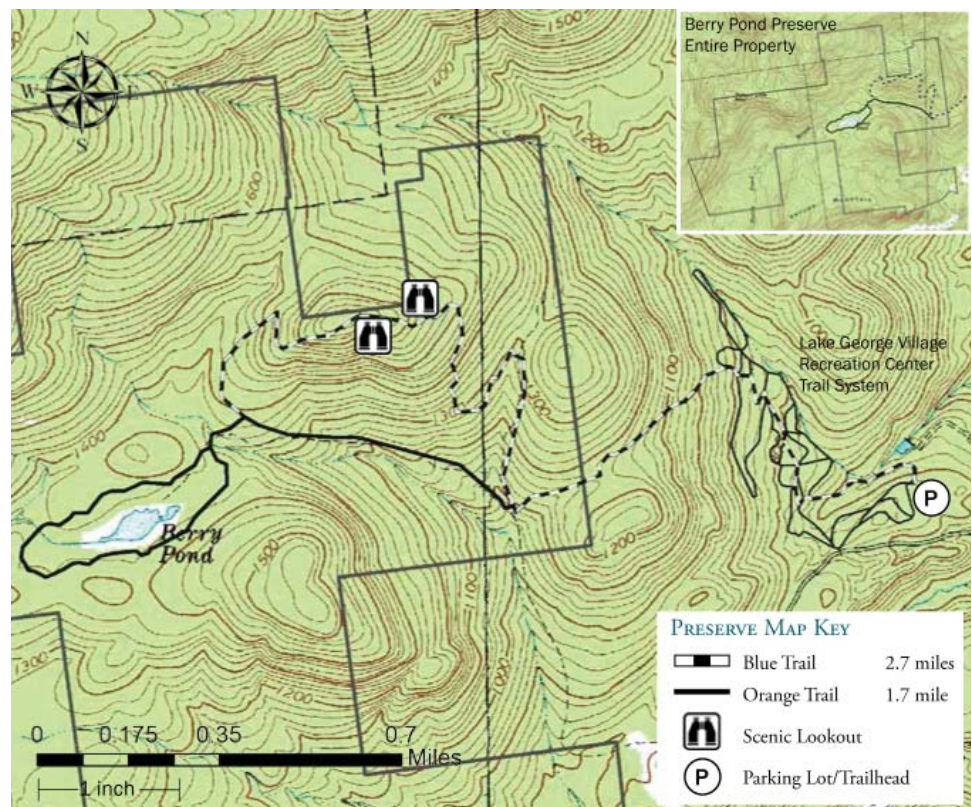
The Berry Pond Preserve includes Berry Pond, a pristine wetlands and open-water wilderness that is home to an active beaver community and contains a small great blue heron rookery. The highpoints of the land provide expansive views of Lake George to “the Narrows” and southern views to Butler Pond and the lower Adirondacks.

Parking and access to the Berry Pond trails is gained through the trail system of the Gage Brook Recreation Center. The trails are identified with LGLC’s Blue markers. The Blue Trail leads hikers off of the Gage Brook trail and ascends 280-feet over 0.4 miles to the Berry Pond land boundary. The Blue Trail is moderately challenging with several very steep sections. After another 0.2 miles, the Blue Trail intersects with the Orange Trail which is rated as an easy hike. Hikers can then choose to continue along the Blue Trail to reach views looking north at Lake George (1620-ft elevation) and south (1640-ft elevation). This is a 520-ft elevation gain over approximately 1 mile.

From the initial junction of the Orange and Blue Trails, the Orange Trail follows a logging road for 0.56 miles (300-ft elevation gain) to the second junction with the Blue Trail. The Orange Trail then leads southwest for 0.1 miles to the Berry Pond loop. Following the loop clockwise, the trail continues along the logging road for approximately 0.25 miles before cutting into the woods for a forested, pond-side trail for the remaining 0.75 miles of the loop.



Photo credits: LGLC Staff (left)



Trail Highlights

- **Name:** Berry Pond Preserve Trails
- **Location:** Gage Brook Recreation Center; Summit of Transfer Road off Route NY 9N/Luzerne Road, Town of Lake George
- **GPS Trailhead Coordinates:**
43° 24.079' N, 73° 43.956' W
- **Length:** 4.4 miles
- **Summit Elevation:** 1,500 feet
- **Level of Difficulty:** Easy to Moderate
- **Trail Register and Trail Markers:** Yes
- **Signage:** Kiosk at Berry Pond turnoff
- **Types of Uses:** Cross-country skiing, snowshoeing, mountain biking and snowmobiling
- **Surface:** Soft natural surface
- **Condition:** Good to excellent
- **ADA Accessible:** No
- **Availability of Restrooms:** At Recreation Center-seasonal use only
- **Cell Phone Coverage:** 95%
- **Parking Availability:** Parking for 75 cars
- **Amenities Available:** Picnic tables; bike rack
- **Permitted Uses:** Leashed dogs, hunting by LGLC permit
- **Prohibited Uses:** Camping, fires, motorized vehicles
- **Special Landmarks:** Old Gage Reservoir
- **Unique Natural Features:** Gage Brook has many scenic waterfalls
- **Scenic Views:** Woods, Berry Pond, Lake George vistas and streams
- **Connections to Other Trails:** Gage Brook Recreation Trails; Prospect Mountain summit; South Warren Snowmobile Trails to Lake Luzerne
- **Type of Ownership:** Lake George Land Conservancy
- **Maintenance Responsibility:** Lake George Land Conservancy
- **Issues, Needs, Opportunities:** No direct access

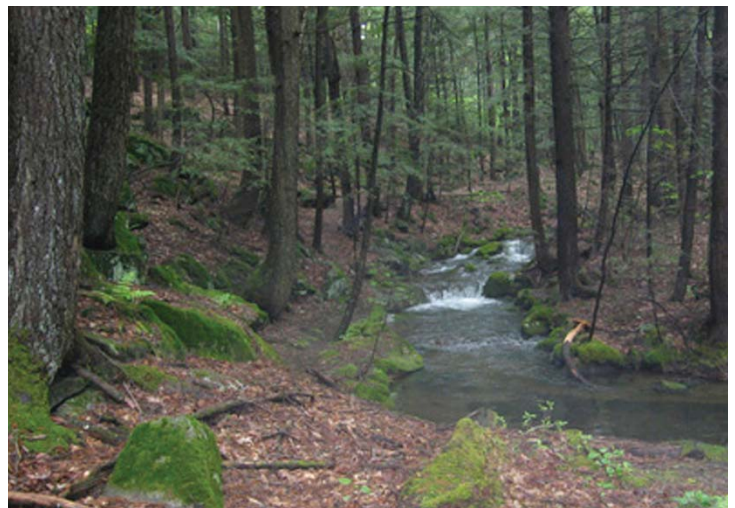


Photo credits: LGLC Staff (top, middle, bottom)

Charles R. Wood Park

Overview

The new Charles R. Wood Park is under construction at the site of where “Gaslight Village” and “Charlie’s Saloon” existed on lands that straddle the border of the Town and Village of Lake George. Located on both sides of West Brook Road, this unique park will provide significant environmental, conservation, education, economic, and recreational benefits. Environmental components will include a state-of-the-art natural filtering stormwater management system that includes a settling pond, marsh areas, gravel wetlands, and a deep water pond that will remove sediment and nutrients from the stormwater before it is redirected back into West Brook and ultimately Lake George. These areas double as wildlife habitat and are expected to host many species that are not commonly seen by the public.

A “festival area” has been set aside to host outdoor events and provide public parking. A new environmental park that incorporates sustainable principles will be created throughout the entire site that will include nature trails, exhibits, gazebos, benches, and native plants. Interpretative signs will address the processes that are filtering the stormwater, the types of plants and structures that are doing the work, as well as broader environmental concerns and issues on Lake George. The site will provide a wide variety of opportunities for passive and active public recreation including walking and bicycling trails, adventure playground, skateboard park, bird watching, and scenic overlooks.

The layout of the trail network has not been finalized but all trails will be ADA compliant and child-friendly. One of the site’s most attractive qualities is that it is connected to a well-established network of pedestrian and bicycle trails and recreation areas. The new park is located adjacent to Battleground Campground and Day Use Area and is a short distance from the northern entrance to the Warren County Bikeway.



Trail Highlights

- **Name:** Charles R. Wood Park
- **Location:** East and west sides of West Brook in the Town and Village of Lake George
- **GPS Trailhead Coordinates:**
43° 25.366' N, 73° 42.800' W
- **Size:** 12 acres
- **Level of Difficulty:** Easy - appropriate for young families
- **Trail Register and Trail Markers:** No
- **Signage:** Interpretive signs; kiosks
- **Types of Uses:** Walking, cross-country skiing, snowshoeing
- **Surface:** Shredded bark, gravel and paved surfaces
- **Condition:** Excellent
- **ADA Accessible:** Yes
- **Availability of Restrooms:** Yes
- **Cell Phone Coverage:** 95%
- **Parking Availability:** Multiple areas for public parking
- **Amenities Available:** Picnic tables; bike racks; benches; viewing platforms
- **Rules for Use:** Not yet established
- **Special Landmarks:** Fort William Henry
- **Unique Natural Features:** West Brook
- **Scenic Views:** Open space; Lake George; West Brook
- **Connections to Other Trails:** Battleground Park; Warren County Bikeway; Lake George Boardwalk
- **Type of Ownership:** Warren County, Village of Lake George
- **Maintenance Responsibility:** To be established
- **Issues, Needs, Opportunities:** None

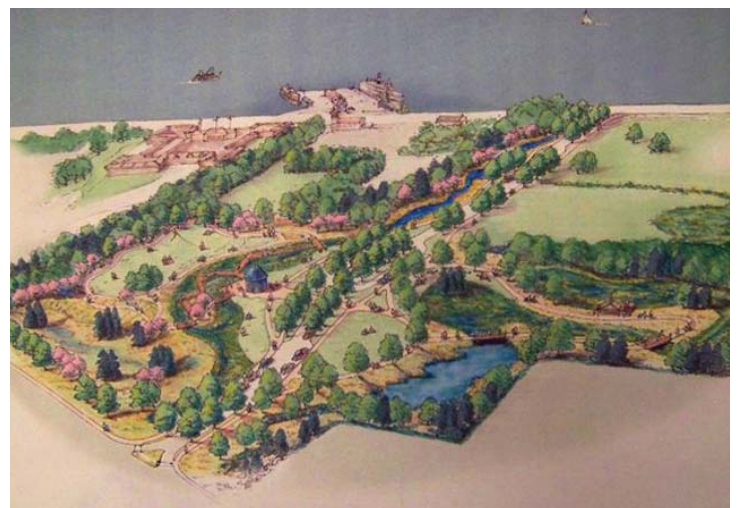


Photo credit: Thom Randall (center)

Warren County Bikeway

Overview



Battle of Bloody Pond

Bloody Pond (Battle), 1755 and 1780, Lake George, Warren Co. Here Sept. 8, 1755 (Battle of Lake George) the Colonial Forces under Lieut. Col. Cole checked the hitherto successful advance of Baron Dieskau and his allies, changing the British rout into ultimate victory.

Here likewise on the evening of the same day - Capt. McGinnis assisted by Capt. Folsom with 200 New York and New Hampshire men, fell upon 300 Canadians and Indians encamped near the pond for the night. After a desperate struggle the French force was almost annihilated. Over 200 bodies rolled into the pool, stained the water red and gave it its name. In this conflict Rogers, the famous Ranger, made his debut as a soldier. Near this spot Oct. 11, 1780 Major Christopher Carleton and his band of Regulars, Tories and Indians, defeated with great loss, Captain John Sill and an American detachment from Fort George forcing the surrender of that station.

Source: NYS Military Museum

The Warren County Bikeway is a paved 11-mile hiking and biking trail between Battleground Park in Lake George and the Feeder Canal in Glens Falls. Here the Bikeway makes a direct connection to the Feeder Canal Park Heritage Trail which adds an additional 7 miles of trail terminating at the Fort Edward Yacht Basin. At Lake George the Bikeway connects to the Charles R. Wood Park and the Lake George Boardwalk. Since the terrain varies from flat to hilly, the Bikeway is suitable for all cyclists and it is especially conducive for families. The trail is best experienced traveling from the south out of the mostly flat urban environment through the rolling scenic countryside and ascending dramatically into the Lake George viewshed. The Bikeway route has a strong and significant heritage background. Constructed in 1978, the Bikeway generally follows the bed of the old Hudson Valley Railway, an electric trolley that brought passengers from New York City into Lake George. Later the route served as the original Lake George Road and the trolley was replaced by the D & H Railroad. In the 18th century it served as a critical foot path between Lake George and Fort Edward for both soldiers and Native Americans during the French and Indian War, the Revolutionary War, and later as a stagecoach plank toll road.

The Bikeway is best accessed at parking areas established on Leonard Street in Glens Falls, off Country Club Road in Queensbury, and along West Brook Road in Lake George. There is no designated parking at the trail's south end at Platt Street in Glens Falls.



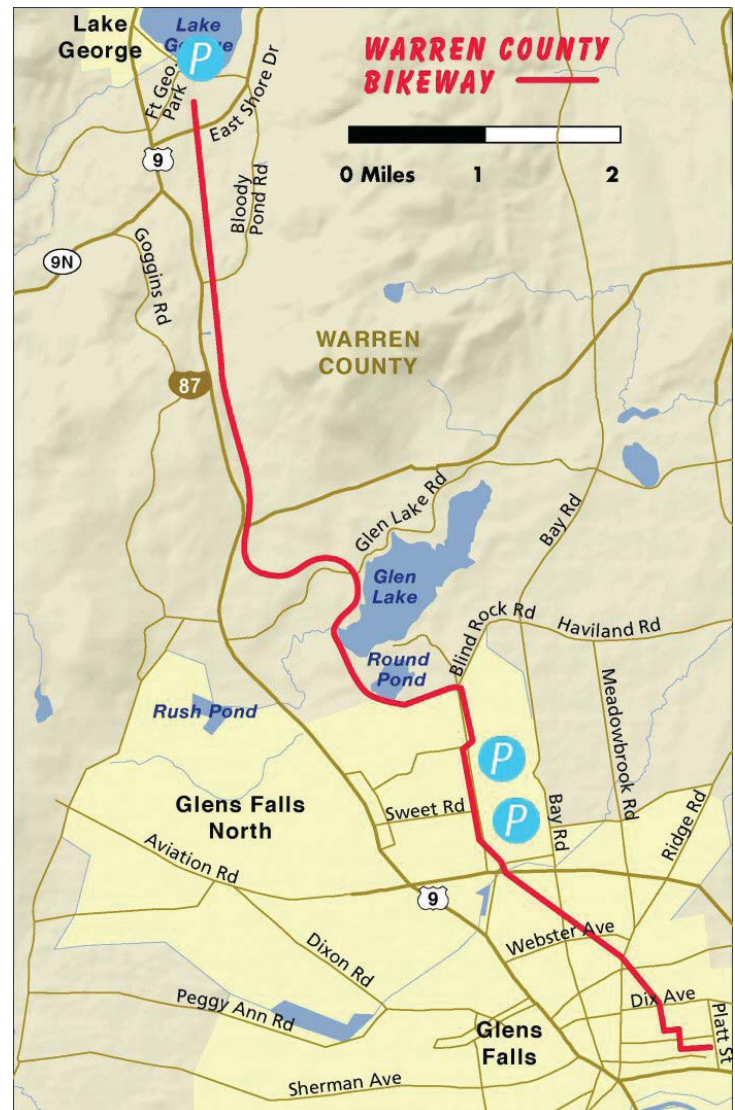
Photo credits: Diane Cordell

Trail Highlights

- **Name:** Warren County Bikeway
- **Location:** To Glens Falls trailhead; take I-87 to Exit 18; go east for about 1 mile. Bear left on South Street; cross Glen Street; go one block then turn right on Maple Street. After several blocks, turn left on Leonard Street. Go 1.5 blocks and look for the trailhead and parking on the left.

To Lake George Beach Trailhead; take I-87 to Exit 21; turn right and then left at the traffic light, continuing on US Route 9. At the bottom of the hill on US Route 9, bear right and follow the sign for Lake George Beach. Head up this road and park alongside it. The trail begins at the end of the road near Lake George.

- **GPS Trailhead Coordinates:**
Glens Falls Trailhead GPS:
43° 18.763' N, 73° 38.102' W
Lake George Trailhead GPS:
43° 25.139' N, 73° 42.499' W
- **Length:** 11.2 miles
- **Level of Difficulty:** Easy to moderate
- **Trail Register and Trail Markers:** No
- **Signage:** Interpretive signs; Letterbox at Birdsall Road
- **Types of Uses:** Biking, walking, jogging, roller blading, cross-country skiing, snowshoeing
- **Surface:** Paved surface
- **Condition:** Excellent
- **ADA Accessible:** Yes
- **Availability of Restrooms:** Portable restrooms at Country Club Road parking area
- **Cell Phone Coverage:** 95%
- **Parking Availability:** Parking varies
- **Amenities Available:** Picnic tables; bike racks are at southern base of bikeway bridge over Quaker Road, the Country Club Road parking lot, and the Col. Ephraim Williams Monument
- **Permitted Uses:** Cycling, inline skating, walking, cross-country skiing, snowmobiles along short section in Lake George



- **Prohibited Uses:** No dogs or motorized vehicles
- **Special Landmarks:** Col. Williams Monument; Bloody Pond
- **Unique Natural Features:** Halfway Brook; Glen Lake; Lake George
- **Scenic Views:** Glen Lake and Lake George
- **Connections to Other Trails:** Feeder Canal Park and Heritage Trail; Champlain Canalway Trail; Battleground Park; Lake George Boardwalk
- **Type of Ownership:** Warren County
- **Maintenance Responsibility:** Warren County
- **Issues, Needs, Opportunities:** None

Lake George Battleground Day Use Area

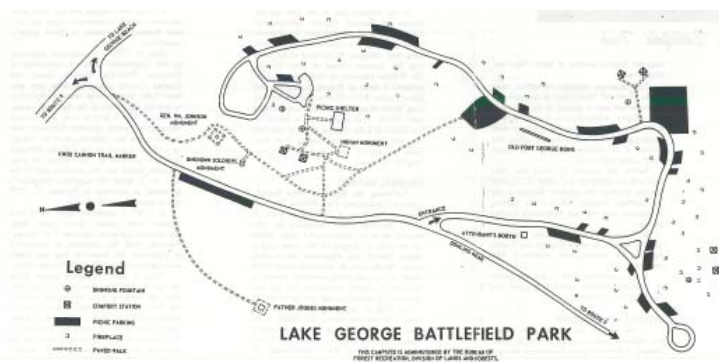
Overview

This area, locally known as “Battlefield Park,” is part of the Lake George Day Use Area which also consists of Battleground Campground and Million Dollar Beach. Battlefield Park serves as the centerpiece for passive recreation for tourists and residents in Lake George Village. It is the terminus of the Warren County Bikeway providing a dramatic view of Lake George for bikers arriving from the south. The open grassy areas and wooded setting have strong visual interest in contrast to the lake and serve as important recreational sites for families for activities such as kite flying, picnics, games, dog walking and biking. The entire park is crisscrossed with narrow paved trails leading up to bronze monuments and fortifications that portray significant periods in colonial American history. The connection to the new Charles R. Wood Park enhances Battleground Park resources by providing the public additional recreational space and opportunities to learn about environmental issues related to Lake George.

The “friends organization” known as the Lake George Battlefield Park Alliance recommends and oversees improvements to Fort George and other historic elements throughout the park. For the last 11 years, the Alliance has devoted its efforts to preserving the artifacts recovered during the 2000 – 2001 archaeological digs in the park, commissioning an original painting by Ernie Haas of the park as it appeared during Gen. Amherst’s encampment in 1759, and resourcing the efforts, now completed, to have this park including the beach property and camping sites listed as the Lake George Battlefield Park Historic District on the State and National Register of Historic Places. Recent recommendations from the Alliance include:

- Maintenance with upgrades of the picnic areas, and bathroom facilities is needed.
- Parts of the trail system are in need of grading and/or repaving, and should be assessed for accessibility.
- The monuments on the site need a master plan for maintenance.

- The King Hendrick and Sir William Johnson statue site needs considerable work on the wrought iron fence.
- Signage is needed that denotes the listing of this park on the State and National Registers of Historic Places.
- The current historical signage throughout the park is in need of updating.
- Additional signage should be prepared to accent some of the features identified through the archaeological survey.
- The historic walking trail map created by Bateaux Below is in need of updating and republishing.
- GPS mapping of the features in the park is currently underway and will be used to encourage visitors to search the park and find historic features. With additional funding, GPS supported interactive smart phone apps can be developed to bring the historical message to our younger and tech-savvy visitors.
- Preservation of the historical features and artifacts from the park need to be supported and completed.
- The numerous artifacts recovered during the archaeological digs should be consolidated at a single location for the appropriate management and display.
- Future archaeological surveys, such as identifying the actual location of the Battle of Lake George on the property, should be conducted.



Trail Highlights

- **Name:** Lake George Battleground Campground and Day Use Area
- **Location:** Town of Lake George at south end of Lake George
- **GPS Trailhead Coordinates:**
43° 24.899' N, 73° 42.737' W
- **Size:** 35 acres
- **Level of Difficulty:** Easy to moderate
- **Trail Register and Trail Markers:** No
- **Signage:** Historic interpretive signage
- **Types of Uses:** Biking, walking, cross-country skiing, snowshoeing
- **Surface:** Paved surfaces
- **Condition:** Poor
- **ADA Accessible:** Yes, campground only
- **Availability of Restrooms:** Summer only
- **Cell Phone Coverage:** 95%
- **Parking Availability:** Adequate
- **Amenities Available:** Picnic tables; picnic shelters; stone fireplaces; BBQ cookers; bike rack at Warren County Bikeway access
- **Permitted Uses:** Leashed dogs
- **Prohibited Uses:** Snowmobiles
- **Special Landmarks:** Historic monuments including: Statue of Father Isaac Jogues, the first white man to have seen Lake George; bronze sculpture of 'The Indian'; the figures of Gen. William Johnson and King Hendrick of the Mohawks; the remains of the southwest bastion of the Old Fort George stone fortress
- **Unique Natural Features:** Glen Lake; Lake George
- **Scenic Views:** Lake George
- **Connections to Other Trails:** Warren County Bikeway; Charles R. Wood Park; Lake George Boardwalk
- **Type of Ownership:** New York State
- **Maintenance Responsibility:** New York State
- **Issues, Needs, Opportunities:** Trails are in poor condition and are not ADA compliant; entire area needs updating through master plan



Photo credits: NYSDEC (top, bottom)

Lake George Elementary School Nature Trails

Overview

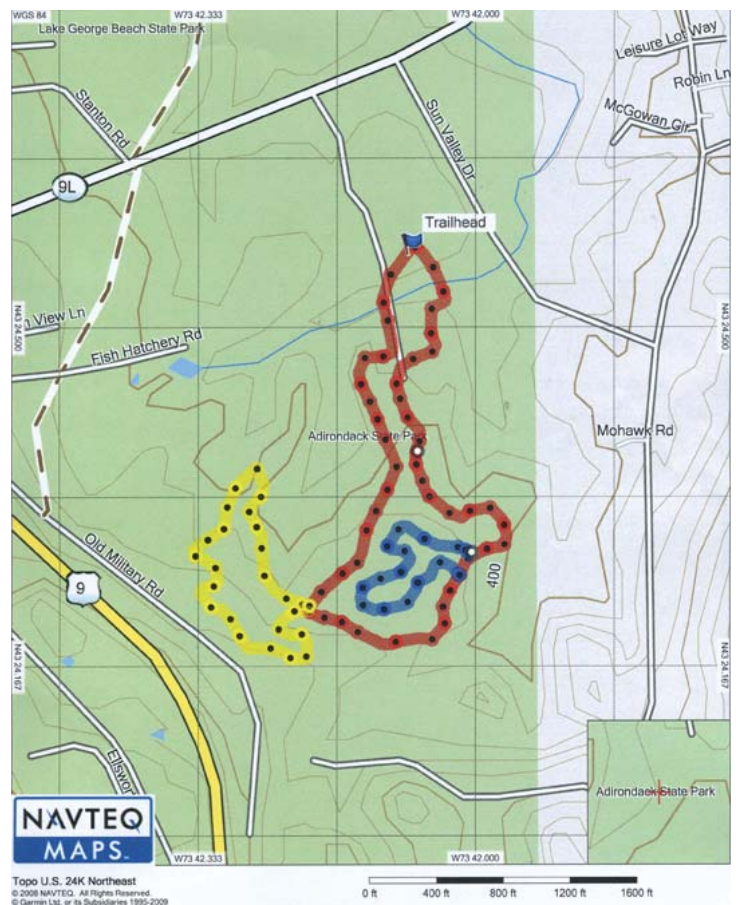


Lake George Central School District developed a trail system consisting of three interlocking trails designed for cross-country running and skiing. These trails are open to the public for these activities as well as hiking. These are easy walking trails suitable for families. The site also has a full running track in the southwest end of the sports fields in back of the elementary school; an interactive playground; and the Bull Frog Pond Ice Skating Rink.



Trail Highlights

- **Name:** Lake George Elementary School Nature Trails
- **Location:** Town of Lake George off NY Route 9L
- **GPS Trailhead Coordinates:**
43° 24.583' N, 73° 42.009' W
- **Total Length of Trails:** 2.1 miles
- **Level of Difficulty:** Easy to Moderate
- **Trail Register and Trail Markers:** No
- **Signage:** Trail map at trailhead
- **Types of Users:** Walking, running, cross-country skiing, snowshoeing
- **Surface:** Shredded bark
- **Condition:** Good
- **ADA Accessible:** No
- **Availability of Restrooms:** No
- **Cell Phone Coverage:** 95%
- **Parking Availability:** Yes
- **Amenities Available:** Bike rack at trailhead
- **Permitted Uses:** Hiking, running, cross-country skiing, snowshoeing
- **Prohibited Uses:** No dogs or motorized vehicles
- **Special Landmarks:** None
- **Unique Natural Features:** Wetland complex to the east
- **Scenic Views:** Adjacent wetlands
- **Connections to Other Trails:** Warren County Bikeway on Old Military Road
- **Type of Ownership:** Lake George Central School District
- **Maintenance Responsibility:** Lake George Central School District
- **Issues, Needs, Opportunities:** Promotion within the community



Lake George Boardwalk



Stretching from Amherst Street just north of Shepard Park to Million Dollar Beach, Lake George Boardwalk is a paved lakeside walkway in the heart of Lake George Village. Beautiful lake views make this the premiere strolling corridor that provides the primary pedestrian link from the downtown business district to the steamboats, Battleground Park, Charles R. Wood Park, and the Warren County Bikeway. Blais Park, public docks, public restrooms, and the Lake George Visitor Center are public resources that exist all along the Boardwalk and tie the lake to the business district.

Diamond Point Beach & Playground



Diamond Point Beach is a small Lake George access park owned by the Town of Lake George and limited to the use of residents of the Town of Lake George. It is primarily used for swimming and picnicking. The dock is utilized for sitting, diving and fishing (permitted at certain times). Prohibitions on the site include no boat launching, boat docking, or animals. Restrooms are available at the site. Although access is limited at this site, it is considered a gem for its swimming qualities and views of Lake George.

Lake Avenue Park



Lake Avenue Park is a secluded pocket park that is located at the end of Lake Avenue in the Village of Lake George. This very special spot is utilized as public lake access for canoes and kayaks and as a place for the public to sit and enjoy the view of Lake George. This park has interpretive signage explaining how native plants serve as a lake buffer that successfully control stormwater runoff and erosion.

Photo credit: Lake George Association (bottom)

Hearthstone Point State Campground

GPS: 43d27'18.74"N, 73d41'49.90"W



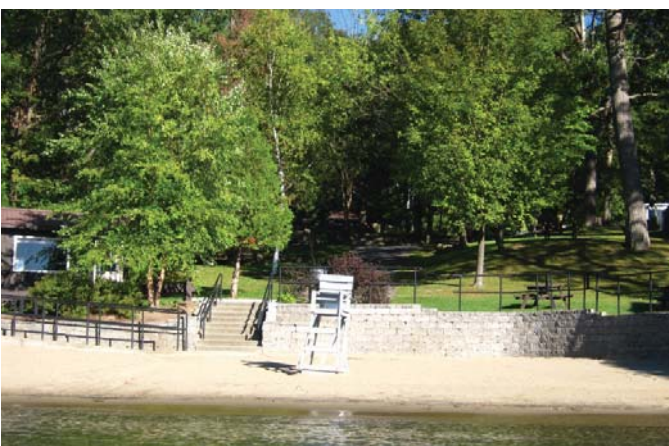
Hearthstone Campground is one of four campgrounds operated by NYSDEC in the Lake George Region. Originally part of a large residential estate, it was established in 1927. Nearly 100 acres in size, it offers 251 tent and trailer sites, 13 of which are ADA compliant. Although there is no launch facility for motorized boats at this site, a limited number of mooring points are available along the shore. The site is laid out in five large interconnecting paved road loops that also serve as walking paths. The main spine leads down to the gazebo and beach on Lake George. This area is appropriate for families and people wanting to walk in a park environment. After closing in mid-October the campground is gated but limited parking is available along NY Route 9N.

Shepard Park



Located in the core of Lake George Village, historic Shepard Park is a central meeting point for people going to the beach and attending concerts, craft shows and other events. The large maple trees, scattered Adirondack chairs, and large pier provide a relaxed atmosphere for people and boat watching on the lake's shore. At the shoreline, the park connects to the Lake George Boardwalk, public docks, and Million Dollar Beach.

Usher Park



Usher Park and Beach is a public space that is owned and operated by the Town of Lake George on the east side of Lake George just north of Million Dollar Beach. Besides a small beach that is especially suitable for small children, amenities include two pavilions, playground equipment, picnic tables, tennis court, and basketball court. Usher Park can be easily accessed by pedestrians through the existing sidewalk network off Beach Road.

Photo credit: Lake George Association (bottom)

Future Trail System Recommendations

Town and Village of Lake George

General Trail Recommendations

1. Continue to address improvements from the Complete Streets program. This includes addressing bicycle and pedestrian needs for sidewalks and safe street crossings particularly at the intersection of the Warren County Bikeway and Fort George Road/Beach Road and the trailhead at West Brook Road.
2. Incorporate bike racks at points of interest throughout the Village, including the Visitor's Center and Shepard Park.
3. Maintain the Lakeside Boardwalk clear of snow between the Village and Million Dollar Beach during the winter months.
4. Widen the existing Lakeside Boardwalk into a shared-use path from Million Dollar Beach to Blais Park. The west side of the boardwalk should be stamped and signed for bicycle use.
5. Add quick response codes (QR Codes) points to all trailhead signage.

Specific Trail Area Recommendations

Prospect Mountain Trail and Scenic Highway

1. Designate a Trail from Prospect Mountain Parking Area to Gage Brook Recreation Park.
 - Link this 0.5 mile of new trail to serve as a connection between trails already established at the Lake George recreation area to the day use area and trail to the summit of Prospect Mountain. Most of this trail already exists as a foot path on Forest Preserve lands, including a short re-route around a heavily eroded former logging road system. Approximately 0.1 mile of the proposed trail will be located on the Prospect Mountain Intensive Use Area near the mountain parking lot and approval would be required through completion of a unit management plan for Prospect Mountain. This proposed trail, once adopted, will have no steep slopes (>20% slope), is quite scenic, and will offer a hiking alternative to the present Prospect Mountain Trail.
2. Re-route Portions of the Existing Prospect Mountain Foot Trail
 - Re-route portions of the trail to the northwest or southwest of its current location to reduce the grade and address erosion problems. Conditions along the trail are hazardous to hikers during all seasons of the year. While the majority of the trail would continue to follow the old rail grade, re-routed segments would feature switchbacks and erosion control devices. The re-routed trail would be designated and maintained as a Class III foot trail. Where the old trail segments are abandoned, soil stabilization devices should be installed to help trap and retain soils.
3. Rattlesnake Cobble Trail
 - Mark the trail that veers south near the base of Prospect Mountain summit trail.
 - Sign 0.2 mile trail from first parking area on Prospect Mountain Highway.
 - Add interpretive signage on the old ski area.
4. Improve Prospect Mountain Trailheads
 - Develop the trailhead on Cooper Street as a pocket park with information about the trail system, a map of the Lake George Park Trail Network, updated interpretive signage, bike racks, and benches.
 - Improve the trailhead on Smith Street with striping of the parking lot, information about the trail system (including level of difficulty), map of the Lake George Area Trails network, and updated interpretive signage. Move the streetlights south of the Prospect Mountain Trail Bridge into the parking lot area. Improve the directional signage at the corner of Smith Street and West Street to make it more visible and place additional signage at McGillis Avenue and Montcalm Street.

Prospect Mountain Trail and Scenic Highway, Continued

5. Improve the condition of the trail to the summit. Carry out maintenance on a regular basis.
6. Improve the access to Prospect Mountain via Big Hollow Road. Create a trailhead at this site indicating the use of mountain biking in this location. Develop it as a hiking loop with a small parking lot and appropriate signage.
7. Work with DEC to designate the shoulder of the Scenic Highway as permitted for hiking and bicycle use during the times when it is closed to vehicle use.
8. Place an interpretive kiosk at the summit of Prospect Mountain.

Gage Brook Recreation Park / Lake George Recreation Center

1. Create a marked trail to the Prospect Mountain summit.
2. Maintain the brochure rack and trail log.
3. Add interpretive signage.

Berry Pond Preserve

1. Improve the 1.2-mile snowmobile trail to Viele Pond Road.
2. Work with landowners to develop a second trailhead from the Dump Road extension to the privately-owned sand pit into Berry Pond Preserve.

West Brook Conservation Initiative

1. Develop elements of the park as outlined in the master plan. Address elements for trail use for pedestrians and bicyclists.
2. Add signage that shows the lake-wide system of trails (Lake George Park Trail system).
3. Make a pedestrian connection with Battleground Park from the trail network associated with the wetlands complex.

Warren County Bikeway

1. Incorporate wayfinding, a map of the Lake George Park Trail Network, and interpretive signage at the trailhead.
2. Develop a crosswalk at the Fort George Road intersection with Beach Road and the Bikeway.
3. Add benches at the trailhead next to the bike racks.
4. Develop a bicycle connection from the trailhead into Lake George Village.

Battleground Park Paths and Sites

1. Update the elements of Battleground Park through the development of a new master plan.
2. Resurface or replace the paved pathways throughout the upper and lower areas of the park with functional walking paths.
3. Add benches at points of interest.
4. Develop theme-oriented trails with interpretive signage and site overlooks that enhance visitors' educational experiences.
5. Replace interpretive signage panels that are in poor condition.
6. Create a direct formal pedestrian connection to the Warren County Bikeway from the upper rear parking lot.
7. Improve and sign the trail from the Bikeway into the rear of the lower picnic area adjacent to the Million Dollar Beach parking lot.
8. Install a Lakes To Locks Passage interpretive kiosk at Battleground Park State Campground.

Lake George Elementary School Nature Trails

1. Promote this resource within the community for summer and winter recreation.
2. Develop a formal connection to the Warren County Bikeway and mark a pedestrian crossing on NY Route 9L.
3. Designate a portion of the parking lot for the school district's recreational fields for Warren County Bikeway parking.

Recommendations for Trail Links and Recreation Points

1. Bicycle Station

- Develop a primary bicycle station to provide a secure area for bike parking at the Lake George Visitor Center.

3. Usher Park

- Add bike racks.
- Develop a sidewalk from the intersection of Beach Road and NY Route 9L to Usher Park. Mark the

4. Hearthstone Point State Campground

- Encourage off-season use of Hearthstone Campground as a public site for walking and cross-country skiing.

5. Lakeside Boardwalk

- Provide interpretive signage at key points along this multi-use path that introduces visitors to the transformation of the area through transportation

6. Million Dollar Beach

- Designate an area for launching canoes and kayaks.
- Add bike racks and kayak lockers.

7. New Bike Routes and Connections

- Evaluate the potential of using existing roads and trails to connect the Town's Recreation Fields with the Village residential area.
- Identify new bike routes through the Village which could include: Beach Road to Ottawa Street to Amherst Street; Canada Street to Birch Avenue to Gage Road to Sewell Street to Mohican Street to Helen Street to Amherst Street. Provide signage and mark roads as appropriate.
- Establish a formal bicycle route from Lake George to Warrensburg. Investigate the potential of utilizing a combination of the Hudson Valley Railway (Trolley)

2. Bike Racks

- Add bike racks at the Lake George Visitor Center, Caldwell Library, and Price Chopper.

intersection of Racawana Road and Beach Road as pedestrian/bicycle route to Usher Park.

- Add interpretive signage.

- Install a Lakes To Locks Passage interpretive kiosk.
- Add bike racks at beach area.

modes – stage coach, railroad/trolley, steamboat, etc.

- Install a Lakes To Locks Passage interpretive kiosk.
- Provide for winter season snow removal on Lakeside Boardwalk and sidewalk areas.

route and the National Grid Power Line. Improve the NY Route 9 shoulders with bike signage and markings.

- Expand the heritage walking tour initiative that celebrates important historical sites located within the Village.
- Assess the potential of connecting Truesdale Hill Road to Diamond Point Road via existing logging roads and trails with private landowners.
- Assess the potential of connecting Old Coach Road (off Diamond Point Road) to Diamond Ridge Road and Coolidge Hill Road.

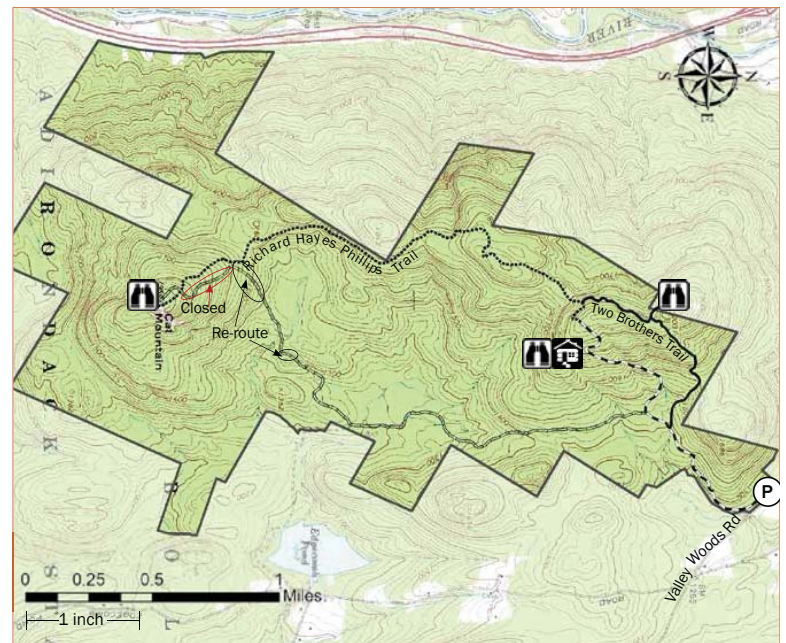
Cat and Thomas Mountains Preserve

Trail Summary

Cat and Thomas Mountains Preserve is comprised of 1,850 acres and serve to protect the watershed of Edgecomb Pond, Bolton’s drinking water source and the headwaters of Finkle Brook. This stretch of land is one of the largest, intact, ecologically-significant landscapes remaining on Lake George and features over seven miles of trails and unsurpassed mountain and lake vistas. Originally purchased by the Lake George Land Conservancy, these lands are now owned by the State of New York and will be made part of the Forest Preserve.

The Orange Trail to Thomas Mountain follows an old logging road with good footing, winding 716 feet up the mountain to end at a quaint cabin that provides shelter and space to rest. A slightly longer alternative to the logging road, named the Two Brothers Trail, climbs through a beech and maple forest to an elevation of just under 2,000 feet and includes a spur trail that ends with a spectacular view of the Adirondacks to the west. The Two Brothers Trail meets up with the Blue Ridge Trail; hikers can continue south to Cat Mountain or a short distance east to the cabin. The Blue Ridge Trail runs 2.3 miles from the Thomas Mountain cabin to the summit of Cat Mountain at 1,956-feet. Footing is more difficult than the other trails and hikers trying this section should be prepared for a longer, more challenging trek.

The Yellow Trail to Cat Mountain also follows a logging road, cutting south from the Orange Trail approximately 0.15 miles past a gravel pit. The logging road continues for 1.3 miles before turning off of the road to ascend 736 feet to the summit. The summit offers a 270° view of Lake George and the Adirondacks. The second half of the Yellow Trail is rocky and has less stable footing.



PRESERVE MAP KEY

	Orange Trail	1.4 miles
	Two Brothers Trail	1.0 mile
	Two Brothers Spur (to lookout)	0.1 miles
	Richard Hayes Phillips Trail	2.3 miles
	Yellow Trail *See Note	2.4 miles
	Scenic Lookout	
	Thomas Mt. Cabin	
	Parking Lot/Kiosk	

PRESERVE USE GUIDELINES

- Please hike only on the marked trails shown on the trail map.
- Please be courteous of other guests at the preserve.
- No unauthorized removal of plants or animals. Hunting is allowed with an LGLC permit. Please contact LGLC for permit application.
- No motorized or non-motorized recreational vehicles of any kind allowed on the preserve.
- Please keep dogs leashed at all times.
- No camping or fires. Please do not litter.



Photo credits: LGLC Staff



Southern Lake George, Trout Lake, from Cat Mt.

Information

- **Name:** Cat and Thomas Mountains Preserve
- **Location:** 2 miles east of I-87 Exit 24 off Valley Woods Road
- **GPS Trailhead Coordinates:** 43° 36.244' N, 73° 41.556' W
- **Number of Main Trails:** 2
- **Total Length of Trails:** 6.25 miles
- **Summit Elevation:** Thomas Mountain 2,000', Cat Mountain 1,956'
- **Size of Preserve:** 1,932 acres
- **Level of Difficulty:** Ranges from moderate to challenging
- **Trail Register and Trail Markers:** Yes
- **Signage:** Trail map at trailhead
- **Surface:** Packed dirt; shredded bark
- **Condition:** Fair to Good
- **ADA Accessible:** No
- **Availability of Restrooms:** No
- **Cell Phone Coverage:** Some
- **Parking Availability:** Very limited on weekends
- **Amenities Available:** None
- **Permitted Uses:** Hiking, camping, campfires, cross-country skiing, snowshoeing, hunting, leashed dogs
- **Prohibited Uses:** Motorized vehicles, mountain biking
- **Special Landmarks:** Cabin for shelter at Thomas Mountain
- **Unique Natural Features:** Protection of Bolton's watershed and drinking water
- **Scenic Views:** 270° view of Lake George and the Adirondacks
- **Connections to Other Trails:** Connection off orange trail by footpath to Edgecomb Pond
- **Type of Ownership:** NYS Forest Preserve
- **Maintenance Responsibility:** Lake George Land Conservancy



- **Issues, Needs, Opportunities:** Additional parking needed at trailhead; formal trail needed from Orange Trail down to Edgecomb Pond to relieve capacity issues on weekends and to offer hikers an alternative route; complete red trail loop; identify areas where mountain biking permitted

Up Yonda Farm-Environmental Education Center

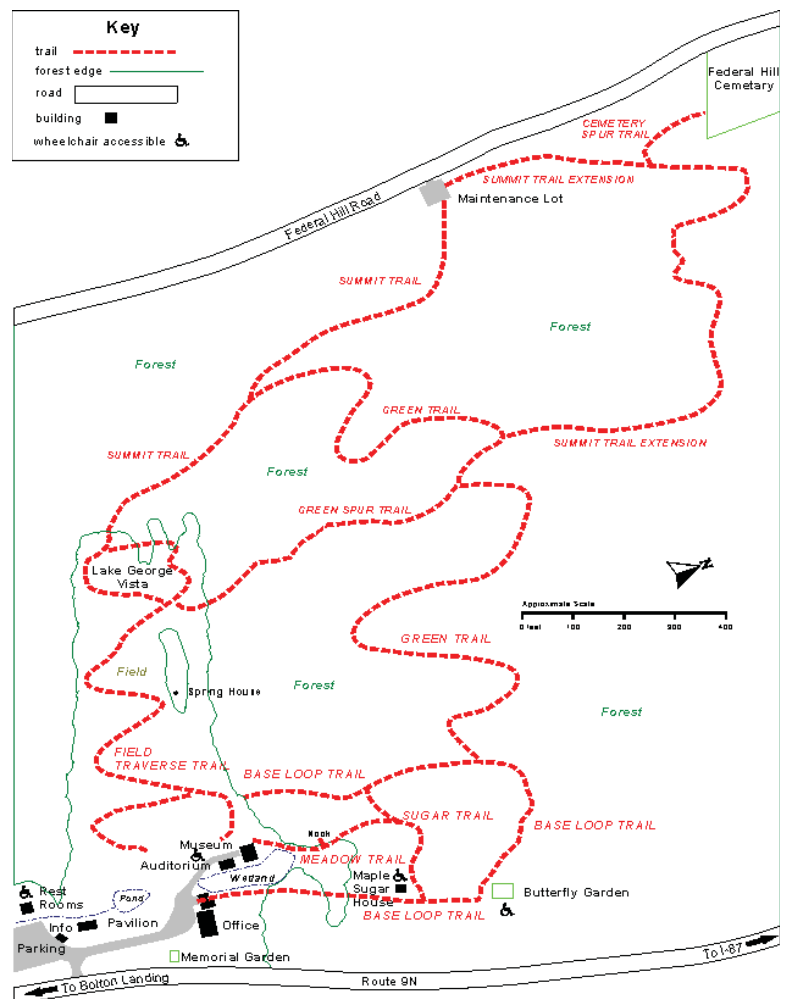
Trail Summary

Up Yonda Farm is an environmental education center owned and operated by the Warren County Parks and Recreation Department. Formerly a tourist cabin and chicken farm, the property now offers 73 acres with a network of woodland trails that provide a unique experience and spectacular views overlooking Lake George. The site also presents year-round nature programs on a variety of topics including archeological digs and winter snow shoe hiking trips. A variety of species can be seen throughout the year. Eastern Bluebirds are commonly seen from April to September. Ruby-throated hummingbirds are numerous during the summer. There are several bird feeding stations on the property. Various habitats make for a good mix of mammal and bird species on the property. There is a nominal fee to park and use the park's resources.

Up Yonda offers a "geocaching" experience for visitors, a high-tech scavenger hunt that uses GPS technology to pinpoint the location of hidden caches. The site currently hosts: Cache 1, "Log It In", 43° 34.610' N, 73° 39.520' W; Cache 2, "Yonda Cache", 43° 34.644' N, 73° 39.295' W; and Cache 3, "Buttons and Brass", 43° 34.801' N, 73° 39.543' W. The caches are located along the four main trail loops. Base Loop Trail is a short trail that allows visitors to take a quick, peaceful stroll along level ground and to connect to other trails on the grounds.

The Field Traverse Trail begins at the bottom of the field/hill. The incline is moderated by a path that zigzags to the top of the small hill where visitors are rewarded with a view of the Narrows of Lake George. This level wooded trail terminates in a parking lot adjacent to historic Federal Hill Cemetery.

The Green Trail - Summit Trail route to the summit starts out moderate and ends with ease. The Green Trail spurs off of the Base Loop Trail. The trail levels off and continues to the junction of the Summit Trail and turning left at this point towards "The Vista" rewards hikers with a spectacular view of Lake George.



Information

- **Name:** Up Yonda Farm - Environmental Education Center
- **Address:** 5239 Lake Shore Drive
- **Directions:** Northway (I-87): take Exit 24 (Riverbank, Bolton Landing), Turn right and follow County Route 11 east for five miles to the junction of NY Route 9N (at the bottom of a long, steep hill). Turn right on 9N and travel 1/2 mile south towards Bolton Landing. Up Yonda is on the right, directly across from the Candlelight Cottages; Alternately, take NY Route 9N north to Bolton Landing (10.5 miles). Continue north on 9N past the traffic light for the Sagamore Hotel (1.15 miles). Up Yonda is on the left.
- **GPS Trailhead Coordinates:**
43° 34.526' N, 73° 39.266' W
- **Number of Main Trails:** 2
- **Total Length of Trails:** 3 miles
- **Summit Elevation:** 1,074 feet
- **Size of Preserve:** 73 acres
- **Level of Difficulty:** Ranges from easy to moderate
- **Trail Register and Trail Markers:** Yes
- **Signage:** Interpretive signage throughout; self-guided trail with a map and guide
- **Surface:** Natural or woodchips
- **Condition:** Excellent
- **ADA Accessible:** Yes – all facilities and lower trails
- **Availability of Restrooms:** Yes, compost toilets
- **Cell Phone Coverage:** Yes
- **Parking Availability:** Adequate
- **Amenities Available:** Picnic shelter, natural history museum, auditorium, maple sugar house
- **Permitted Uses:** Hiking, cross-country skiing, snowshoeing
- **Prohibited Uses:** Dogs, mountain biking, hunting, firearms, fishing, camping, fires, and barbecues



- **Special Landmarks:** Federal Hill Cemetery
- **Unique Features:** Sleeping giant sugar maple; butterfly garden
- **Scenic Views:** 270° view of Lake George and the Adirondacks
- **Connections to Other Trails:** None
- **Maintenance Responsibility:** Warren County
- **Issues, Needs, Opportunities:** The parking lot at the Up Yonda Farm summit, adjacent to the Federal Hill Cemetery, needs maintenance and signage

Amy's Park

Trail Summary

Amy's Park offers a wilderness experience among an exceptional network of ponds, marshes and forests in the uplands of the town of Bolton. These lands include the headwaters for Indian Brook and a large, un-fragmented forest and several wetland complexes. Protecting this fragile property prevents excess nutrients and sediments from flowing into Indian Brook and Northwest Bay. Visitors can enjoy a rare experience on two hiking trails for passive recreation, exploration and education, both of which include lookout areas to view the active beaver pond and its resident wildlife. The northern pond will remain as a wilderness area, accessible primarily by canoe or a wood's trail.

The hiking trails lead from the main parking area on Padanarum Road; the boat launch access is on Trout Falls Road. To hike from the Padanarum Road parking area follow the Orange Trail a short distance to a junction with the Yellow Trail. The Orange Trail turns right (northwest) while the Yellow Trail continues straight. Both trails are easy with a relatively flat tread. The Orange Trail is longer, with a slightly more challenging section of ledges to climb. The Orange Trail will lead you on a 1.5-mile path with a loop at the end that winds around some rocky ledges to two viewing sites overlooking the northern end of the beaver pond. The Yellow Trail does not loop, but ends at a lovely, lichen covered rocky outcrop that leads to the water's edge. To launch your canoe or kayak, proceed from the intersection of Padanarum and Trout Falls Roads north on Trout Falls Road for 0.8 miles until you see a sign for the boat launch on the right hand side. From here there is a short portage to the water.

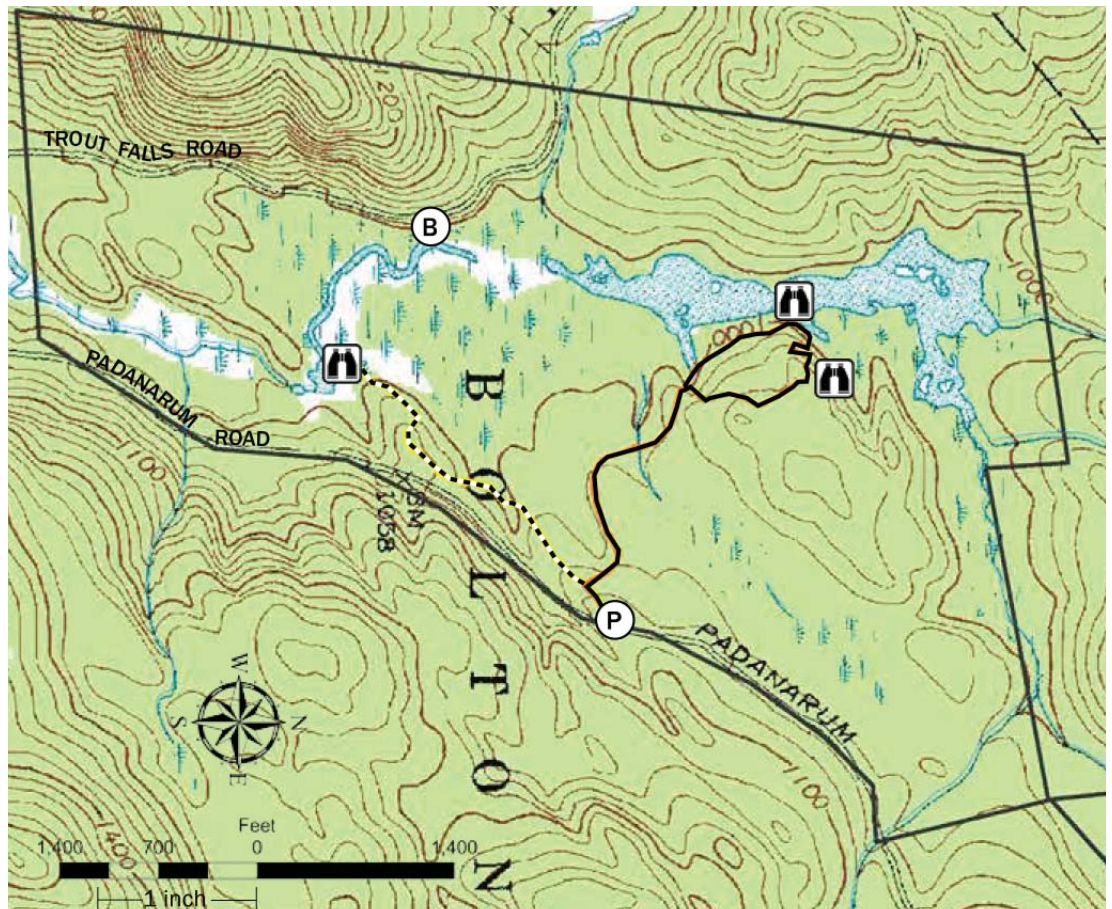


Photo credit: copyright 2013 Carl Heilman II (left)

Information

- **Name:** Amy's Park (Padanarum Preserve)
- **Address/Location:** Town of Bolton off Padanarum Road
- **Directions:** From the Northway (I-87)-Take Exit 24 and follow Riverbank Road / County Route 11 east for 4 miles. Turn left onto Church Hill Road. After 0.4 miles turn left onto North Bolton Road / County Route 41 and continue for 1 mile. Veer right to continue onto Padanarum Road and continue for another 1.9 miles to a "Y" where Trout Falls Road breaks off to the left and Padanarum Road continues to the right. Proceed on Padanarum Road for 1.2 miles to the parking lot on the left. From Bolton Landing - Travel north on NY Route 9N for approximately 1.7 miles to County Route 11 / Bolton Landing-Riverbank Road. Turn left onto County Route 11, then an immediate right onto North Bolton Road / County Route 41. Follow this road for 1.7 miles. Continue as indicated above.
- **GPS Trailhead Coordinates:**
43° 38.781' N, 73° 38.832' W
- **Trail Length:** 2 miles
- **Size:** 490 acres
- **Level of Difficulty:** Easy to moderate
- **Trail Register and Trail Markers:** Yes
- **Signage:** Trail map at trailhead
- **Types of Users:** Hiking, cross-country skiing, snowshoeing
- **Surface:** Natural
- **Condition:** Very good
- **ADA Accessible:** No
- **Availability of Restrooms:** No
- **Cell Phone Coverage:** No
- **Parking Availability:** 4 Vehicles
- **Amenities Available:** Canoe/kayak launch site
- **Permitted Uses:** Leashed dogs; hunting by LGLC permit
- **Prohibited Uses:** Motorized or non-motorized recreational vehicles, camping, fires
- **Special Landmarks:** None



Photo credits: LGLC Staff

- **Unique Natural Features:** Wetland complexes
- **Scenic Views:** Adjacent wetlands
- **Connections to Other Trails:** Padanarum Spur
- **Ownership:** Lake George Land Conservancy
- **Maintenance Responsibility:** Lake George Land Conservancy
- **Issues, Needs, Opportunities:** Interpretive signage needed to encourage and build visitor use, appreciation and stewardship, address trail accessibility

Tongue Mountain Range

Trail Summary

The Tongue Mountain Range offers a network of challenging trails along the western shore of Lake George between Bolton and Hague. Consisting of approximately 11 miles of trails, Tongue Mountain provides one of the best multi-day backpacking and camping wilderness experiences in the Adirondacks. Significant attributes to this system include multiple trailheads and varied types of hiking experiences. Hiking the path along the Northwest Bay shoreline is highly distinctive from hiking along the Tongue Mountain Range ridge trail. Also, this trail system can be accessed from three lake points on Lake George providing trail access to island campers and other boaters.

The Tongue Mountain Range consists of five primary summits: Brown Mountain, Five Mile Mountain, Fifth Peak, French Point Mountain, and First Peak.

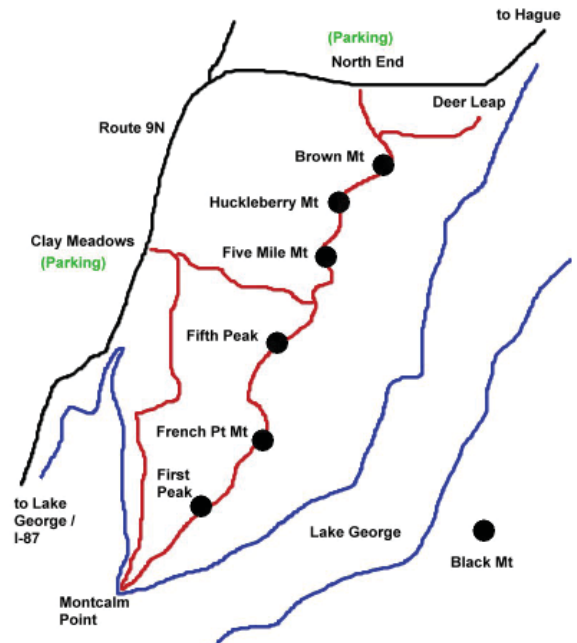
This chain of peaks exist along a 10-mile ridgeline that extends out into Lake George separating the south and north basins. This ridgeline is crossed by a 7-mile spine trail that begins at the south end of the lake at Montcalm Point and ends at the northern trailhead along NY Route 9N. A spur trail—Deer Leap – leads hikers on a moderate hike off to the east approximately 1.6 miles to a number of good views of Lake George. Many hikers enjoy employing a two car approach - parking one car at the southeast trailhead and another at the north trailhead. Hiking begins from this point south down the ridgeline and back down to Clay Meadow or continue to Montcalm Point and back north along Northwest Bay Trail to the trailhead. This hike is for experienced hikers and takes about 8 hours to complete.

This entire area is rich with recreation points that add value and interest to each trip. See section below for descriptions of adjacent or nearby recreation points.



Information

- **Name:** Tongue Mountain Range
- **Address:** NY Route 9N in north Bolton and south Hague
- **Directions:** Take I-87 North to Exit 24. Turn right onto Bolton Landing-Riverbank Road. After 4 miles, turn left onto NY Route 9N heading north. The trailhead is 9.5 miles from here. Parking is on the right side of road.
- **GPS Trailhead Coordinates:**
43° 39.660' N, 73° 32.669' W
- **Number of Main Trails:** 5
- **Total Length of Trails:** 14.5 miles
 - Tongue Mountain Range Trail – 7.1 miles
 - Northwest Bay Trail – 4.3 miles
 - Five Mile Point Trail – 1.8 miles
 - Deer Leap Trail – 1.0 mile
 - Fifth Peak Lean-To Trail – 0.3 mile
- **Summit Elevation:** 2,256 feet (Five Mile Mountain)
- **Size:** 15 square miles (estimated)
- **Level of Difficulty:** Ranges from moderately easy along shoreline to extremely challenging
- **Trail Registers and Trail Markers:** Clay Meadows, Deer Leap, Montcalm Point, Northwest Bay Parcel
- **Signage:** Signs at trail intersection of the Summit (red) Trail and Lake (blue) Trail coming from the Clay Meadow Trailhead were replaced in 2012
- **Surface:** Natural
- **Condition:** Good to poor; some steep mountain trails badly eroded
- **Winter Use:** The trail from the Clay Meadow Trailhead to the lean-to on the summit of Fifth Peak from Northwest Bay Brook is snowshoe-friendly
- **ADA Accessible:** No
- **Availability of Restrooms:** Privies at Five Mile Mountain lean-To, Fifth Peak, Alma Farm Picnic Area
- **Cell Phone Coverage:** Yes



- **Parking Availability:** Clay Meadows Trailhead – 16; Deer Leap Trailhead - 6
- **Amenities Available:** 1 lean-to – Five Mile Mountain; 1 lean-to-Fifth Peak; 2 campsites - Deer Leap; 1 campsite - Tongue Mountain Point
- **Permitted Uses:** Hiking, mountain biking, snowshoeing, hunting
- **Prohibited Uses:** Motorized vehicles
- **Special Landmarks:** Alma Farm Park
- **Unique Features or Wildlife:** Known habitat for timber rattlesnakes. They are a NYS Threatened Species and it is against the law to harm or remove them.
- **Scenic Views:** Lake George and surrounding mountains
- **Connections to Other Trails:** Pole Pond Trail; water trail to docks at Black Mountain Point Trail
- **Type of Ownership:** NYS Forest Preserve
- **Maintenance Responsibility:** NYSDEC, volunteers, trail contractors, Student Conservation Association crews, seasonal trail crews, new sign needed at Northwest Bay access

Tongue Mountain Range

Nearby Recreation Points & Trail Connectors

Northwest Bay Brook Fishing Access Site

Northwest Bay Brook Fishing Access Site is a drop-off or day use lake access to Lake George providing a hand launch for canoes, kayaks, and very small boats. It is the only place on Lake George where hikers can park, hike, paddle, and picnic in the same area. The adjacent wetlands are a major wildlife habitat area providing bird watching and fishing opportunities. This area is also one of three quiet and primarily motorboat-free lake areas and, therefore, most appropriate and enjoyable for canoeing and kayaking. This facility consists of a parking area for approximately 15 cars and an invasive species disposal station. There are no other amenities at this site. The site is in need of updated signage, repaving, portable restrooms, and the parking rails are in need of replacement.

There are a number of scenic waterfalls across NY Route 9N along Northwest Bay Brook on the west side of NY Route 9N across from the parking lot for the Northwest Bay Brook Fishing Access Site. This is a challenging climb on large irregular boulders but it is a beautiful place to enjoy nature.

Alma Farm Park

Alma Farm Park is an open picnic area with parking for 2 vehicles, picnic tables, fireplace units, and privies. This small picnic area is mowed and provides an ideal location to rest and enjoy the surroundings. This site could easily be upgraded to allow for ADA compliance.

Alma Farm was a historic farm and was generally regarded as one of the best farms in Warren County at one time sporting a nationally known herd of registered Jerseys and purebred horses. Sold to the State in 1926, the land also played an integral part in the local history of the Civilian Conservation Corps. Interpretive signage communicates the stories of these lands and remnants of the old farm. CCC facilities exist in the woods along Padanarum Road. There is no trail linking Clay Meadows with Alma Farm Park but this parking site can be utilized to hike or mountain bike from Alma Farm Park along Padanarum Road north to Wardsboro Road to Fly Brook Road and to Graphite in Hague. Trails in Hague lead into the vast trail system of the Pharaoh Lake Wilderness Area.



Wardsboro Road Trail

A major connector trail between Bolton and Hague is County Route 41, which in the south begins as North Bolton Road to Padanarum Road to Wardsboro Road. This road is not maintained from the end of Padanarum Road to Wardsboro Road. At the hamlet of Wardsboro the road is maintained to approximately 0.5 miles past the Wardsboro Cemetery. The trail becomes a 4.5 mile jeep trail on what is known as Fly Brook Road, which can be walked, biked, skied or snowmobiled to Graphite. Parking from the south is available along Wardsboro Road, and from the north is available on Battle Hill Road in Hague. The road from the parking area to the first snowmobile bridge offers a scenic under 2-hour hike or cross-country ski trip.



Issues, Needs, Opportunities for the Tongue Mountain Range:

- Kiosks at Clay Meadows and Deer Leap are needed to advise visitors of the level of difficulty, condition, recommended gear, minimum safe party size, emergency procedures, and basic trail regulations for the hiking trails of the Tongue Mountain Range.
- Many of the grades of the Tongue Mountain Range are steep and lack adequate drainage control and hardening erosion control features. These trails require extensive work.
- As suggested in the NYSDEC Draft Unit Management Plan for the Lake George Wild Forest, the Tongue Mountain Range should be closed to mountain bikes. A good portion of these trails are extremely steep and not compatible with mountain bike use. Also, the Northwest Bay Trail contains low-lying areas with wet soils that do not present favorable conditions for mountain bike use.
- The use of motorized watercraft should be restricted in Northwest Bay Brook. This area is ecologically sensitive and serves as an undisturbed area for canoeing and kayaking.
- The 1.5 miles leading from the west side of NY Route 9N opposite the Clay Meadows parking lot to the existing 5 miles of foot trails known as Pole Hill should be located and marked. A foot bridge spanning Northwest Bay Brook would be required.

Pole Hill Pond Trails

Trail Summary & Information

The 1,300 acre area known as the Northwest Bay Tract, located southwest of the Clay Meadow Trailhead, contains Pole Hill Pond and Pole Hill. This area has the potential to add an additional 5 miles of foot trails and provide an important connection to the existing Pole Hill Pond Trail. Approximately 1.5 miles of trail would need to be designed and marked from the northern portion of the present trail to and adjacent to the Clay Meadows parking lot. A bridge spanning Northwest Bay Brook would also be required. Pole Hill is a chestnut oak-dominated forest, located on the rocky south-facing slopes of clustered hills and knobs, bordering a large bay on Lake George. There are several scattered patches of chestnut oak-dominated forest along NY Route 9N, roughly between the southwest base of Pole Hill, State Mountain (about 1.5 miles northeast of Pole Hill Pond), Walker Point and The Hill, about 0.3 miles northwest of Bell Point.



- **Issues, Needs, Opportunities:**

The Pole Hill Pond trail system has the potential to be elevated from rough footpath to a Class III foot trail with a connection to the Tongue Mountain Range and Padanarum Road. Other needs include parking lot improvements, signage from NY Route 9N, and potential construction of one or more lean-tos and privies.

- **Name:** Pole Hill Pond Trail
- **Address:** NY Route 9N in North Bolton
- **Directions:** Take I-87 North to Exit 24. Turn right onto Bolton Landing-Riverbank Rd. After 4 miles, turn left onto NY Route 9N heading north. The trailhead is approximately 8 miles north and limited parking is on the left side of road.
- **GPS Trailhead Coordinates:**
43° 36.874' N, 73° 37.344' W
- **Total Length of Trails:** 5+ miles
- **Summit Elevation:** 1,584' at Pole Hill
- **Size:** 1,300 acres
- **Level of Difficulty:** Challenging
- **Trail Registers and Trail Markers:** Sporadic markers
- **Signage:** None at trailhead; Forest Preserve signs
- **Surface:** Natural
- **Condition:** Good to poor
- **Winter Use:** Snowshoeing
- **ADA Accessible:** No
- **Availability of Restrooms:** No
- **Cell Phone Coverage:** No
- **Parking Availability:** 2 vehicles
- **Amenities Available:** None
- **Permitted Uses:** Hiking, mountain biking, snowshoeing, hunting
- **Prohibited Uses:** Motorized vehicles
- **Special Landmarks:** Pole Hill Pond
- **Unique Features or Wildlife:** Known habitat for timber rattlesnakes. They are a NYS Threatened Species and it is against the law to harm or remove them.
- **Scenic Views:** Lake George and surrounding mountains
- **Connections to Other Trails:** Potential connection to the Tongue Mountain Range, Padanarum Road, and Amy's Park
- **Type of Ownership:** NYS Forest Preserve
- **Maintenance Responsibility:** NYSDEC, volunteers, trail contractors, Student Conservation Association crews, seasonal trail crews

Edgecomb Pond

Edgecomb Pond, a 35-acre pond along Edgecomb Pond Road near the intersection of Edgecomb Pond Road and Finkle Brook, is the public water supply for the Town of Bolton. Bathing, swimming and motorized boats are prohibited in Edgecomb Pond. Although there is no formal public access to this pond, kayaks and canoes are permitted to launch near the dam. Parking is restricted in the immediate area of the dam, therefore, parking has to occur along Edgecomb Pond Road. Most of the watershed is permanently protected from development by the Town of Bolton and New York State. There is an existing old logging road leading from the dam to an informal footpath that connects to the Cat-Thomas Mountains Preserve. A narrow footpath follows the southern edge of

Edgecomb Pond and leads back into the old logging road. Recommended improvements to this area include:

- Improve and mark the trail access between Edgecomb Pond and the Cat/Thomas Mountain trail system as an alternative trailhead
- Complete the existing foot path around the entire shoreline of Edgecomb Pond
- Provide a marked parking area for hikers or kayakers



High Nopit Mountain

High Nopit is a 1,667 foot peak located off the west side of Padanarum Road near the junction of Trout Falls Road at coordinates of 43° 37.92066' N, 73° 40.09062' W. There is an existing footpath to the summit, however, DEC is contemplating improving it as a public trail with parking, signage and markers. High Nopit has the potential to connect to Amy's Park and Pole Hill Pond Trails.



All Photos are Edgecomb Pond, Photo credit: C.T. Male (dam)

Bolton Conservation Park



The Bolton Conservation Park and Community Center is located on Edgecomb Pond Road just southwest of the hamlet of Bolton Landing. The site is rich with wildlife and provides opportunities for fishing, bird watching, and kayaking. A foot path exists along the south and north portion of shoreline. There is potential opportunity for the Town of Bolton to work with adjacent landowners to expand the path around the perimeter of the pond. The path could connect to the logging road just north of the Conservation Park which leads to the summit of the unnamed peak east of the pond.

Rogers Memorial Park



Rogers Memorial Park is located along NY Route 9N (Lakeshore Drive) in the center of the Bolton Landing business district. The park serves as the centerpiece for recreation and lake access to Lake George. It provides residents and visitor's access to restrooms, tennis courts, basketball courts, picnic tables and grills, playground equipment, and a performance pavilion. This beautiful park is situated for dynamic views of the Sagamore Resort, the Lake George Islands, and Shelving Rock. The lakeside amenities include a public beach and docking facilities. The Town Pier is a steamboat stop and has the capacity to board cyclists and hikers and transport them to Ticonderoga and Lake George.



Veteran's Memorial Park



Veteran's Memorial Park is located on NY Route 9N (Lakeshore Drive) in the northern part of the hamlet of Bolton Landing. Besides the spectacular view of Tongue Mountain and the Lake George islands, the park has recreational amenities that include a basketball court, picnic tables and grills, playground, pavilion, public docks and a beach. A launch for canoe and kayaks is available in the northern portion of the park. During the winter months, Veteran's Memorial Park serves as a public access point for ice fishing and other activities.

Huddle Bay Beach

Huddle Bay is a small public access point owned by the Town of Bolton. It is primarily used for beaching and swimming. Other activities permitted at this site are the launching of canoes and kayaks. A large dock provides public boat docking for up to four boats.



Trout Lake Cartop Launch



Trout Lake, originally referred to as Reese's Pond, is nearly completely privately owned. This natural glacial lake has an outflow at its northeast end where it flows into Huddle Brook. It is approximately 1.5 miles long and one half-mile wide. It has an average depth of 20 feet and a maximum depth of 70 feet. Only one ten foot portion of land currently serves as an informal public access site on the east end of Trout Lake. This access is owned by Warren County and there is an active easement which permits hand carried boats to access the waterfront. Trout Lake is known for its outstanding fishery and is stocked annually by DEC. Parking at the road is limited to 1 vehicle.

Future Trail System Recommendations

Town of Bolton

General Trail Recommendations

1. Continue to address improvements from the NY Complete Streets Law.
2. Continue to evaluate lands known as The Pinnacle for its potential to serve as a trail link between the Bolton Landing business district and Cat and Thomas Mountains Preserve.
3. Develop a bicycle station to provide a secure area for bike parking.
4. Support on-road bicycle and pedestrian improvements, including dedicated and marked paved road shoulders.
5. Assess the potential of developing a trail to High Nopit through a conservation easement.
6. Improve parking, signage and launch access at the Schroon River Fishing Access and Car-top Launch.
7. Investigate the potential for trail development at the Town Recreation Fields.
8. Post rules for access and improve parking at the Trout Lake car-top launch.
9. Develop a Heritage Walking Trail that provides a unique pedestrian experience between the Sagamore Resort, the residential neighborhoods, parks and the downtown business district.
10. Develop a variety of themed self-guiding bicycle tours that incorporate visitor interests such as: heritage stops, historic landscapes, geology tours, public waterfront areas, wildlife tours, natural history from the car window tour stops, etc.
11. Add quick response codes (QR Codes) points to all trailhead signage.

Specific Trail Area Recommendations

Cat and Thomas Mountains Preserve

1. Add parking capacity at the existing lot at the Cat and Thomas Mountains Preserve Trailhead.
2. Add bicycle racks at the main trailhead.
3. Develop a formal trail from the Orange Trail down to Edgecomb Pond to relieve capacity issues on weekends and to offer hikers an alternative route.
4. Create a new formal trailhead off Edgecomb Pond Road near the dam.
5. Complete marking the Red Trail loop from Cat Mountain.
6. Create a mountain biking trail from the parking lot to Edgecomb Pond Road.

Edgecomb Pond / Reservoir

1. Create a formal trailhead and trail link between Edgecomb Pond and the Cat and Thomas Mountains trail system.
2. Extend the foot path around the shoreline of Edgecomb Pond.

Up Yonda Farm

1. Improve the parking area adjacent to the Federal Hill cemetery.
2. Work with Warren County to make a formal connection to the existing Up Yonda trail system.

Amy's Park

1. Add interpretive signage to encourage and increase visitor use, appreciation and stewardship.
2. Expand the trail network as per the site's master plan.

Pole Hill Pond Trail

1. Elevate the existing path to Pole Hill Pond to a DEC Class III foot trail.
2. Improve the parking lot and add signage at NY Route 9N.
3. Construct one or more lean-tos and privies.
4. Develop a trail connection to the Tongue Mountain Range trail.
5. Develop a trail connection to Padanarum Road and Amy's Park.

Tongue Mountain Range

1. Install kiosks at Clay Meadows and Deer Leap trailheads to advise visitors of the level of difficulty involved in hiking the trails on the Tongue Mountain Range. Signs should include information concerning recommended gear, minimum safe party size, emergency procedures, and basic trail regulations.
2. Northwest Bay Brook Fishing Access Site:
 - Install signage at water access points to educate users of the threat of invasive species transmission through water access points.
 - Repave parking lot.
 - Provide portable restroom.
 - Install rock barriers at boat launch site to allow car-top boats but prevent boat trailers from entering water at launch site.
3. Provide adequate drainage control and hardening erosion control features to trails identified as steep and in need of maintenance.
4. Consider closing the Tongue Mountain Range trails to mountain bikes (recommendation from the NYSDEC Draft Unit Management Plan for the Lake George Wild Forest). A good portion of these trails are extremely steep and not compatible with mountain bike use and the Northwest Bay Trail contains low-lying areas with wet soils that do not present favorable conditions for mountain bike use.
5. Prohibit the use of motorized watercraft in Northwest Bay Brook. This area is ecologically sensitive and serves as an undisturbed area for canoeing and kayaking.
6. Locate and mark the 1.5 miles leading from the west side of NY Route 9N opposite the Clay Meadows parking lot to the existing 5 miles of foot trails known as the Pole Hill Pond trails. A foot bridge spanning Northwest Bay Brook would be required.
7. Add interpretive signage at the CCC Camp and Alma Farm.

Recommendations for Trail Links and Recreation Points

1. North Bolton Road to Padanarum Road

- Improve roadside for bicycle use.

2. Padanarum Road Link Between Amy's Park and the Hamlet of Wardsboro

- Provide signage that indicates this as a hike / bike / ski / snowmobile route and its linkage into trails in the Town of Hague. Add a map of the Lake George Park Trail Network and appropriate signage.
- Identify permitted parking area.
- Add interpretive signage about the historic hamlet of Wardsboro.

3. Sidewalk Extension to Up Yonda Farm

- Extend the existing sidewalk on the west side of NY Route 9N to Up Yonda Farm.

4. Rogers Memorial Park

- Add bike racks near park entrance and at public dock area.
- Progress pedestrian walkway improvements as per the 2009 Master Plan.

5. Veteran's Memorial Park

- Add bike racks near restroom building area.
- Progress pedestrian walkway improvements as per the 2009 Master Plan.

6. Bolton Conservation Park

- Continue to pursue the extension of the foot path around all of Conservation Pond with private landowners.

7. Norowal Marina

- Progress pedestrian walkway improvements linking the marina to the sidewalk at NY Route 9N/ Lakeshore Drive and Sagamore Road.

Jabe Pond

Trail Summary



Jabe Pond (also known as Jabez Pond) is a 141-acre kettle lake formed when a solitary block of ice left behind by a glacier was buried beneath glacial outwash. Parts of the Lake George Wild Forest, Jabe Pond and nearby Little Jabe Pond are known for hosting an outstanding fish community primarily consisting of Adirondack brook trout. The site is also heavily used for canoeing/kayaking, primitive camping, and hiking. Winter activities include ice fishing, cross-country skiing and snowshoeing. Access into Jabe Pond is via rough gravel, bedrock and dirt road use of 4-wheel drive motor vehicles and high clearance vehicles is recommended. Roads are closed and gated during the early spring and late fall to all motorized vehicles to prevent the roads from becoming damaged during these sensitive periods. A car top boat launch is available 300 feet from the parking lot.

Formal hiking trails at Jabe Pond are presently limited to the 0.3 mile Little Jabe Pond Trail. However, there is an unofficial footpath around the entire lake and a loop trail around Rockery Pond near the south end of Jabe Pond before it descends onto private land. Jabe Pond connects to other trail systems in the Lake George Wild Forest. The northern trailhead of Fly Brook Road is at Split Rock Road and Battle Hill Road. This trail leads south into Wardsboro Road in North Bolton and north into Graphite and the Pharaoh Lake Wilderness Area off West Hague Road. Trails south of Jabe Pond outside the state land border are not open to the public.



Information

- **Name:** Jabe and Little Jabe Ponds
- **Location:** Jabe Pond is accessed from Split Rock Road, east of NY Route 9N, approximately one mile south of the hamlet of Hague. The fork to Jabe Pond is 1.8 miles up Split Rock Road, and there is a parking area at the intersection for off-season and overflow use.
- **GPS Trailhead Coordinates:**
43° 43.293' N, 73° 31.586' W
- **Number of Main Trails:** 2
- **Total Length of Trails:**
Little Jabe Pond Trail, 0.3 miles
- **Elevation:** 1,314'
- **Level of Difficulty:** Easy to moderate
- **Trail Register and Trail Markers:** Yes
- **Signage:** Trail map at trailhead
- **Surface:** Natural
- **Condition:** Good
- **ADA Accessible:** Limited; not wheelchair accessible
- **Availability of Restrooms:** No
- **Cell Phone Coverage:** No
- **Parking Availability:** Approximately 10 vehicles
- **Amenities Available:** 3 designated camp sites; 1 island site; unmarked primitive camping (minimum of 150 feet from the shoreline)
- **Permitted Uses:** Fishing, swimming, boating, primitive camping, hiking, mountain biking, cross-country skiing, snowshoeing, hunting
- **Prohibited Uses:** All terrain vehicles, boats powered by a motor of more than 10 horsepower
- **Special Landmarks:** chimney remains on Chimney Island in Jabe Pond
- **Unique Natural Features:** Jabe Pond and Little Jabe Pond
- **Scenic Views:** Islands and shoreline
- **Connections to Other Trails:** Connection to Fly Brook Road
- **Type of Ownership:** NYS Forest Preserve
- **Maintenance Responsibility:** NYSDEC
- **Geocaching:** Yes – one cache



Issues, Needs, Opportunities:

- Barriers between the existing parking lot and the launch area are needed to prohibit trailered boats from being directly launched
- Erosion control devices are needed on the Jabe Pond access road at 'the rock cut'
- Investigate trail extension with potential connection to Silver Bay Association Trails
- Investigate direct trail extension with potential connection to Wardsboro Road/Fly Brook Road Trail
- Improved signage is needed throughout site

Berrymill Pond Trail

Trail Summary



The eastern trailhead is from a small parking area along West Hague Road (Rt. 21) in northwest Hague. The 5.2 mile trail terminates at the Putnam Pond State Boat Launch in Ticonderoga and, from this point visitors are exposed to an entire system of trails throughout the Pharaoh Lake Wilderness Area. The entire area offers outstanding hiking, fishing, camping, and snowshoe opportunities. The trail starts out following yellow markers and then reaches a fork at 0.3 miles where the trail heads right following blue markers crossing through Berrymill Flow and an old lean-to site after approximately 3.2 miles. The 40-acre Berrymill Pond is renowned for its good northern pike fishing. There is one lean-to at Berrymill Pond. Hikers following the left fork will junction with Springhill Ponds after 3.4 miles and the Pharaoh Lake shoreline after an additional 4.4 miles of hiking.



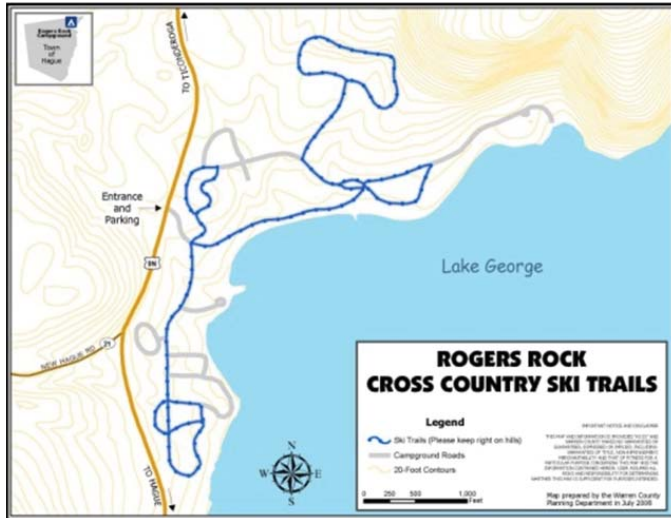
Information

- **Name:** Berrymill Pond
- **Location:** I-87 Exit 25 east on NY Route 8; left on West Hague Road; parking and trailhead less than one mile on left
- **GPS Trailhead Coordinates:**
43° 46.766' N, 73° 33.256' W
- **Number of Main Trails:** 2
- **Total Length of Trails:** 5.2 miles to Putnam Pond
- **Berrymill Pond Elevation:** 1,314'
- **Level of Difficulty:** Moderate
- **Trail Register and Trail Markers:** Markers only
- **Signage:** Trailhead sign
- **Surface:** Natural
- **Condition:** Good
- **ADA Accessible:** No
- **Availability of Restrooms:** No
- **Cell Phone Coverage:** No
- **Parking Availability:** 3 vehicles
- **Amenities Available:** 1 lean-to
- **Permitted Uses:** Fishing, swimming, boating, primitive camping, hiking, mountain biking, cross-country skiing, snowshoeing, hunting
- **Prohibited Uses:** All terrain vehicles
- **Special Landmarks:** None
- **Unique Natural Features:** Berry Pond
- **Scenic Views:** Moose Mountain Pond and surrounding mountains
- **Connections to Other Trails:** Connection to Putnam Pond Day Use Area and Pharaoh Lake Wilderness Area
- **Type of Ownership:** NYS Forest Preserve
- **Maintenance Responsibility:** NYSDEC
- **Geocaching:** No
- **Issues, Needs, Opportunities:** None known



Map credit: National Geographic

Rogers Rock State Campground



Located three miles north of the hamlet of Hague on NY Route 9N, Rogers Rock State Campground is the primary resource for public access to Lake George at the northern end. It is not only a campground of 332 tent and trailer sites but also a day use area for swimming, boating, fishing, bicycling, and hiking activities. The site includes a public boat launch equipped with boat pump-out facilities.

During the winter months, Rogers Rock also offers 6.3 miles of cross-country ski trails, with 3.2 miles lit for evening skiing along the south loop. These trails are maintained and groomed by the Hague Snowmobile Club. A trail register is located at the entrance. The GPS Trailhead Coordinates are 43° 28.5420' N, 73° 16.9920' W.



An unsanctioned, unmarked path exists from campsite #210 to the summit of Rogers Rock. This 1.3 mile section is presently closed to the public due to safety concerns. Given the large amount of use it gets from hikers, DEC is considering how the state can make the path a sustainable resource for the campground. This option is presently being considered as part of the Draft Unit Management Plan for the Lake George Wild Forest.



Trail Opportunities:

- Assuming DEC restores this path to a marked foot trail at some future date, explore the potential of utilizing the existing snowmobile trails, maintained by the Hague Sno-Goers, that presently connect with the Rogers Rock path and extend west north of New Hague Road. This trail crossing near the Hague-Ticonderoga border provides a link to the Berrymill Pond Trailhead and points further south to the hamlet of Graphite, across NY Route 8 and to the Fly Brook Section One Road.
- Explore trail expansion into the state lands directly west and across NY Route 9N.
- Explore the potential of linking the Rogers Rock path with the Cook Mountain Preserve in Ticonderoga.

Tongue Mt. Scenic Overlook



These two DEC pull-off areas offer the region's most spectacular panoramic views of Lake George and the surrounding mountains. While this is a vehicle pull-off, it is also enjoyed by cyclists as a respite after coming off Tongue Mountain. Opportunities for improvements at this site include interpretive signage.

Hague Steamboat Landing



The old Hague "steamer dock" is located just south of the hamlet of Hague on Dock Road. It has recently been restored and is primarily utilized as a prime fishing site. There is a parking area for 8 vehicles and a small dock that can be used as a boater drop-off point.

Robert E. Henry Memorial Park and Town Boat Launch



The Town of Hague owns and operates a visitor interpretive center, playground, beach, public docking and a boat launch for motorboats and canoes/kayaks at this location. Located at the intersection of NY Route 9N and NY Route 8, this park provides residents and visitors prime access to Lake George and an alternative to the more crowded south basin.

Hague Brook Fishing Access

This DEC handicap-accessible site is part of the state's Hague Brook Primitive Area. Historically, the site was a boat building factory, a residence, and a fish weir for the local salmon population. Parking is available for approximately 5 vehicles and brook fishing is available from the bridge. After crossing the bridge from the parking area, the footpath continues north along Hague Brook to several waterfall viewing areas. This site is handicap-accessible.



Waltonian Islands

The Waltonian Islands represent the northernmost Lake George Island camping and picnicking islands. The four islands that make up the Waltonian's are somewhat remote and typically quiet. Management and reservations are through Rogers Rock State Campground.



(Northern Lake George Yacht Club)



(Waltonian Islands)



Peggy's Point

Peggy's Point is a park located on 315 feet of Lake George shoreline just a few hundred feet north of the juncture of NY Route 9N and NY Route 8. This passive park is intended as public open space for families to play and picnic together. A meandering path leads from the park gate to the Friendship Garden, a 30-foot diameter planting bed, consisting of perennials provided by the public in honor of or in memory of a special place, person or event.

Future Trail System Recommendations

Town of Hague

General Trail Recommendations

1. Expand and link the snowmobile trails with the Brant Lake and Ticonderoga area trails.
2. Designate and mark the shoulder of NY Route 9N from the Scenic Overlook at the north base of Tongue Mountain to the Hamlet of Hague to Ticonderoga for bicycle and pedestrian use.
3. Designate and mark the shoulder of NY Route 9N from the Hamlet of Hague to Ticonderoga for bicycle and pedestrian use.
4. Pursue agreements with Silver Bay Association for public use of the trail system that connects to the Watch Island Club and Jabe Pond trails.
5. Pursue agreements with Watch Hill Club for public use of the trails that connect to Silver Bay trails and Jabe Pond trails.
6. Add quick response codes (QR Codes) points to all trailhead signage.

Specific Trail Area Recommendations

Rogers Rock Campground

1. Restore formal public use of the existing trail to the summit of Rogers Rock.
2. Explore the potential of utilizing the existing snowmobile trails, maintained by the Hague Sno-Goers snowmobile group, that presently connect with the Rogers Rock path and extend west, north of New Hague Road. This trail crossing near the Hague-Ticonderoga border provides a link to the Berry Mill Pond Trailhead and further south to the Hamlet of Graphite, across NY Route 8 and to the Fly Brook Section One Road.
3. Explore trail expansion into the state lands directly west and across NY Route 9N.
4. Explore the potential of linking the Rogers Rock path with the Cook Mountain Preserve in Ticonderoga.
5. Install a Lakes To Locks Passage interpretive kiosk at Rogers Rock Campground.

Jabe Pond

1. Install barriers between the existing parking lot and the launch area to prohibit trailered boats from being directly launched at Jabe Pond.
2. Install erosion control devices on the Jabe Pond access road at the area known as "the rock cut."
3. Investigate a direct trail extension with a potential connection to Wardsboro Road/Fly Brook Road.
4. Improve existing foot path around perimeter of Jabe Pond.
5. Improve signage and trail markers throughout the site.
6. Add a map and signage illustrating the Lake George Park Trail system.

Berrymill Pond Trail

1. Post signage that illustrates the entire Pharaoh Lake Wilderness Area trail system and the Lake George Park Trail system.
2. Provide directional signage to this site at the intersection of NY Route 8 and West Hague Road.

Wardsboro Road to Fly Brook Road

1. Clarify the public rights at non-state land areas.
2. Mark the road for types of permitted uses.

Recommendations for Trail Links and Recreation Points**1. Tongue Mountain Scenic Overlook**

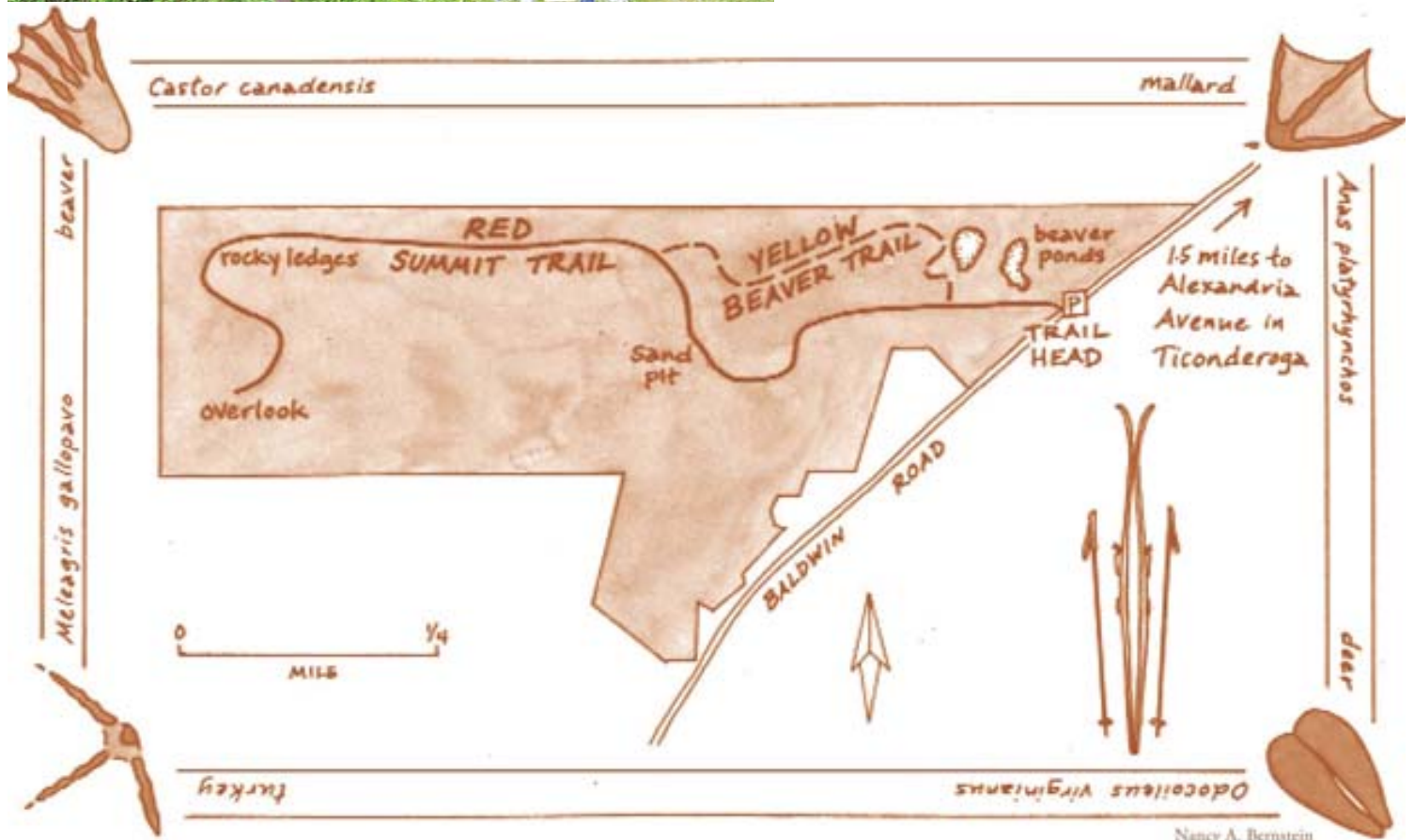
- Provide interpretive signage.

Cook Mountain Preserve

Trail Summary

The Cook Mountain Preserve was established in 1990 through two private donations of 192 acres to the Lake George Land Conservancy. The preserve harbors a variety of habitats, from moist wetlands and overgrown farmland to mixed hardwood/coniferous forest and dry rocky-summit grassland. Remnants of stone walls run up the mountain's slope, reminders of how different Cook Mountain and the land surround Lake George looked when cleared for farms at the turn of the century.

Cook Mountain's open ridge provides exquisite views of northern Lake George, the Champlain Valley, and Vermont's Green Mountains. The lower portion of the one and one-half mile Summit Trail is easy walking but becomes more challenging with elevation. Remnants of a beaver lodge and dams, as well as rare wetland plants, such as Hill's pondweed, can be spotted on the lower portions of the trail. From the rocky summit, hikers can enjoy an expansive view of northern Lake George. The site is appropriate for snowshoeing although the short steep ascent makes it challenging.



Information

- **Name:** Cook Mountain Preserve
- **Location:** From the Northway (I-87): Take Exit 28, and go east on NY Route 74 into Ticonderoga. Turn right (south) onto NY Route 9N. At the monument/traffic circle in Ticonderoga, head straight (south) on Lord Howe Street for 0.75 miles to a “T” intersection with Alexandria Street (County Route 5). Turn left and then immediately right onto Baldwin Road. Proceed south on Baldwin Road for 1.5 miles to the preserve pull-off on right.
- **GPS Trailhead Coordinates:**
43° 36.222' N, 73° 41.603' W
- **Total Length of Trails:** 1.7 miles
- **Summit Elevation:** 1,200'
- **Size of Preserve:** 192 acres
- **Level of Difficulty:** Easy to Moderately difficult – steep climb to summit
- **Trail Register and Trail Markers:** Yes
- **Signage:** Trail map at trailhead; interpretive signage
- **Surface:** Natural
- **Condition:** Good
- **ADA Accessible:** No
- **Availability of Restrooms:** No
- **Cell Phone Coverage:** Some
- **Parking Availability:** Poor
- **Amenities Available:** None
- **Permitted Uses:** Hiking, snowshoeing, hunting, leashed dogs
- **Prohibited Uses:** Motorized or non-motorized vehicles, camping, campfires
- **Special Landmarks:** Revolutionary War Cemetery
- **Unique Natural Features:** Wetlands

- **Scenic Views:** Lake George and the Green Mountains
- **Connections to Other Trails:** None
- **Type of Ownership:** Lake George Land Conservancy
- **Maintenance Responsibility:** Lake George Land Conservancy staff and volunteers
- **Issues, Needs, Opportunities:** Address Parking



Photo credit: Gary Randolph



Photo credit: LGLC Staff

LaChute River Walk Interpretive Trail

Trail Summary

The LaChute River begins at the outlet to Lake George, winds through the center of Ticonderoga, and spills into Lake Champlain just west of Fort Ticonderoga. This river initially served as a critical traveling corridor and later, the several miles of fast-moving rapids and waterfalls was harnessed for industrial power. In honor of the rich history and simple beauty of this place, PRIDE of Ticonderoga, with the support of the Town of Ticonderoga, created a 4-mile walking trail along the LaChute River. The trail is supplemented with 13 interpretive signs that highlight the rich heritage and ecology of the LaChute.

The trailhead is located at the Ticonderoga Heritage Museum with International Paper and American Graphite displays. The trail initially loops around Bicentennial Park which offers a large playground, baseball and softball fields, tennis courts, basketball courts, picnic areas, fishing access, winter sledding area, and canoe/kayak launch. The trail continues along the lower falls past the Frazier Bridge, one of the oldest bridges in America. A new pocket park marks the point where the trail crosses Montcalm Street, continues up Lake George Avenue to LaChute Lane then back on Lake George Avenue to the recently converted historic train trestle to a walking and biking pathway. Continue your experience west on Alexandria Avenue to the Ticonderoga Middle School Nature Trail.



Information

- **Name:** LaChute River Walk
- **Location:** Corner of NY Route 74 (Montcalm Street) and Tower Avenue. Access from I-87 is via Exit 28; from NY Route 9N along the west shore of Lake George; or from NY Route 22 along the east side of Lake George through Whitehall.
- **GPS Trailhead Coordinates:**
43° 50.918' N, 73° 25.288' W
- **Number of Main Trails:** 3
- **Total Length of Trails:** 4 miles
- **Size:** Bicentennial Park is 135 acres
- **Level of Difficulty:** Easy to moderate
- **Trail Register and Trail Markers:** No
- **Signage:** 13 Interpretive signs
- **Surface:** Paved
- **Condition:** Excellent
- **ADA Accessible:** Yes
- **Availability of Restrooms:** Yes
- **Cell Phone Coverage:** Yes
- **Parking Availability:** Approximately 50 vehicles
- **Amenities Available:** Benches, playground
- **Permitted Uses:** Walking, fishing, canoeing / kayaking, cross-country skiing, sledding
- **Prohibited Uses:** Motorized vehicles
- **Special Landmarks:** Frasier Bridge; old dam and mill structures; Kissing Bridge
- **Unique Natural Features:** Waterfalls
- **Scenic Views:** LaChute River Waterfalls
- **Connections to Other Trails:** Kissing Bridge (steel stringer covered bridge); Ticonderoga High School and Ticonderoga Middle School
- **Type of Ownership:** Town of Ticonderoga
- **Maintenance Responsibility:** Citizens, local organizations and businesses
- **Geocaching:** Yes – One cache, located off the dirt roadway (LaChute Lane) that runs along the LaChute River.



Issues, Needs and Opportunities:

- Construct connector path to Lake George Avenue. Add signage up to the trestle.
- Reconstruction of 18th century French Sawmill

Potential future connections are anticipated to the following:

- Lake George Perimeter Trail on Black Point Road
- Champlain Area Trails beginning in Port Henry
- Champlain Canalway Trail which terminates in Whitehall

Putnam Pond Trail Summary



Putnam Pond is a state campsite and launch that also serves as the trailhead for a network of hiking trails into the Pharaoh Lake Wilderness Area. These include: Bear Pond Loop, a 5-mile easy trail that passes a series of wilderness ponds; Grizzle Ocean, a picturesque pond with a lean-to and a 5-mile trail that circles Putnam Pond; Treadway Mountain, a rewarding 7.8 mile moderate hike with outstanding views; and Rock Pond Mine, a moderate 5.4 mile round-trip hike that features the remains of an old graphite mine. The utility and beauty of this remote but well-loved site is the variety of recreational activities that are available to the public.

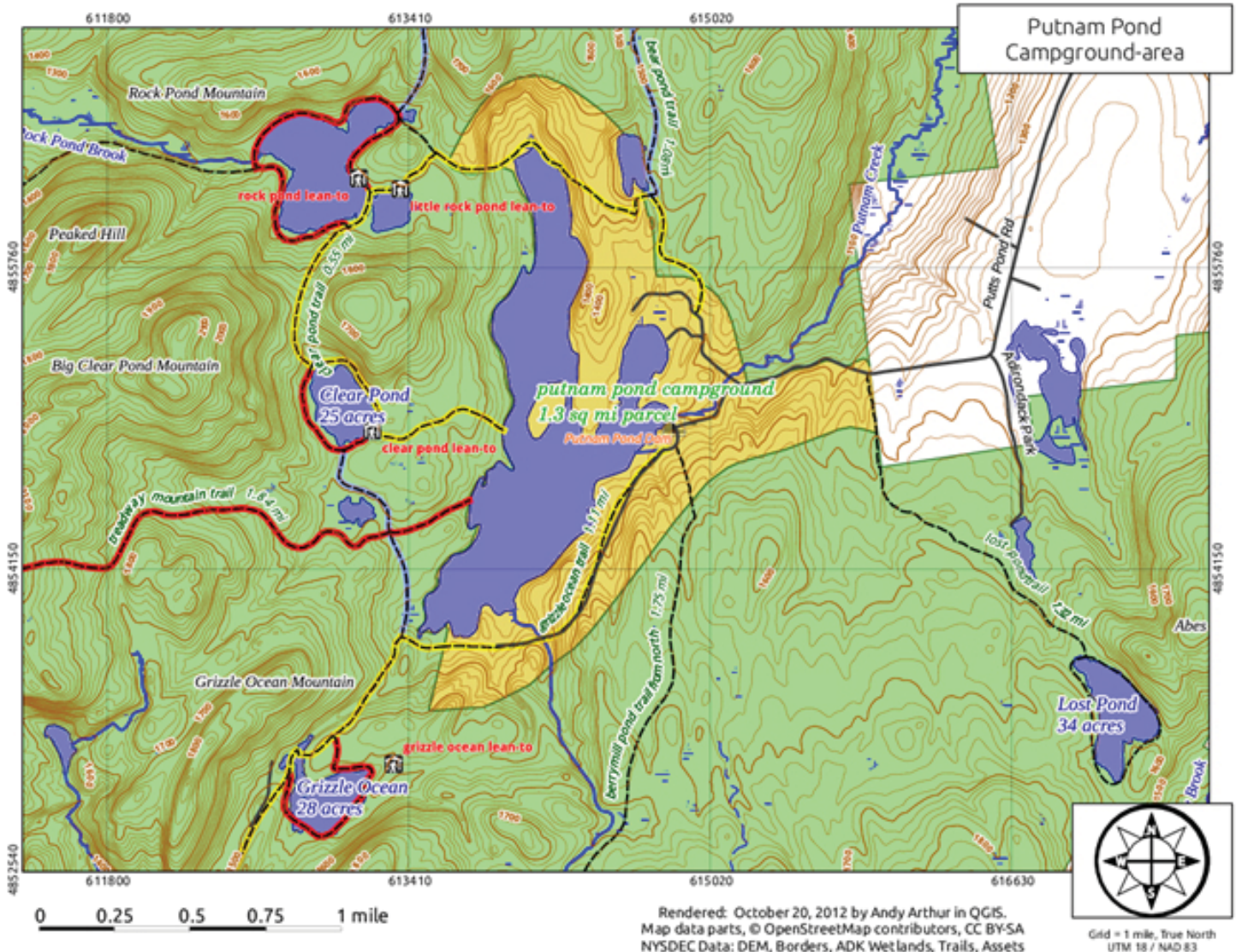


Photo credits: NYSDEC

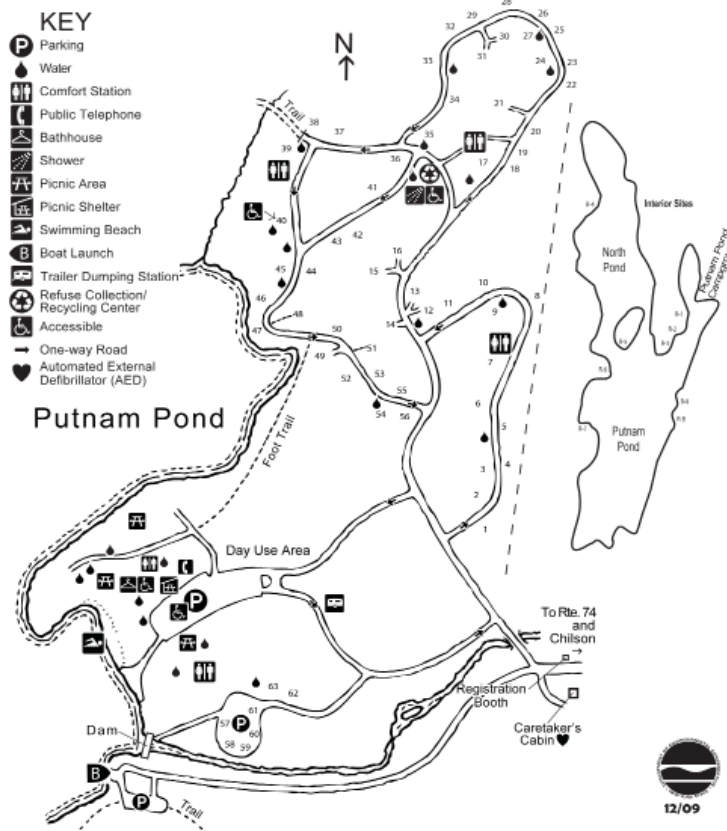
Information

- **Name:** Putnam Pond State Campground
- **Location:** From I-87, take Exit 28, then east on NY Route 74 approximately 9 miles. From Ticonderoga, go west on NY Route 74 approximately 6 miles. Follow signs on roadside of NY Route 74 that will direct you to the campground. Take NY Route 74 West from Ticonderoga and go 4.3 miles. Turn Left on Putts Pond Road, and go 0.7 miles.
- **GPS Trailhead Coordinates:**
43° 50.412' N, 73° 34.305' W
- **Number of Main Trails:** 3+
- **Total Length of Trails:** Varies
- **Level of Difficulty:** Easy to moderate
- **Trail Register and Trail Markers:** Yes
- **Signage:** Trailheads
- **Surface:** Natural
- **Condition:** Good
- **ADA Accessible:** Campground facility
- **Availability of Restrooms:** Yes
- **Cell Phone Coverage:** No
- **Parking Availability:** 50+ vehicles
- **Amenities Available:** Non-motorized boat rentals, 70 camp sites, beach, picnic pavilion
- **Permitted Uses:** Hiking, boating, fishing, mountain biking (limited areas)
- **Prohibited Uses:** Motorized vehicles on trails
- **Special Landmarks:** Wilderness Area
- **Unique Natural Features:** Network of interconnected lakes and ponds
- **Scenic Views:** Adirondacks
- **Connections to Other Trails:** Jabe Pond and Fly Brook Road through Hague Sno-Goers snowmobile trail system; Schroon Lake
- **Type of Ownership:** NYS Forest Preserve
- **Maintenance Responsibility:** Citizens, local organizations and businesses
- **Geocaching:** No
- **Issues, Needs and Opportunities:** None noted

Photo credits: NYSDEC

PUTNAM POND

Public Campground & Day Use Area
763 Putts Pond Rd. Ticonderoga, NY
(518) 585-7280
Regional Office: (518) 897-1309



Baldwin Dock



Baldwin Dock is the steamboat landing for the north basin. This is the northernmost point for the Mohegan that docks at Baldwin during the summer months. It provides riders with an alternative way of getting from Lake George Village or Hamlet of Bolton to the north end of the lake and of avoiding the challenging and hazardous NY Route 9N over Tongue Mountain.

Bicentennial Park



Bicentennial Park is the trailhead for the LaChute River Trail that winds its way around and through the Park to points north to the Lake George outfall. The park offers picnic areas, riverfront trails, ball fields, lighted walking paths, tennis courts and a launch for car-top boats. The park is a favorite place for lighted cross country skiing, skating, snowshoeing, and tobogganing during the winter months. The Ticonderoga Heritage Museum, located on the edge of Bicentennial Park, exhibits and educates visitors on the area's Industrial Heritage and also serves as the Ticonderoga Visitor Center.

Black Point Public Beach



The public access point to Lake George in Ticonderoga is the Town Beach on Black Point Road. This site has both a sandy beach and playground. It also provides a public launch point for canoes and kayaks.

Mossy Point State Boat Launch



Mossy Point is the busiest boat launch on Lake George. Located on Black Point Road it also provides a canoe/kayak launch area.

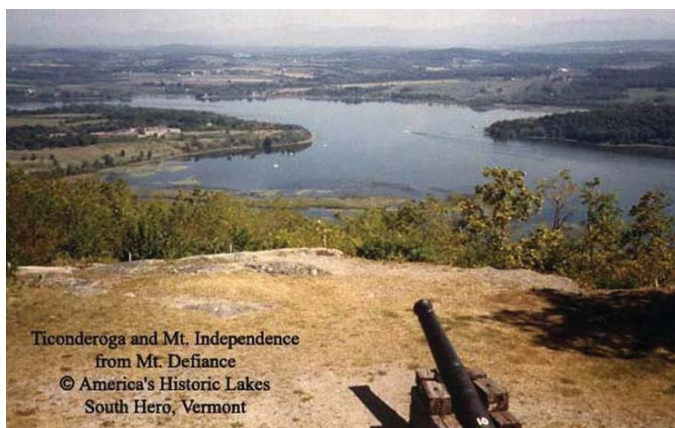
Photo credits: Alan Wechsler (Baldwin Dock), Lake George Association (Black Point), NYSDEC (Mossy Point)

Fort Ticonderoga



The Fort welcomes hundreds of cyclists every year, and it is planning the addition of bicycle racks and other amenities in the future. There is no formal trail system on the grounds of Fort Ticonderoga. However, a master plan was prepared for the site (The Garrison Grounds Master Plan, Sasaki Associates, 2007) that calls for a system of pedestrian paths and trails to enhance the connections among the internal resources of the Fort.

Mount Defiance



Mount Defiance is a British fortification that was useful during the Revolutionary War. A tour road to the top of Mount Defiance is maintained by Fort Ticonderoga and provides visitors with a spectacular view of Fort Ticonderoga and the Champlain Valley. The site is open to bicycle riders and there is a picnic pavilion at the summit.

Mount Hope



Mount Hope was largely a scouting post used by both the Americans and the British. The Fort Ticonderoga Association preserves the southern quarter of the original complex. A New York State historic marker identifies the site which is located north of the lower falls of the LaChute River adjacent to the Mount Hope Cemetery.

Photo credits: Fort Ticonderoga Association (top, bottom)

Future Trail System Recommendations

Town of Ticonderoga

General Trail Recommendations

1. Create a hike-bike link between Bicentennial Park and Fort Ticonderoga and to Mount Defiance.
2. Create a hike-bike link between Fort Ticonderoga to the Ticonderoga Ferry on Lake Champlain.
3. Create a hike-bike link between Bicentennial Park and the Ticonderoga Train Depot.
4. Create a hike-bike link between the southern trailhead of the LaChute River Walk Interpretive Trail to Baldwin Dock. At a minimum, designate and mark the shoulder of Baldwin Road. Also, explore the feasibility of utilizing the old D&H rail path.
5. Explore the feasibility of negotiating public access through the Ti-Hague Easement (Lyme Easement B) via a public trail from New Hague Road to Bald Ledge Primitive Area summit
6. Explore the extension of Lost Pond Trail (Pharaoh Lake Wilderness Area) to Bald Ledge Primitive Area.
7. Explore the feasibility of developing a direct trail from the west side of NY Route 9N portion of Rogers Rock Campground westward through the Ti-Hague Easement to Bald Ledge Primitive Area and the Lost Pond Trail (Pharaoh Lake Wilderness Area).
8. Add quick response codes (QR Codes) points to all trailhead signage.

Specific Trail Area Recommendations

Cook Mountain Preserve

1. Develop appropriate parking area.
2. Add bike rack.

LaChute River Walk Interpretive Trail

1. Develop a connector path to the upper trail section leading to Lake George Avenue.
2. Add signage leading to the trestle.

Recommendations for Trail Links and Recreation Points

1. Baldwin Dock

- Add a map of the Lake George Park Trail Network and interpretive signage.
- Add bike rack.

2. Bicentennial Park

- Add signage indicating the kayak launch and interpretive signage for the LaChute River.
- Add interpretive signage for the historic Kissing Bridge.
- Reconstruct the 18th century French Sawmill at the waterfalls.

3. Black Point Public Beach

- Add bike racks and kayak lockers.

4. Mossy Point State Boat Launch

- Add bike racks and kayak lockers.

5. Create and Promote a Bike-Friendly Destination within the Grounds of Fort Ticonderoga

- Develop a paved pedestrian path between the Sallyport of the Fort and the King's Garden.
- Develop an unpaved path linking the French Lines to the Fort.
- Develop a nature trail extending from the Visitor Center to the LaChute River marshland and back through the American Cemetery.
- Develop interpretive trails from the Sallyport of the Fort to the Lotbiniere Battery and along the Pavilion area.
- Add amenities such as bike racks, a map of the Lake George Park Trail Network, at the Fort parking lot and at the King's Garden parking lot.

Chapter Four: Bicycle Trails

- **Overview**
- **Existing Conditions Analysis and Recommendations:**
 - Shared Use Path,**
 - On-Road Bike Routes**
 - NY Route 9N - Bolton Road Gap Analysis**
 - Mountain Biking Trails**

Overview

Two organizations serve as the main sources for on-road and mountain biking in the Lake George Region. The primary organization that promotes quality bicycling experiences in Warren County is the Warren County Safe & Quality Bicycling Organization (WCSQBO) (<http://www.bikewarrenco.org/>). The WCSQBO was a partner with the Adirondack/Glens Falls Transportation Council (A/GFTC) in the preparation of the 2012 Warren County Bicycle Plan. This plan identifies existing conditions, creates a methodology to select needed improvements, sets priorities for short- and long-term goals, and facilitates implementation of these improvements in the future. The goal of the plan is to provide a framework for future improvements which will result in a more expansive and comprehensive network of bicycle facilities in Warren County. The plan describes existing conditions throughout Warren County and suggests recommendations for the road network and spot improvements that are typically part of larger road reconstruction projects. Most of the recommendations in this section were derived from the Warren County Bicycle Plan.

The Adirondack North Country Association (ANCA) is a regional organization that promotes biking throughout the Adirondacks through several web portals: <http://www.bikethebyways.org/>; <http://www.bikeadirondacks.org/>. ANCA utilizes the region's 15 Scenic Byways for this Bike-the-Byways presentation of bike routes, mountain bike rides and bike paths throughout the region. The Byways vary in length from 17 to 190 miles, and each offers a unique set of scenic, historic, cultural and recreational resources. Opportunities for bicycle touring, training, single track and family rides are all featured. Representing the Lake George area, Lakes To Locks Passage is prominently featured as the State's only nationally designated All-American Road and one of only 31 in the U.S. All-American Road is a designation reserved for the "best of the best" among Scenic Byways across the country.

Existing Conditions Analysis and Recommendations

Shared Use Path

The pride of Warren County is a shared use path, mainly off-road, that connects downtown Glens Falls to Lake George Village. The Warren County Bikeway is a paved trail that not only provides access to many important destinations but also provides an exceptional experience to riders whether riding the whole trail or a part of the

trail. The northern ascent to Lake George is exhilarating and allows riders to embrace a unique sense of French & Indian War history. A full description of the Warren County Bikeway is in Chapter 3.

(<http://warrencountyny.gov/transport/bike.php>)

Recommendations

- Continue to maintain the Bikeway as a high quality resource.
- Develop segments that connect to key destinations in Lake George and the general region.
- Design and implement at grade crossing improvements at key locations to improve trail access and safety.

On-Road Bike Routes

On-road bicycling in the Lake George Region primarily consists of riding on local unmarked road shoulders. There are no designated on-road bike routes in the study area. State Bicycle Route #9 (Bike Route 9) is a NY Route 4/22 linear route on the east side of Lake George that skirts the study area at Ticonderoga. Bike Route 9 is a signed on-road bicycle route that extends 345 miles from New York City to Rouses Point on the New York - Quebec border. This route connects with the Velo, Quebec cycling routes and eastern Canada. It also links to the New York City bicycle route network and State Bicycle Routes 5, 11 and 17, and the NYS Canalway Trail.

(<https://www.dot.ny.gov/bicycle>)

The need for bicycle facilities along local roads has been addressed by some of the municipalities in the study area. As part of the Warren County Bicycle Plan, all local planning documents were reviewed to determine bicycle transportation needs in each municipality. The WCSQBO augmented this effort by generating its own list of priority bicycling routes it considers both important for their connectivity and an enjoyable experience. On Map 2 on the following page, the roadways shown in red were specifically recommended by the municipalities and the routes shown in gold are those recommended by WCSQBO.

(Map 2 is provided by WCSQBO)



Map 2 - Priorities for Bicycle Facilities

Legend

- Existing Warren County Bikeway
- Bike Routes
- - - Proposed Off-Road Trails
- WCS&QBO Priority Routes
- Local Priority Routes
- A/GFTC Staff Priority Routes
- Waterbodies



The Warren County Bicycle Plan also addresses how design standards for bicycle facilities impact the selection of bicycle facilities. Limitations include the location, width, pavement, and other features such as drainage grates and protective railings. These standards may be applied to part of an on-road facility or an multi-use trail. The Bicycle Plan explains that the selection of a bicycle facility depends on many variables: the type of cyclist likely to use the facility; traffic mix, volume, speed, parking, and sight distances (for on-road facilities); bicycle speed, grade, multi-use capacity, and roadway/rail crossings (for off-road facilities).

The Bicycle Plan also analyzed whether local roadways may currently have the mandatory pavement width that meets the design standards appropriate to the context. See the figure below from the Bicycle Plan which compares the existing shoulder width to the width required by the bike shoulders design standards. The shoulder width was then compared to the posted speed limit for the roadway. It should be noted that the posted speed limit is not the only factor which can be taken into account when determining the required width of a bike shoulder. Topography, functional classification of the roadway, traffic volume and mix, and sight distance are all other factors which can be taken into account to determine an appropriate bike shoulder width. To facilitate the analysis, posted speed was chosen as the analysis method for the Bicycle Plan. Map 4, provided by WCSQBC, illustrates this information.



Map 4 - Physical Conditions Map
(Shoulder width vs. posted speed limit)

Legend

Shoulder Width Meets Applicable Bike Design Standard

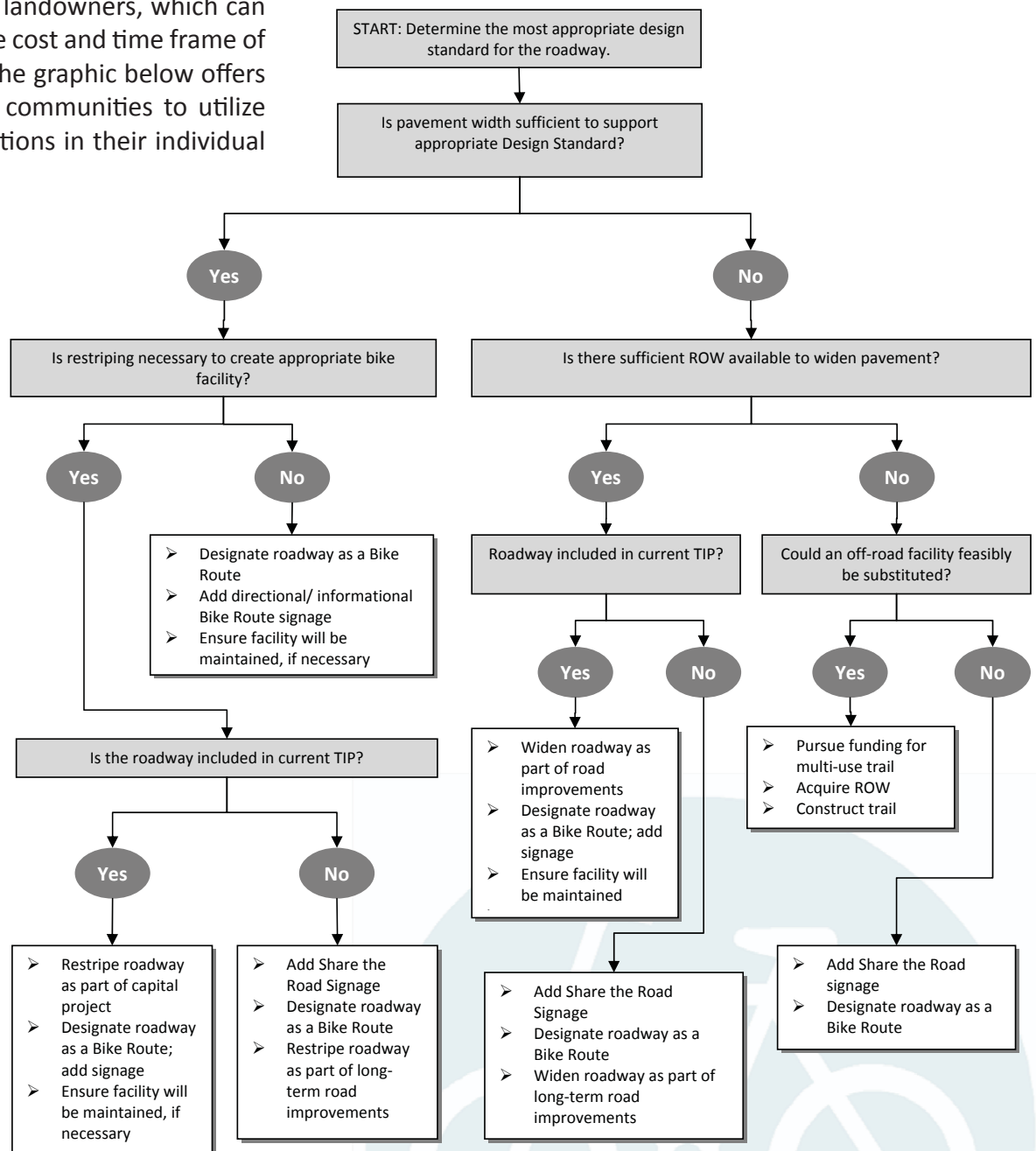
- No
- No - Roadside Obstacles
- Yes
- Other Roads
- Waterbodies



Shoulder and posted speed conditions based on field observation by A/GFTC staff and may be subject to revision. Information as presented is not to be used for construction or engineering and is intended for planning purposes only.

The Bike Plan indicates that the results of this analysis indicate that the majority of roadways do not have current sufficient width to meet the wide shoulder Design Standard. This information can be useful in helping roadway owners determine the scope of work required to create or enhance bicycle facilities in the future. Since many roadways in Warren County are “user highways” in which the right-of-way width is the same as the pavement width, widening these types of roads usually involves acquisition of property from adjacent landowners, which can significantly increase the cost and time frame of construction projects. The graphic below offers a selection process for communities to utilize in making recommendations in their individual communities.

Bicycle Facility Improvement Selection Process



Source: Adirondack-Glens Falls Transportation Council

Recommendations

- Promote the Bikeways Concept Map presented as Figure 6 in this section. This series of on-road bicycle loops should be utilized for marketing the area for all user abilities and interests. As recommended from the WCSQBO, these suggested bicycle loops range from short, medium and long trips to the long distance 100-mile “century bicycle loop.” These roads should also be incorporated onto every involved municipality’s list for bicycle improvements.
- Upgrade bicycle facilities such as bike shoulders or shared use lanes should be included in improvement projects on identified high priority routes, wherever feasible.
- Include bicycle facility improvements in any upcoming capital improvement projects, wherever feasible. Adopt a “Complete Streets” transportation planning policies that requires consideration of bicycle use in road projects.
- Whenever bicycle facilities cannot be accommodated, “Share the Road” signage should be put in place to raise motorist’s awareness of cyclists.
- Monitor the Adirondack Glens Falls Transportation Corporation’s Transportation Improvements Project List for projects in the study area where bicycle improvements be included. Lobby for these improvements through the municipalities as appropriate.
- Identify opportunities to pursue small-scale “spot” improvements, such as street crossings, which could also improve the biking experience. Other potential spot improvements include:
 - Drainage grates: The direction of the grating pattern on storm drains is an often-overlooked detail. Grate openings which run parallel to the travel direction can cause havoc for thin bicycle tires. Ideally, grates should be selected which feature a “bike-friendly” Pattern or mesh-style or curb face ones. If this is not feasible, the grate should be situated so that the pattern runs perpendicular to the travel direction.
- Individual hazards: Over time, potholes and cracks can form in pavement, causing hazardous conditions for cyclists. Sudden changes in grade, whether because of pavement failure or manholes set at an improper elevation, can be difficult for cyclists to maneuver, especially at night. In the short term, pavement markings can help alert cyclists that a potentially hazardous condition exists. These hazards can then be eliminated or minimized as the appropriate roadway or utility project is undertaken in the future.
- Pavement overlays: Even if no re-striping or widening is called for in a paving project, there may still be good opportunities to improve conditions for cyclists. Ensuring that the seam of the pavement does not occur in the middle of the shoulder, or is properly feathered, will provide a smooth, regular surface for cyclists. Repair/repaint bike lanes and shoulders when needed.
- Roadway sweeping. Patches of gravel, especially on corners, can pose a threat to cyclists. With the help of the cycling community, it may be possible to identify areas where significant gravel accumulation is hampering safe cycling. Targeted road sweeping, even just a few times a year, can help to reduce the potential hazards.
- Special signage. Begin at the gateway with a map and/or signage showing which way to go. Use additional signs along the route as needed to guide and reassure cyclists. Use pavement markings as appropriate to supplement signs. Install cautionary signage wherever the trail or other off-road path intersects roads.
- Mark bicycle stop lines. Mark stop lines closer to intersections than auto stop lines to increase visibility of and by cyclists, thus enhancing safety.

NY Route 9N - Bolton Road Gap Analysis

One of the most mentioned improvements from the public was the need for some kind of continuous walking path along one side of NY Route 9N Bolton Road/Lakeshore Drive. In recent years, the number of people using the road shoulder for walking, running and biking has increased substantially. As part of the Trails Master Plan, a detailed analysis was conducted on the potential for NY Route 9N between the Village of Lake George and the Hamlet of Bolton Landing. The analysis looked at the existing shoulders of the road and the potential to expand the shoulder areas to accommodate a path or a bike lane. Many areas along this 10-mile stretch have very good potential and there are stretches that have physical or ownership constraints that will be hard or impossible to overcome. To move forward with this possibility will require the development of a detailed feasibility analysis that focuses on several segments of NY Route 9N. Residents of Hague are also interested in placing a path along NY Route 9N between Sabbath Day Point in Hague to downtown Ticonderoga.

Bolton Landing to Village of Lake George

Lake Shore Drive traverses north-south along the west bank of Lake George. The distance between Bolton Landing and the Village of Lake George is approximately 10 miles. Generally, Lake Shore Drive has 10 to 10.5 foot travel lanes, one in each direction. Shoulder widths vary between 1 foot and over 8 feet in certain locations. There are several locations along the corridor where narrow shoulders are paved but additional old pavement, or gravel is located along the shoulder. There are many guiderail, fencing, and stonewall sections that are in close proximity to the roadway where expanding shoulder or pavement widths are constrained.

Section 1: Bolton Landing Norowal Road to Heritage Village Road



Lake Shore Drive is approximately 0.4 miles through Bolton Landing. There are two 10 foot wide travel lanes, one in each direction. An 8 foot parking lane is provided on both the east and west sides of the roadway. There are also 5 foot wide, curbed, sidewalks located on either side of the roadway.

Section 1	
Section Length	0.6 miles
Portion With Shoulders More Than 4'	0 %
Portion With Shoulders Less Than 4'	100 %
Portion With Shoulders Less Than 4' and Constrained	70 %

Section 2: Bolton Landing to Diamond Point Heritage Village Road to Library Road

The distance between Bolton Landing and Diamond Point is approximately 5.5 miles. Travel lanes between Bolton Landing and Diamond Point vary between 10 feet and 10.5 feet wide. Shoulder widths also vary. Generally, the southbound (or west) shoulder is 4 to 5 feet wide and the northbound (or east) shoulder ranges from 1 foot to 5 feet. The southbound shoulder is over 4 feet wide for 80% of this section. There are some locations where an additional gravel shoulder increases the width to 10 feet from the travel lane. In other locations, the oversized shoulder is used for on-street parking. This is typical in more populated and commercial areas of this section.

The northbound shoulder is narrower for the majority of this section. Only 40% of this section has northbound shoulders of 4 feet or greater. Typically, shoulder widths are 3 feet wide. There are guiderails located to the east of the roadway for approximately 30% of this section with only 1' to 2' shoulders and a 1' offset from the pavement edge.



Utilities are located to the west of the roadway for a majority of this section. Utilities transition to the east side of the roadway for approximately a mile at the mid-point. Utility poles are typically offset between 5 to 15 feet from the pavement edge.

Section 2	
Section Length	5.2 miles
Portion With Shoulders More Than 4'	20 %
Portion With Shoulders Less Than 4'	80 %
Portion With Shoulders Less Than 4' and Constrained	40 %

Section 3: Diamond Point Library Road to Aspen Road



The 40 mph speed limit is maintained through Diamond Point. Travel lanes are 10 feet wide in both directions. The southbound shoulder width is consistently 5 feet wide or greater. The northbound shoulder width is typically 4 to 5 feet wide; however, it narrows from approximately 30% of the section through Diamond Point, due to guiderails located in the southern portion. Curb cuts are frequent and typically wider than 24 feet.

Section 3	
Section Length	0.4 miles
Portion With Shoulders More Than 4'	70 %
Portion With Shoulders Less Than 4'	30 %
Portion With Shoulders Less Than 4' and Constrained	20 %



Section 4: Diamond Point to Village of Lake George George-Aspen Road to Canada Street



In the 3.5 mile section between Diamond Point and the Village of Lake George, travel lane widths are typically 11 feet in each direction. Shoulder widths are also generally 5 feet wide on either side. The speed limit still remains at 40 mph.

Only 15% of this section has shoulders less than 4 feet wide. Each of these areas is constrained by guiderails or stone walls. Over 35% of the roadway between Diamond Point and Lake George provides shoulders greater than 8 feet wide. At points shoulders are as wide as 15' feet. Curb cuts are also frequent in the southern portion of this section and typically wider than 24 feet.

Section 4	
Section Length	3.5 miles
Portion With Shoulders More Than 4'	85 %
Portion With Shoulders Less Than 4'	15 %
Portion With Shoulders Less Than 4' and Constrained	10 %

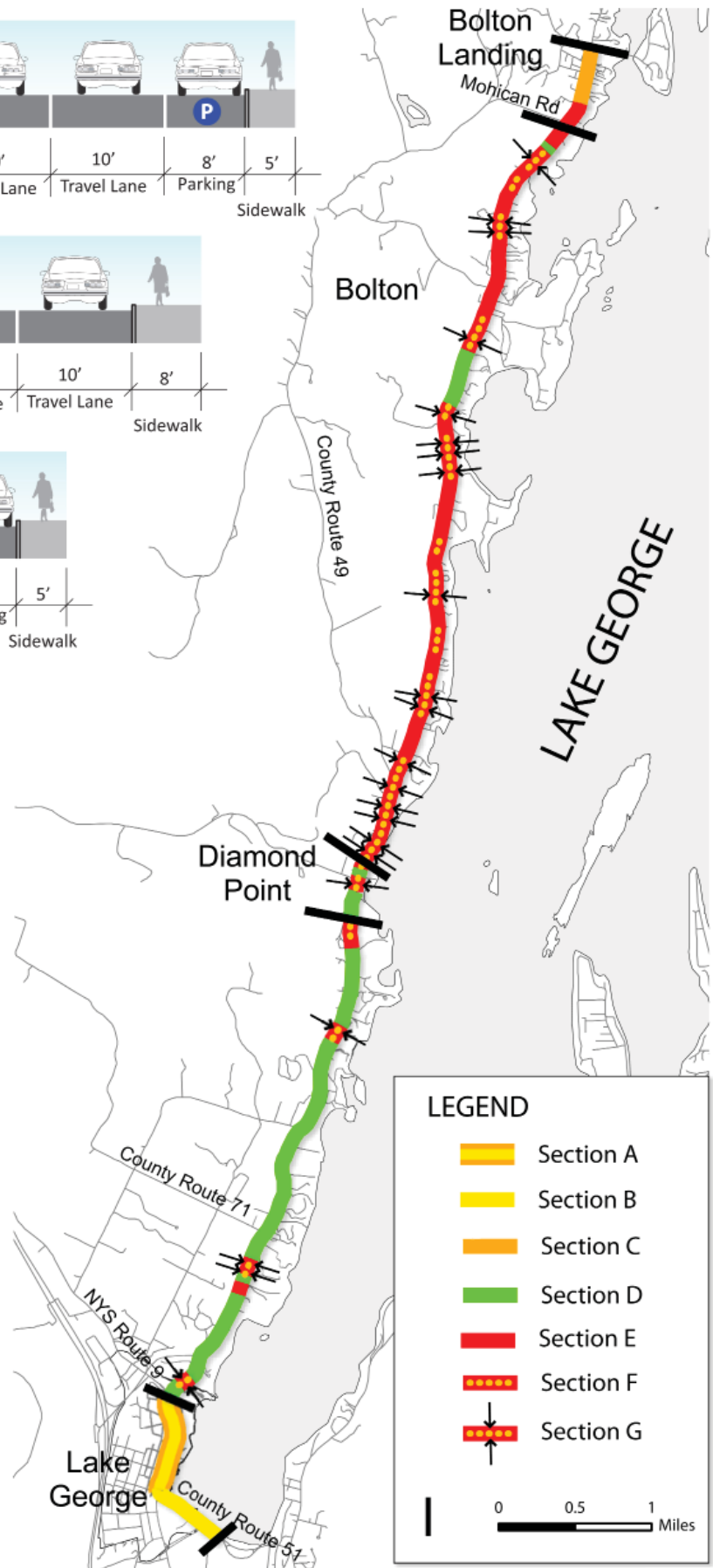
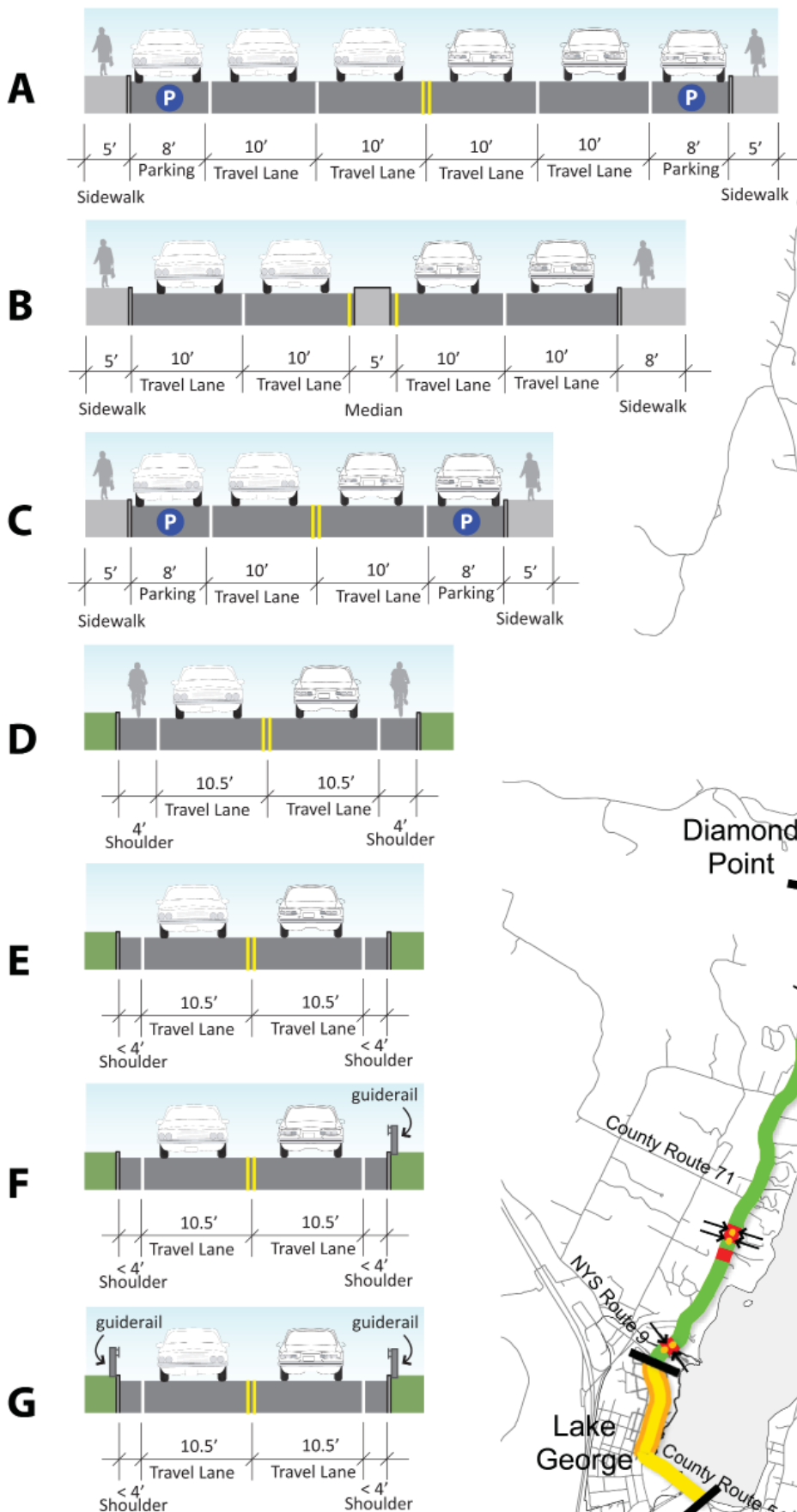
Section 5: Village of Lake George

Canada Street has a 30 mph speed limit through the Village of Lake George. There are two 10-foot travel lanes in either direction, with 8' parking lanes on both sides of the roadway. Sidewalks, at least 5 feet wide, are located on both sides of Canada Street. Generally, there is a buffer zone between the sidewalk and the parking lane with street trees lining the corridor.

County Route 51, or Beach Rd, is a divided roadway with a 5 foot wide center median on the western portion. There are two 10-foot travel lanes in either direction. No shoulders or parking lanes are present. Sidewalks are provided on both the north and south sides of County Route 51. Sidewalks on the south are approximately 5 feet wide, where sidewalks on the north are 8 feet wide or greater.



Section 5	
Section Length	1.1 miles
Portion With Shoulders More Than 4'	0 %
Portion With Shoulders Less Than 4'	100 %
Portion With Shoulders Less Than 4' and Constrained	100 %



Paved Shoulder Potential on Lake Shore Drive/NYS Rt. 9/County Rt. 51



Recommendations

- Develop a detailed feasibility analysis of NY Route 9N – Bolton Road for the potential of creating a bike lane and or shared use bike/pedestrian trail along a part of or the entire road.
- Develop a detailed feasibility analysis of NY Route 9N for the potential of creating a bike lane and or shared use bike/pedestrian trail along the entire road from Sabbath Day Point in Hague to downtown Ticonderoga.

Mountain Biking Trails

Mountain biking is permitted on numerous trail areas in the Lake George Region. Primarily these trails are located on state land in the Lake George Wild Forest (LGWF). The Draft Unit Master Plan for the LGWF specifies that the operation of bicycles is permitted on roads and trails on Adirondack forest preserve wild forest areas except for those roads and trails posted as closed to bicycle operation. The Draft Unit Management Plan recommends which roads, trails, and potential trail areas are suitable for mountain bicycles and will layout which areas roads and trails will be closed to mountain bicycles.

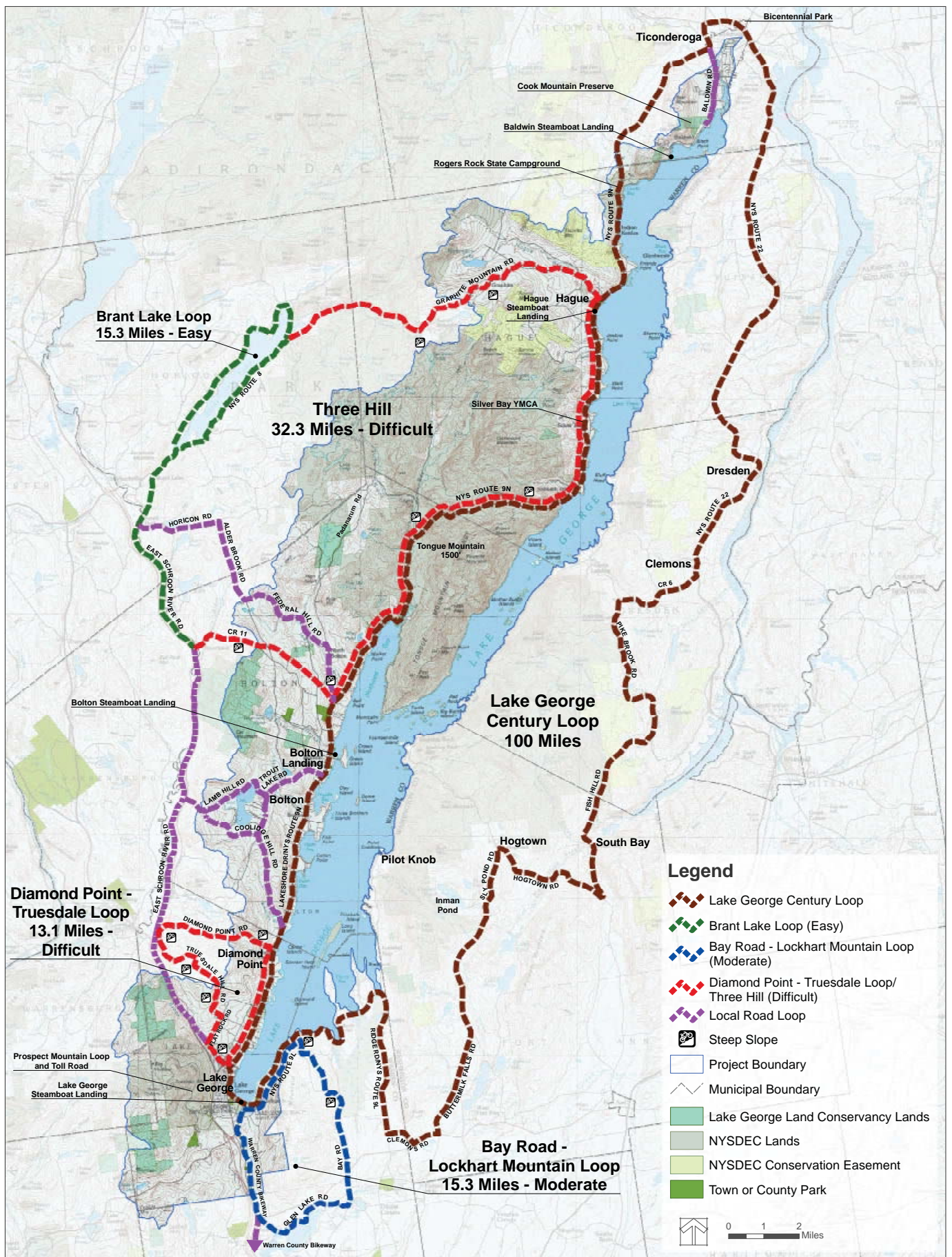
The most popular areas for mountain biking on the west side of Lake George is the Northwest Bay Trail in the Town of Bolton, and the Wardsboro Road Trail and Jabe Pond Road in the Town of Hague. The Lake George Land Conservancy is presently assessing their land preserves for mountain bike use. Mountain bike statistics were reported by the Adirondack Visitor Studies for a use period between May 22, 2004 and September 11, 2004. The study was conducted in support of NYSDEC Unit Management Planning: Lake George Wild Forest (North) and provided some interesting mountain bike statistics. The study covered the northern area of the Lake George Wild Forest to the north and west of and including the Tongue Mt. Range. One hundred seventy-seven visitor surveys were completed and returned. Returned surveys

showed mountain bikes made up only 4% of visitor use during this period. When asked about feelings toward number of mountain biking groups on trails, 8% felt there were far too few, 0% felt there were too few, 33.6% felt they were about right, 4.8% felt there were too many, 6.4% felt there were far too many, and it did not matter to 47.2% of users who completed the survey. When asked if mountain biking groups on trails detracted from the enjoyment of the trip, 85.1% reported not at all, 9.4% reported a little, and 5.5% reported a lot.

NYSDEC is considering designing and creating a mountain bicycle trail system in the vicinity of Prospect Mountain. The area of Lake George Wild Forest that is located between the Intensive Use area and NY I-87 (Northway) combines favorable soil types and an extensive network of old roads and trails that would lend themselves well to a mountain bike trail system. A properly laid out trail system in this area could potentially accommodate users of different skill levels and have little impact to the resource. The trail would be accessed from the village, via the Prospect Mountain Highway Bridge over I-87. Should this be pursued, DEC will be responsible for proper layout and development of the trail and may utilize the Adopt-a-Natural Resource program to aid in the development of the trail.

Recommendations

- Develop a region-wide Mountain Biking Plan
 - Create specific trail areas dedicated to mountain biking.
 - Develop appropriate trail maps.
 - Promote Lake George as a mountain biking destination.
- Monitor remaining trails in the LGWF for damage from mountain bikes, remedy problems as they arise, and close specific trails to mountain bikes if problems cannot be fixed by other means.
- Close Tongue Mountain area trails to mountain bikes. A good portion of these trails are extremely steep and not compatible with mountain bike use. The exception of these conditions would be the Northwest Bay trail that leads to Montcalm point. This trail contains low-lying areas with wet soils that could be damaged by bike traffic and does not present favorable conditions for mountain bike use.
- Petition NYSDEC to design and create a mountain bicycle trail system on Prospect Mountain.



Trails Master Plan for the West Side of Lake George
Figure 6: Bikeways Concept Map

Chapter Five: Marketing Development Strategy

- **Overview**
- **Marketing Development Strategies:**
 - Organization**
 - Promotion**
 - Design**
 - Economic Restructuring**

Potential as Hiking and Biking Destination

For the typical visitor to the Lake George Region, hiking and biking activities represent only a small component of their vacation activities. The area's outstanding trail resources remain a "best kept secret." This project aims to modify this image and trademark hiking and biking as one of the primary reasons for coming to Lake George. There is the strong potential to develop the Lake George Region as a destination for active recreation. The Lake George Park exists within the Adirondack Park which is the largest park and the largest state protected area in the contiguous United States. Natural resources in the Lake George Region are diverse and beautiful; scenic resources are of national significance; it is geographically located within a highly important historic corridor; and it exists along a highly prominent national and state scenic byway, the Lakes To Locks Passage. In addition, the Lake George Region is part of a very seasoned and sophisticated framework for tourism development and has a well-established tourist infrastructure.

The Lake George Region also represents an area with growing businesses that support and promote active recreation. These types of businesses include rock climbing, mountain biking, scuba diving, parasailing, rope adventure courses and zip lines, competitive sailing, horseback riding, skiing, cross-country skiing, whitewater rafting, and whitewater kayaking. Local recreational needs have shifted to a resident and visitor population that is significantly more active and interested in the outdoors. The residential base is comprised of an increasing number of active retirees that are middle class, healthy and utilizing the area as their home base. This group requires trail resources that range from easy

to moderately challenging that are available on a year-round basis. One of the challenges for active walkers during the winter months is snow-free walkways. The Lake George School District has developed an indoor walking program for the winter months to respond to resident demand for safe walking space.

Local and regional Chambers of Commerce report that an increasing number of families and tour groups are requesting information about trails for both hiking and biking. While there are many websites that provide some level of information, visitors currently have no consistent online or physical access to a comprehensive range of trails information. Visitors often come to Lake George having experienced other places where recreational opportunities are well coordinated with other visitor services. They expect this level of service and are disappointed when it is not available. The project will remedy this by integrating trail use into the existing regional tourism economic development strategy.

There are five critical elements that need to be integrated into the present marketing and promotion efforts to making the Lake George Region a successful destination for trail users:

- *Form a Regional Trail Alliance*
- *Embrace the Trail Town Tourism Concept*
- *Integrate the Scenic Byway Experience*
- *Market with the Lakes To Locks PassagePort Wayfinding Tool*
- *Establish Regional Connections to other Trail Systems*

Form a Regional Trail Alliance

In order to implement the recommendations in the Master Plan, it will be necessary to create a new organization that focuses on developing the Lake George Region's many trail resources into a cohesive system. The membership should be comprised of a combination of partnerships that may be able to assist in the planning, development and maintenance of the trail system.

Embrace the Trail Town Tourism Concept

A *Trail Town* is a destination along a long-distance trail or adjacent to one or more trail systems. The *Trail Town* concept was developed by the Allegheny Trail Alliance, a coalition of seven trail organizations along the Great Allegheny Passage, a 150-mile multi-use trail running through Pennsylvania and Maryland. The idea has since been adopted by many communities and regions across the U.S. as a significant economic development strategy.

Embracing the *Trail Town* concept as a region will ensure that communities along the trail are better able to maximize the economic potential of trail-based tourism. *Trail Towns* are communities with vibrant hubs that are linked through a network of trails. This model of economic revitalization that places trails as the centerpiece of a tourism-based strategy for revitalization shares a set of specific elements that virtually serve to invite trail users to spend time and dollars in their communities.

Integrate the Scenic Byway Experience

The Lake George Region is part of the Lakes To Locks Passage All American Road: Lake George Loop. This interconnected waterway extends from the Mohawk River in upstate New York to the St. Lawrence River in Quebec, Canada. The New York State Byway known as Lakes to Locks Passage (LTLP) has succeeded in rising above the complex jurisdictions and political barriers of the region by unifying the byway corridor as a single destination. Clinton, Essex, Warren, Washington and Saratoga counties in New York State together work on initiatives for community revitalization, interpretation and education, and marketing and promotion.

Cross-border promotion of tourism with partners from the Province of Quebec help unify the region's historic, cultural, natural and recreational resources to establish a world-class destination for national and international travelers.

The LTLP initiative is enhanced by integrating recreational and heritage tourism experiences that encourage visitors to learn about the history, local landmarks, and cultural

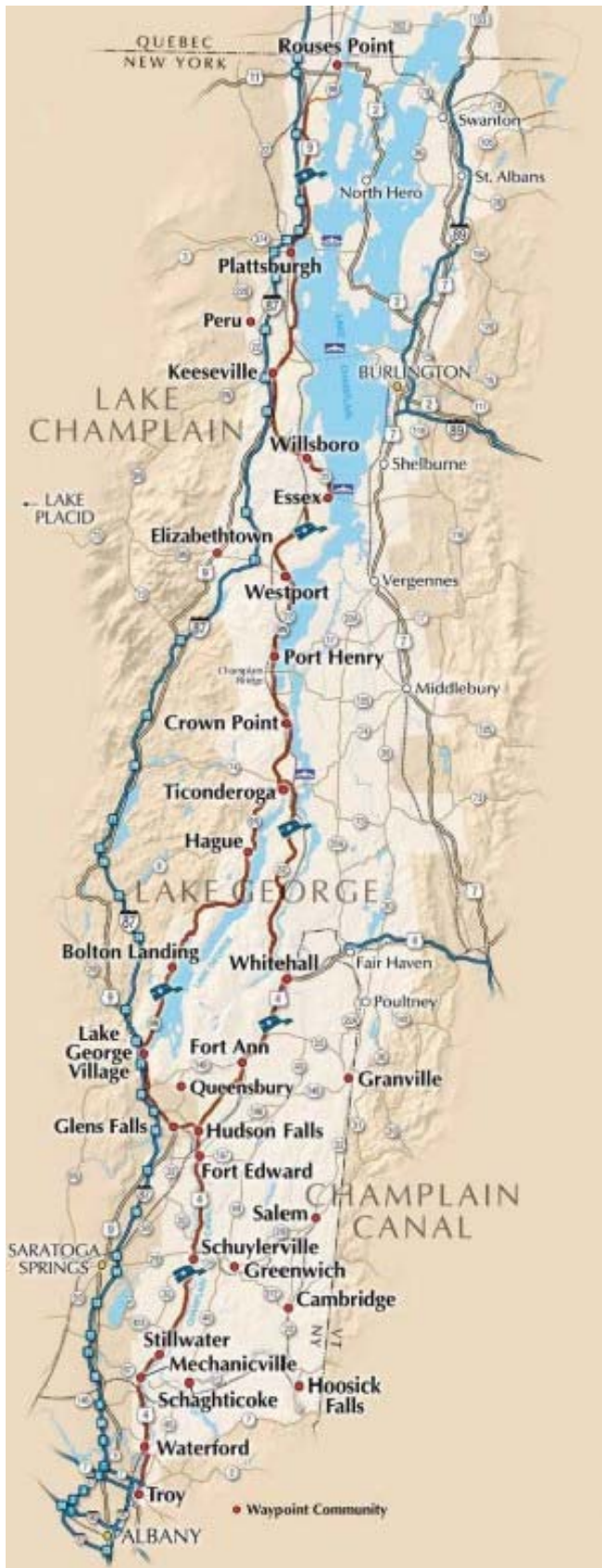
The basic elements of a *Trail Town* strategy include:

- Enticing trail users to take detours off the trail and into your town via a connector trail.
- Welcoming trail users to your town by providing readily available information about the community and its attributes to users of the trail.
- Making a quality path between your town and the main trail.
- Educating local businesses on the economic benefits of meeting trail tourists' needs.
- Recruiting new businesses or expanding existing ones to fill gaps in the goods or services that trail users need.
- Promoting the trail-friendly character of the town.
- Working with neighboring communities to promote the entire trail corridor as a tourist destination.

stories that make the area an interesting place to visit. For many visitors, these mini-destinations along their larger trip represent an essential part of the hiking and biking experience. The plan will convey the various historic, environmental, and other "stories" related to individual trails and tie them together in a unified vision.

This vision will complement other regional initiatives including the LTLP Waypoint Community Program which designates parts of the existing visitor centers for Lake George Village, Bolton, Hague and Ticonderoga as *Community Heritage Centers* where visitors have the opportunity to explore the region's landscape and history through the *Four Lives of Lakes to Locks Passage*:

- Natural Forces and Native People
- Conflict and Settlement
- Corridors of Commerce
- Magnet for Tourism



Lakes to Locks Passage Corridor

The Lakes to Locks Passage Geotourism Project seeks to celebrate the Lakes to Locks Passage region as a world-class destination, while contributing to the economic health of the region by promoting sustainable tourism. The Lakes to Locks Passage MapGuide Project implements geotourism by partnering with the National Geographic Society to highlight the natural, historic, and cultural assets of the Lakes to Locks Passage region through an interactive Web site and print map.

Market with the Lakes to Locks PassagePort Wayfinding Tool

This LTLP tool uses cutting edge wayfinding tools to create an experience that encourages visitors and local families to explore the landscape with a “PassagePort,” a cross between a thematic itinerary, scavenger hunt and geocaching. Each PassagePort will have a thematic badge (similar to scout badges) that can be earned by the user upon completion of the PassagePort, encouraging repeat users to collect them all. This low-cost and high-impact “multi-media traveler’s guide” will:

- Encourage visitors to explore both urban and rural communities by thematically connecting sites (historic markers, landscape features, public lands, monuments, etc.) to museums;
- Deliver authentic experiences through interpretive content that is “guided by locals;”
- Create experiences that are designed to encourage overnight travel – generating economic activity for shopping, dining and lodging;
- Create experiences that are well suited to matching thematic itineraries with local guides to tour operators; and
- Support special promotions that add value and opportunities for promoting local businesses and services.

Establish Regional Connections to Other Trail Systems

Trails that make connections to other regional trail systems have a greater capacity to bring in new visitors from outside the region. Linking other trail resources will extend the resources of the Lake George Region, expands the number of different experiences the visitor is exposed to, and increases the probability that the visitor will stay overnight. This Master Plan is being developed in context of the greater regional trail network that includes the

Warren County Bike Trail, Glens Falls Feeder Canal Trail, Champlain Canalway Trail, Champlain Area Trails, North Country Scenic Trail, Lake Champlain Bikeways, and the First Wilderness heritage Corridor. Close collaboration on projects and events with other regional trail systems will create a synergy among hikers and bikers and bring a greater level of recognition that Lake George is an outstanding primary destination for hiking and biking.

Marketing Development Strategies

The trails vision for Lake George is to create a continuous interconnected trail system that connects to local trail hubs, recreation points, and other regional trail systems between the Town and Village of Lake George, Town of Bolton, Town of Hague, and Town of Ticonderoga. Central to this concept is the long-term development of a path along NY Route 9N between Lake George and Ticonderoga. Making sense of all these wonderful resources is designed to make the Lake George Region an outstanding destination for hiking and biking.

The first step to this goal is to create a welcoming atmosphere for the hiking and biking community. This can be achieved by creating a network of “Trail Towns” that capitalize on trail resources by making trails the centerpiece of a new economic development initiative for the region. The *Trail Town* concept maximizes the economic potential of trail-based tourism by implementing a four-point approach:

- Organization
- Promotion
- Design
- Economic Restructuring

1. Organization: Establish Consensus and Cooperation through Partnerships

Organization establishes consensus and cooperation by building partnerships among the various groups that have a stake in trails and the downtown commercial district.

- **Create an Alliance of Partners: Lake George Area Trails Partnership**

In order to implement the recommendations in the Master Plan, it will be necessary to create a new organization that focuses on developing the Lake George Region’s many trail resources into a cohesive system.

Case Studies:

<http://www.bikewarrenco.org/>

<http://www.barkeatertrails.org/about/>

- **Develop Community and Regional Partnerships**

Develop and/or maintain collaborative relationships with local, regional and statewide organizations and agencies that focus on the development and promotion of trails. Form a regional trails group that shares information and maintains important connections with other regional trail systems including: The Champlain Canalway Trail; Champlain Area Trails; North Country Scenic Trail, Lake Champlain Bikeways, and the Warren County Bikeway.

- **Assign a Trail Coordinator**
As funds become available, a Trail Coordinator position should be established to provide oversight for the implementation of this Master Plan, ensuring that all future planning and infrastructure development efforts in the area are consistent with this Master Plan. The coordinator would also coordinate with relevant partner agencies and organizations, apply for project funding, and coordinate and sustain all marketing efforts including website and social media maintenance, and map/brochure distribution.
- **Name the Trail System**
The relationship that visitors develop with an area will coincide with a name visitors can both relate to and remember. A strong name will link the resources to the region and also help brand it to local tourism themes. A suggested name for Lake George area trails is: *Lake George Area Trails*.
- **Create Brand Recognition**
Create a distinctive brand for *Lake George Area Trails*, including the development of a logo which would serve to brand all trail signs, promotional materials, website, kiosks and welcoming signs. Develop materials such as graphics, print ads, E-ads, and web sites that brand Lake George as a Trail Town destination.
- **Develop a Five-Year Action Plan**
Work to have all involved municipalities adopt an action plan for the implementation of *Lake George Area Trails*. The plan should be integrated and coordinated with the 5-year Capital Improvement Plan (CIP), and will include prioritization and phasing of all projects, detailed cost estimates of near term projects, identification of funding sources to be pursued for each project, and a description of the roles and responsibilities of each partner in the implementation and management of the trail system.

2. Promotion: Communicate Trail Resources to Residents, Visitors, and Investors

Promotion sells the image and promise of a Trail Town region to all prospects. Promotions communicate the region's unique characteristics and trail resources to local customers, investors, entrepreneurs, property owners, residents, and visitors.

- **Brand Lake George as a Region of Trail Towns**
The first element of your Trail Town promotional effort is to convince people that you have an active and welcoming Trail Town environment in your community. This "top-of-mind" awareness or "branding," of your town is a critical part of your strategy in which your local, regional and state tourism agencies can assist. By its nature, a Trail Town concept is based on drawing in tourists that extend beyond your local market. It is doubtful that your community will realize the full potential of the Trail Town concept unless the larger

regional population base is aware of it and what it has to offer. Creating general marketing materials that brand your business district as a Trail Town should be the function of your organization's promotions committee. Including the Trail Town logo on brochures, trail guides and all ads by your businesses will strengthen your recognition as a Trail Town and improve your visitation.

- **Promote the *Trail Town* Image**

Create a uniform set of marketing tools that brand the individual communities as *Trail Towns*. Branding the area as a *Trail Town* will be critical in successfully marketing the area as a destination for fitness buffs, outdoors enthusiasts, thrill seekers and recreational tourism. The idea behind recreational tourism is that it can draw more people who want to watch others in competitive sports events as there are participants in the events themselves.

Case Studies:

http://www.connectcascadelocks.com/uploads/1/0/0/9/10099646/appendix_a_case_studies_final.pdf

- **Become a Bicycle-Friendly Destination**

Take concrete steps to provide a community that is welcoming to and supportive of hikers and bicyclists. Encourage and promote bicycle tourism and develop the framework for businesses and organizations to become a bicycle-friendly destination. Become listed on Tourism/Bicycling websites as a community that supports bicyclists.

Case Study: League of American Bicyclists

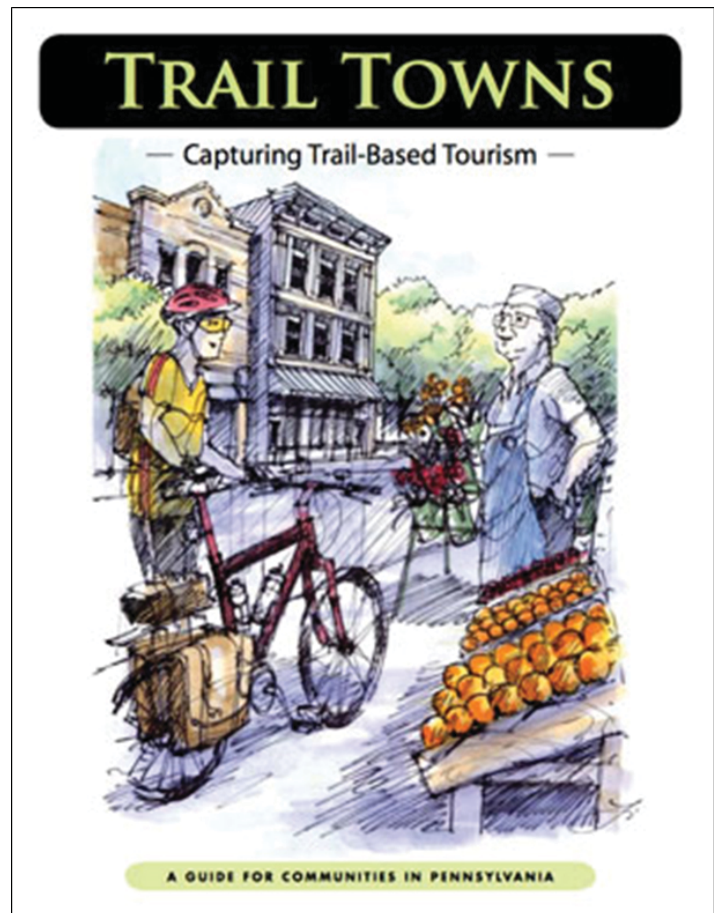
(www.bikeleague.org/programs/bicyclefriendlyamerica/communityscorecard/)

- **Develop Itinerary Trip Planning Tools**

Itinerary planning is essential in today's visitor tool box. Develop an effective set of itineraries for hiking and biking that will provide the visitor with experiences that are tailored to their interests and recreational comfort level. Since area trail resources vary widely from easy to extremely challenging, and the entire area is imbedded with environmental assets and historic landmarks and events, itineraries have the capacity to be the primary tool for promotion of *Lake George Area Trails*. Provide space on the website for trail users to give feedback about their experiences.

Case Study:

<http://www.crmr.com/biking-in-the-rockies/>



Guide Produced by Allegheny Trail Alliance

- **Develop a System of *Trail Heads and Trail Beds***
Support itinerary trip planning recommendations by creating a system of ***Trail Heads and Trail Beds*** designed to connect visitors with accommodations ranging from campgrounds to motels near trailheads that support the services that they need.

Case Study:

Maine Huts and Trails: mainehuts.org. Enhance with package planning that includes lodging, meals and other amenities.

- **Create a Dedicated Website**

Develop a single website that will tie the entire region together as a cluster of high quality trails that offer varied and interesting trail experiences. This website would highlight and link to the individual communities, attractions, and services. It would also interface with state, national, and regional websites that feature recreational tourism. Create a Social Media/Facebook Interface through the website so that individuals can share experiences and an E-Newsletter that can apprise visitors/members of the latest information on events and trail planning. Incorporate interactive components such as photo competitions and best walk challenge program similar to those hosted by the Erie Canalway National Heritage Area.

Case Studies:

<http://www.ozarkgreenways.org/>;

<http://www.wsgreenways.com/>;

<http://mtsgreenway.org/>;

<http://www.hikinginlacier.com/>;

<http://trailfinder.info/>

- **Share a Consistent Set of Information with Other Websites**

Ensure that all tourism websites involving Lake George display the consistent information on their individual websites about Lake George Area Trails.

- **Promote the Trail System Through Lakes to Locks Passage Geotourism Website**

Map all trails in *Lake George Area Trails* on MapGuide on the Lakes to Locks Passage Geotourism website. Lakes to Locks Passage, New York's only All-American Road in the collection of America's Byways, has collaborated with National Geographic Maps to create a co-branded website promoting Geotourism, a travel experience that contributes to the economic health of communities by enhancing the geographical character of a place; its environment, culture, aesthetics, heritage and the well-being of its residents. The project will link with the Lakes to Locks Passage Geotourism website to highlight the region's history, unique points of interest, ongoing events, and outdoor routes and trails along the trail corridor. The website encourages national and international travelers to choose sustainable tourism experiences that are distinctive to the special places that define the region's character and distinct appeal.

Case Study:

<http://byways.org/explore/byways/2479/travel.html>

- **Advertise in Print Media**

- Advertise where the cyclists are, such as in *Adventure Cyclist*, the magazine of the Adventure Cycling Association, or *American Bicyclist*, published by the League of American Bicyclists.

- Pool resources with other businesses or trail communities to increase advertising. Mention bicycling in other, general tourism advertising and promotion.



- Coordinate advertising with established area tourism guides, state and federal heritage area guides, state maps, newspapers, newspaper feature stories, magazines, travel guides, travel guidebooks, newspapers, newspaper feature stories, magazines, community newsletters, and various electronic newsletters.
 - Send business information to Google Maps, Bing and other electronic mapping sites. Target Audience: Enable bicyclists, trip planners, tour organizations and other marketers to find business information using popular web mapping tools.
 - Develop a brochure which pulls together all related events and places of the corridor so that visitors can view it as a whole experience. Such a brochure would also illustrate how the visitor could travel to other regions to enrich their experience. The success of the heritage tourism initiative for this corridor is closely linked to the availability of a diversity of venues for visitors to experience. A comprehensive integration of cultural and historic sites and events is a key for success.
- **Develop Informative and Interactive Tools for Hikers and Bikers**
 - Promote the trail system with print and online maps that blend the traditional concepts of cartography with the specifics of trail riding through GIS software.
 - Develop user-friendly summer and winter trail maps. Trail maps should include information on trails and bikeways, trail access, safety information, local trail resources, phone numbers to report hazards or maintenance issues, etc. Because of the greatly differing geographic scales of different activities and groups, it will be necessary to provide different maps to address different activities.
 - Develop a Lake George Area Trails QR-Code Trail Booklet (Quick Response black and white matrix barcodes) with links to all Lake George Area Trail maps and information. This is a mobile trail guide that can use any Smart Phone to connect with trail travel and highlights of each trail area and upcoming trail events, picnic areas, beaches, convenience stores, etc.



- Create QR codes on stickers and attach them to trailhead signs, exhibits or things of interest such as trees or geologic features around the Lake George Area Trails. Trail users can use their smart phone to link to online maps, historic information and YouTube video links. The U.S. Fish and Wildlife Service is using QR technology through a new smart phone app that enables volunteers to identify terrestrial invasive species (the mile-a-minute vine) and help control it before it invades multiple states.



Ding Darling National Wildlife Refuge

- Standardized trail features should be at all trailheads in the Lake George Area Trails Region. This would include a consistent set of maps including a map of all trails in the Lake George region. "Assurance markers" should also be developed and placed periodically along all official trails. These markers should have unique identifiers that can be used by emergency responders to locate trail users in need of assistance. Once in place, the GPS coordinates for each unique assurance marker can be placed in a database for use by emergency services.
- Provide links to mobile applications such as MapMyRide.com, which allows the hiker or biker to record workout details, including duration, distance, pace, speed, elevation, calories burned, and route traveled on an interactive map.

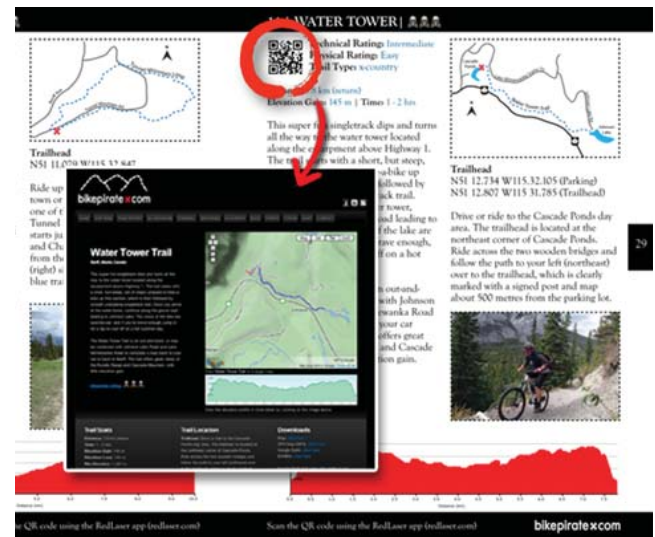
Case Studies:

http://www.imba.com/sites/default/files/documents/resourcesmaps/blackcanyon_11x17.pdf;
<http://www.bikepirate.com/>



Integrate Marketing with the Lakes To Locks PassagePort Wayfinding Tool

This program is a cross between a thematic itinerary, scavenger hunt, and geocaching. Through the Lakes To Locks Passage print, web and social media promotions, the visitor can find thematic experiences that are appealing for children and adults. A mobile device is used as a PassagePort that could be developed for any combination of walking tours, bike routes, driving tours, hiking trails, and water trails. This high impact program brings heritage tourism to a new and exciting level for the visitor. An example of a PassagePort activity for Bolton Landing is presented below.



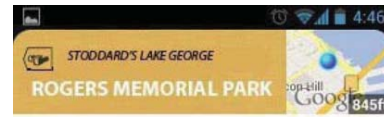
Webpage from Bikepirate.com

Case Study:

<http://www.lakestolocks.org/>;
<http://www.bikethebyways.org/lakes-to-locks-passage/>

- **PASSAGE TALE: Naming of Lake George**

This clue will direct the user to a GPS location (an interpretive sign overlooking the lake in Bolton Landing's Rogers Memorial Park). A QR code will connect to a "Passage Tale," an audio reading from Stoddard's guidebook that provides the answer to a PassagePort question.



ACTIVITY: A Passage Tale

Visit Roger's Memorial Park in Bolton Landing to learn about the geologic formation of Lake George.

The QR code will provide you a link to Stoddard's description of the lake, and you can discover the previous name of Lake George.



3. Design: Create an Appealing Infrastructure and Exceptional Visitor Experience

Design means creating an inviting atmosphere and a safe and appealing environment for hiking and biking visitors.

- **Establish Bike Stations**

- Establish the Lake George Visitor Center as the official bike station and central location for hiking and biking trail information for the Village of Lake George. Provide a protected and secure space for the bike station. Establish bike stations at the Bolton Visitor Center, Hague Visitor Center, and Ticonderoga Heritage Museum.
- Provide convenient and secure bicycle parking facilities (bike racks) at convenient locations throughout the communities.

- **Educate Hikers and Bicyclists**

Make visitors aware of the locations of public restrooms, banks/ATMs, Internet cafes/Wi-Fi, grocery and convenience stores, post office, library, walk-in medical clinic, bike rental/repair shops, laundry and shower facilities, and cultural and historic sites.

- **Provide Uniform Trail Signage**

A set of specific standards is recommended for both informational and wayfinding signage in the Lake George Park. A unified interpretive and directional signage program will increase public awareness and build stewardship. Information should be designed to facilitate understanding by a broad audience. Graphics, maps, features, symbols and universally recognized words can help to better guide travelers and should be consistently employed in educational display directional signage, and logos and other corridor/byway identifiers. Consistent signage along the corridor allows hikers and cyclists to track their progress and reinforces a sense of trail identity.

- **Provide Informative and Consistent Interpretive Signage**

The Lake George Park exists within two national and state heritage initiatives that have very significant impacts on visitor information and impression of the area's historic, cultural, and recreational resources - the Champlain Valley National Heritage Partnership and the Lakes To Lock Scenic Byway. Uniform customized interpretive signage should be developed for Lake George Trails. The first step in this process should be the identification of locations along trails which provide the best opportunities for interpretive signage. Once the sites and general subject matter of the interpretive installations are identified, the process of designing the interpretive signage installations should begin. The design process should involve the community at large and professionals with expertise in the selected subject matter. The information provided at each interpretive installation should be based on the experiences, knowledge and interests of its expected audience. Some of this work has been completed as part of the Lake George Loop Corridor Management Plan (2006).

- **Provide Safe and Uniform Trolley Stops**

Create pull-off waysides along the corridor that will allow trolley riders the opportunity to safely make connections with other modes of travel. Provide uniform signage at these locations.

- **Train a Crew of Trail Ambassadors**

- Train and locate volunteers at the four visitor centers along the lake as "trail ambassadors" to answer questions, give directions, assist with mechanical problems, and serve as a friendly face.
- Reach out to local schools, as partners for trail maintenance and development as a part of the local school curriculum. This way students have the capacity to develop a sense of ownership for trails, while enhancing the trails for all users. The SUNY Adirondack Adventure Sports: Leadership & Management may also be a good source of volunteers.

- **Create a Sense of Security**

Post local emergency phone numbers at the gateway (dialing "911" from a cell phone connects to the state police). Meet with county sheriffs and local police departments to make them aware of the trail systems, access routes, and public facilities and parks used by hikers and bikers.

- **Dress Up the Downtowns**

Keep streets and public areas clean; beautify the downtowns; plant flowers and landscape parks; keep the grass mowed where appropriate; maintain signs, benches, restrooms, and sidewalks; and have trash receptacles in the main business area and parks.

- **Develop a Series of Trail Walks and Talks**

Develop a diverse set of professionally-guided (where appropriate) and self-guided discovery walks/tours that include geology, wildlife, culture and heritage in targeted areas such as Battleground Park.

Case Studies:

<http://www.lglc.org/NewsAndEvents.asp>;
<http://www3.hants.gov.uk/rings-walk.htm>;
<http://www.kayakamelia.com/>

- **Develop Family-Friendly Interactive Trail Programs**

- Support the Round-The-Lake trail passport program of the Lake George Land Conservancy. This is a membership-only program that awards patches to those who complete 20 out of the 30 “missions” around Lake George, each showcasing Lake George’s unique natural, scenic, historic or cultural resources. <http://roundthelake.org/>
- Support DEC “Trails Supporter Patch” program. <http://www.dec.ny.gov/outdoor/36016.html>
- Support the Kids On The Trail! Challenge program sponsored by the Adirondack Mountain Club. http://adklaurentian.org/?page=kids_on_the_trail.html

Case Studies:

<http://starspangledtrail.net/things-to-do/passport-stamps/>;
<http://www.regionalparksfoundation.org/page.aspx?pid=582>

- **Develop a Coordinated Letterboxing and Geocaching Program**

- Letterboxing is an educational adventure that begins with using the Internet to use clues to find the location of a specific letterbox. These clues, along with a personal stamp, personal log, and a compass are used to find a waterproof container filled with a special stamp and a log book. The letterboxer then stamps their personal log with the letterbox stamp, and uses their personal stamp in the log inside the letterbox container.
- Integrate a creative QR Code system for geocaching and integrate interactive educational programs along appropriate trail sections.

- Geocaching is similar but makes use of GPS units and coordinates to find their own treasure in waterproof containers. The difference is that the purpose of letterboxing is to “find a stamp, leave a stamp,” whereas for geocaching a small object is placed in the cache, and the finder takes it and leaves an object of their own for the next finder.

Case Study:

<http://www.saratogaplan.org/Letterboxing.htm>

- **Incorporate Trail-Oriented Development (TrOD) Principles**

Trail-oriented development is an emerging concept formulated to make trails more useful for transportation and to link them with job centers, recreation nodes and overnight accommodations. Principles require that public access be provided and encouraged between paved pathways and adjacent development.

- Encourage TrOD by using overlay zoning or use-permit requirements along a trail corridor that requires property owners to maintain and enhance access between a multiuse path and surrounding land uses. This should include, but not be limited to, connections between the trail and any future roadways and residential developments adjacent to the path.
- Require new development to be physically oriented toward the path by providing a secondary entrance with a connecting footpath and bicycle parking that faces the trail.
- Prohibit new developments to place fencing between the path and the development or by placing undesirable elements such as dumpsters on the trailside end of the property.

4. Economic Restructuring: Diversifying the Economic Base

Economic restructuring is carried out to strengthen the corridor's existing economic assets while diversifying its economic base by helping businesses expand and by recruiting new businesses to respond to current market forces.

- **Develop a Multi-Modal Experience**
 - Many recreational visitors enjoy a multi-layered alternative transportation experience that requires access to both land and water trails. Visitors need to be made aware of important connections to adjacent and nearby venues available by land and/or by water, much like the historic travel routes. The transportation system should be enhanced to enable people to be able to travel by steamboat, trolley, rail or automobile to one or more trail resources amongst all the communities. This would involve coordinated times between shuttles and steamboat landings and extensive promotion.
 - Promote enhanced hiking and biking experiences through both the Scenic Train at its stop in Hadley and the Amtrak station stop in Ticonderoga.
 - Provide bike racks on trolleys and other public transit.
- **Market to Bike Tour Groups and Adventure Tourists**

Send route information and establish contact with tour groups such as Adventure Cycling Association and Cycle America, National Bicycle Tour Directors Association, Trek, and Vermont Tours. Promote mountain biking as an activity.
- **Offer Special Bicycle Packages**

Provide direct links to lodging facilities and develop resort and hotel packages for bicyclists or bicycling tour groups. Allow riders to tailor packages to their needs; offer bike-in/bike-out shuttle services, discounts at restaurants, tickets or passes to other entertainment, bike accommodations and team with other businesses for a larger package.
- **Coordinate Events Between Communities**
 - Develop itineraries for one-day, and multi-day rides.
 - Promote local businesses and events through planned rides.
 - Coordinate timing to capitalize on existing community fairs, festivals and other events.
 - Partner with nearby communities for longer rides.
 - Combine rides with canoeing, kayaking, hiking, or walking.
 - Partner with recreational organizations other than bicycling groups.

- **Offer Self-Guided Tours**

Encourage a diverse set of professionally-guided (where appropriate) and self-guided tours that include:

- **Historical tours** of the communities along the route showing visitors historical buildings, telling the story of the communities and the cultural history of each area.
- **Environmental and wildlife tours** or nature hikes containing environmental, educational and stewardship messages.
- **Kayak tours** with elements of environmental awareness, wildlife viewing and history.
- **Complete discovery packages** including tours, lodging, meals and entertainment.

Promote the Trails through Training and Education

- Outdoor Stewardship Institute
- Teaching Outdoorsmanship
- Environmental courses for schools
- Training for EMS

- **Connect with Other Regional Trail Systems**

Maintain regular communication with adjacent and nearby trail organizations so as to promote a continuous trail system south to Saratoga Springs, north to Montreal, west into the Adirondack Mountains, and east into Vermont.

- **Track Marketing Success**

Tracking and monitoring the public's response to marketing initiatives is essential. Advertising is based on reported numbers of users and the economic impact in the involved communities. User census questionnaires can be conducted utilizing QR code technology.

- **Inform Lodging Establishments of Hiker/Biker Needs**

- Offer one-night stays, at least for cyclists.
- Provide indoor parking space on the first floor or allow guests to take their bicycles into their rooms.
- Have laundry facilities on site or nearby.
- Have menus for and directions to restaurants.
- Have computers for access to email/Internet.
- Offer cold beverages/snacks on arrival.
- Provide an outdoor space for working on bicycles, including water source for washing.
- Accept resupply packages mailed ahead by bicyclists.
- Offer shuttle service for bicyclists and their bikes from/to the trails, including drop off-bike back service. As an extra service, offer a shuttle to local restaurants.
- Have secure storage for luggage and multi-day parking for those who arrive by car and plan overnight bike trips.
- Offer bicycle rentals yourself or through another business.

- **Assess the Purchase of Future Conservation Easements**

Evaluate the potential to acquire additional easements to improve public access to lands with the potential to connect trail segments with the goal of a continuous off-road trail along the west side of Lake George. An analysis of land ownership and recreational access potential at all points along the corridor would be an important first step in this process.

Chapter Six: Priority Projects

- **Overview**
- **Priority Projects**
- **Six-Month Action Items**
- **Project Costs and Funding**

Overview

The Master Plan provides a wide range of physical trail improvements, programmatic and marketing opportunities for promoting and implementing the plan's recommendations. Defining the path to move forward requires making strategic choices beginning with careful consideration of creating a strong organization that fosters the development of a network with involved area organizations. The approach is to build upon and integrate the many successful activities already underway, while pursuing new initiatives to improve future conditions. A comprehensive stewardship strategy is needed to unify initiatives, maximize the effectiveness of existing efforts and to provide a process for setting priorities for new activity. Change will occur if the effort concentrates on priority issues where stewardship has the greatest potential.

Increased advertising and community support depends on accurately tracking and monitoring the public's response to marketing initiatives. It is therefore essential that a system be developed that reports numbers of users and the economic impact in the involved communities.

Since the priorities of the project may change over time, this outline for implementation should be reviewed periodically. It is recommended that the Trails Master Plan be updated and revised every five years, adding new strategies and projects and removing those that have become reality. Actual timing of implementation of each recommendation will depend on many factors, including the availability of funding and the level of local and state support.

Priority Projects

Priority projects have no implementation timeframe but are rather "big idea" concepts that bring cohesion and interest to the project. Figure 7, "Water Trail Map," illustrates the kayak-canoe launches throughout Lake George and suggested locations for quiet water paddling. Figure 8, "Future Concept Map," illustrates two suggested pathways - two segments are along Lakeshore Drive and another along back country road trails. See Figure 9, "Perimeter Trail Concept Map," for a potential 100-mile multi-day bike/hike trip for experienced riders. Figures 7 through 9 can be found at the end of this chapter.

Water Trail Concept

The water trail concept is important for a growing number of kayakers and canoeists that are coming to Lake George and trying to find resources and support services.

Multi-Modal Transportation Concept

The transportation system should be enhanced to enable people to be able to enjoy travel a multi-modal experience through travel by steamboat, trolley or automobile to one or more trail resources amongst all the communities. This would involve coordinated times between shuttles and steamboat landings and extensive promotion.

Priority Projects

NY Route 9N Shared Pathway Concept

A shared pathway along NY Route 9N is highly desired, according to public comments received during the Master Plan process. As mentioned in the analysis presented in Chapter Four, there are many areas where this is possible and many places where it does not appear possible. A

detailed feasibility analysis of NY Route 9N – Bolton Road is therefore needed to explore the potential of creating a bike lane and or shared use bike/pedestrian trail along a part of or the road between Lake George and Bolton and between Hague and Ticonderoga.

Perimeter Trail Concept

Delineate a rim trail around the entire lake for bicycle and pedestrian use. Utilizing public lands, develop a trail on off-road trails or low use roads that follows as close to the lake ridges as possible. The Lake George Perimeter Trail is a proposed route connecting the summits surrounding the lake. This concept is modeled on similar projects at Lake Tahoe and Cayuga Lake and has the potential to be a premier destination trail for hikers. Significant sections of the Rim Trail already exist, and low-volume roads can serve as interim routes. Lake George has a long history of successful land conservation and stewardship efforts. The Rim Trail can define the edge of the watershed, offer a challenge for trail users, and encourage sustainable tourism. It is important to note that the route described in this document is an initial concept, and additional analysis, consultation with landowners and the development of a long-term management plan will be required to advance this potential project.

though Graphite to Hague, with connections to Silver Bay and Rogers Rock Campground.

Low volume roads can provide an interim connection between the steamboat landing at Baldwin and through Ticonderoga, with potential connections to Rogers Rock, Cook Mountain Preserve and Mount Defiance. A mix of on-road sections along the northeast side of the lake can then connect to the extensive trail system between Black Mountain and Pilot Knob. This section includes Shelving Rock, Sleeping Beauty, and YMCA Camp Chingachgook. These popular trails provide extraordinary views of the lake, and access from multiple existing trailheads. South of Pilot Knob, another interim on-road connection extends south to the current snowmobile trail corridor across French Mountain. This corridor connects to the Warren County Bike Trail, which brings the Rim Trail back to Lake George Village.

Beginning at Lake George Village and heading clockwise, the first summit is Prospect Mountain, which already has a trail to the summit. Heading north, a power line right-of-way connects from Prospect to Bolton Landing. Local roads lead from Bolton to the Cat/Thomas Mountain Preserve, which as an existing trail between the two summits. Edgcomb Pond Road travels past the historic studio of sculptor David Smith, and provides a connection to the Padanarum and Preserve, which connects to the existing trails on Tongue Mountain. Existing trails (including a snowmobile route that will need to be investigated for its potential use for hiking) then continue

The Lake George Perimeter trail has the potential to be a defining element of the region. The trail can have significant economic, quality of life and environmental benefits. Creating the project will involve a public-private partnership involving public agencies, advocates, landowners and community leaders. Imagine being able to have a trail that connects all of the lake's communities to each other, to the summits of the peaks around the lake, and to the Adirondack region that surrounds Lake George. There are very few places in the world that can create a project like the Lake George Perimeter Trail.

Develop Trail Itineraries

Develop an effective set of itineraries for hiking and biking that will provide the visitor with experiences that are tailored to their interests and recreational comfort level. See Appendix A for a trail itineraries developed for all trail users.

Six Month Action Items

There are nine critical elements that need to be integrated into the present marketing and promotion efforts to making the Lake George Region a successful destination for trail users:

Form a Regional Trail Alliance: *Lake George Area Trails Partnership*

In order to implement the recommendations in the Master Plan, it will be necessary to create a new organization that focuses on developing the Lake George Region's many trail resources into a cohesive system.

This new organization would develop and/or maintain collaborative relationships with local, regional and statewide organizations and agencies that focus on the development and promotion of trails.

Embrace the Town Tourism Concept

All five involved communities should individually adopt the *Trail Town* concept. Creating a network of "Trail Towns" that capitalize on trail resources by making trails the centerpiece of a new economic development initiative for the region.

Become a Bicycle-Friendly Destination

Take concrete steps to provide a community that is welcoming to and supportive of hikers and bicyclists. Encourage and promote bicycle tourism and develop the framework for businesses and organizations to become a bicycle-friendly destination. Become listed on Tourism/Bicycling websites as a community that supports bicyclists.

Integrate the Scenic Byway Experience

Integrate recreational and heritage tourism as a marketing initiative where visitors experience that encourage visitors to learn about the history, local landmarks, and cultural stories that make the area an interesting place

to visit. Embrace a unified signage for trails through the model established by Lakes To Locks Passage. Market the trails with the Lakes To Locks PassagePort Internet Wayfinding Tool.

Develop Itinerary Trip Planning Tools

Itinerary planning is essential in today's visitor tool box. Develop an effective set of itineraries for hiking and biking that will provide the visitor with experiences that are tailored to their interests and recreational comfort level. Since area trail resources vary widely from easy to extremely challenging, and the entire area is imbedded

with environmental assets and historic landmarks and events, itineraries have the capacity to be the primary tool for promotion of *Lake George Area Trails*. Provide space on the website for trail users to give feedback about their experiences.

Develop a System of *Trail Heads and Trail Beds*

Support itinerary trip planning recommendations by creating a system of *Trail Heads and Trail Beds* designed to connect visitors with accommodations ranging from campgrounds to motels near trailheads that support the services that they need.

Create a Dedicated Website

Develop a single website that will tie the entire region together as a cluster of high quality trails that offer varied and interesting trail experiences. This website would highlight and link to the individual communities, attractions, and services. It would also interface with state, national, and regional websites that feature recreational tourism. Create a Social Media/Facebook

Interface through the website so that individuals can share experiences and an E-Newsletter that can apprise visitors/members of the latest information on events and trail planning. Incorporate interactive components such as photo competitions and best walk challenge program similar to those hosted by the Erie Canalway National Heritage Area.

Promote the Trail System Through Lakes to Locks Passage Geotourism Website

Map all trails in *Lake George Area Trails* on MapGuide on the Lakes to Locks Passage Geotourism website. Lakes to Locks Passage, New York's only All-American Road in the collection of America's Byways, has collaborated with National Geographic Maps to create a co-branded website promoting Geotourism, a travel experience that contributes to the economic health of communities by enhancing the geographical character of a place; its environment, culture, aesthetics, heritage and the

well-being of its residents. The project will link with the Lakes to Locks Passage Geotourism website to highlight the region's history, unique points of interest, ongoing events, and outdoor routes and trails along the trail corridor. The website encourages national and international travelers to choose sustainable tourism experiences that are distinctive to the special places that define the region's character and distinct appeal.

Integrate Marketing with the Lakes to Locks *PassagePort* Wayfinding Tool

This program is a cross between a thematic itinerary, scavenger hunt, and geocaching. Through the Lakes To Locks Passage print, web and social media promotions, the visitor can find thematic experiences that are appealing for children and adults. A mobile device is used as a *PassagePort* that could be developed for any

combination of walking tours, bike routes, driving tours, hiking trails, and water trails. This high impact program brings heritage tourism to a new and exciting level for the visitor. An example of a *PassagePort* activity for Bolton Landing is presented below.

Project Costs and Funding

Costs for the implementation of the Trails Master Plan fall into three categories. Administrative costs, capital costs and maintenance costs. Administrative costs are those costs associated with all the Towns' efforts to manage and oversee the implementation of the Master Plan. Capital costs reflect the costs incurred in completing specific projects. The Master Plan has identified a number of projects that will require significant capital expenditures. Projects such as these are generally funded

through State or Federal grants, many of which require partial matching either in dollars or in-kind services. Possible sources for these grants can be found in many existing reports. The primary sources are:

Creating Healthy Places To Live, Work and Play Healthy Grant for the purchase of bike racks and other streetscape amenities throughout the town.

The New York State Clean Water / Clean Air Bond

- Project eligibility should be evaluated under different Bond Act funds, including the Safe Drinking Water Fund (Title 2), the Clean Water Fund (Title 3) and the Municipal Environmental Restoration Project Fund (Title 5).

NYS and US Departments of Transportation

- Grants and loans may be available pursuant to the DOT Transportation Efficiency Act (TEA21), formerly ISTEA (Industrial Access Program Chap 54 of Laws of 1985-appropriations bill).

The New York State Environmental Protection Fund

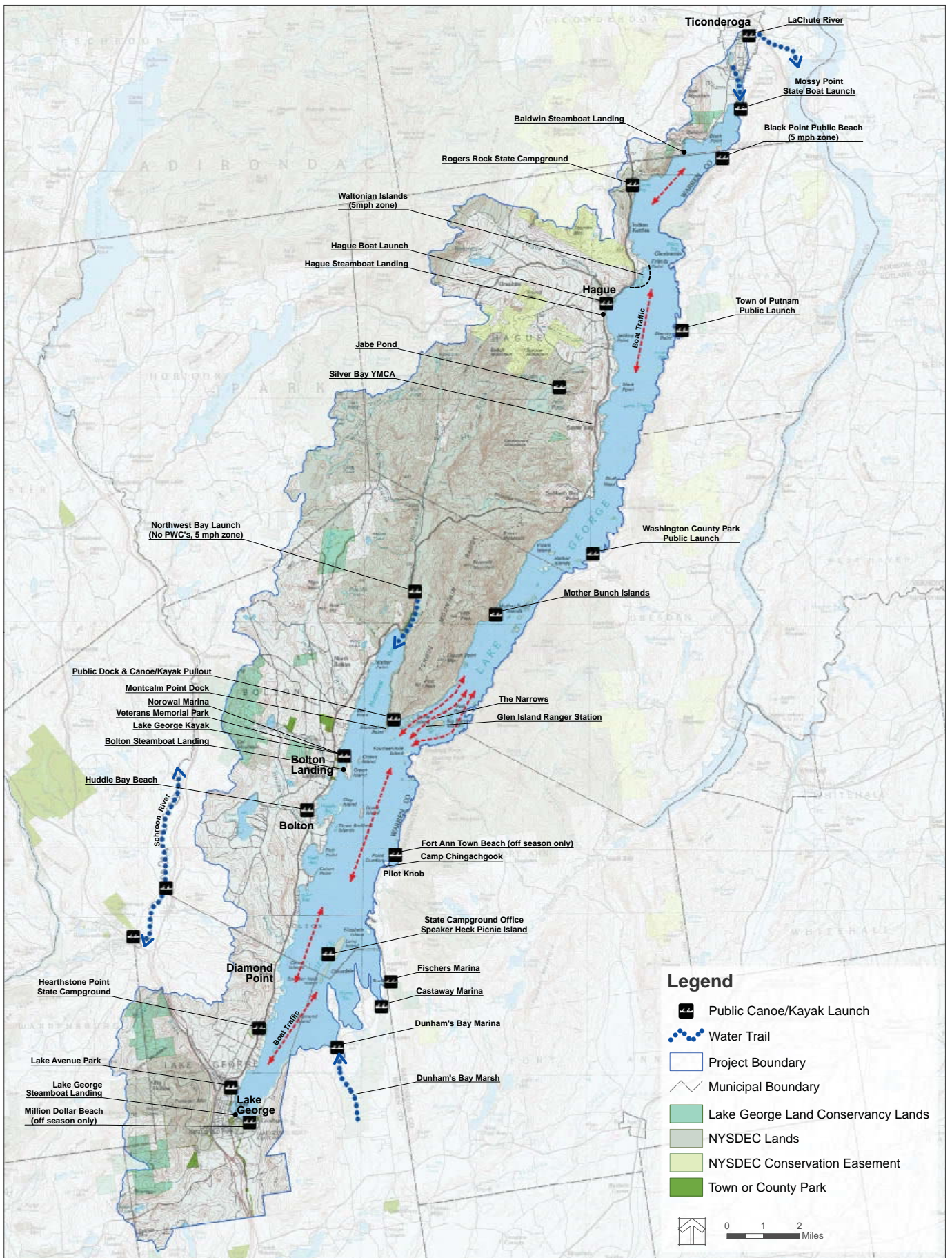
- The fund, administered by the New York State Office of Parks, Recreation and Historic Preservation, provides assistance for park, recreation and historic preservation projects. Funding for the implementation of Local Waterfront Revitalization Programs, administered by the New York State Department of State, is also available through this program.

The Environmental Protection Fund

- A legislatively designated long-term source of revenues available to meet the pressing environmental needs of the State. A portion of this funding is administered by the New York State Department of State for LWRP implementations.

The Land and Water Conservation Fund

- Federal monies allocated to the States by the Department of the Interior for land acquisition and development of outdoor recreation.



Trails Master Plan for the West Side of Lake George
Figure 7: Water Trail Map

Lakeshore Drive Shared Use Path

Segment 1: Lake George Village to Bolton Landing

Segment 2: Bolton Landing to County Route 11

Segment 3: Sabbath Day Point to Hague

Segment 4: Hague to Ticonderoga

Segment 5: Baldwin Road to Baldwin Dock

New Trail Connections

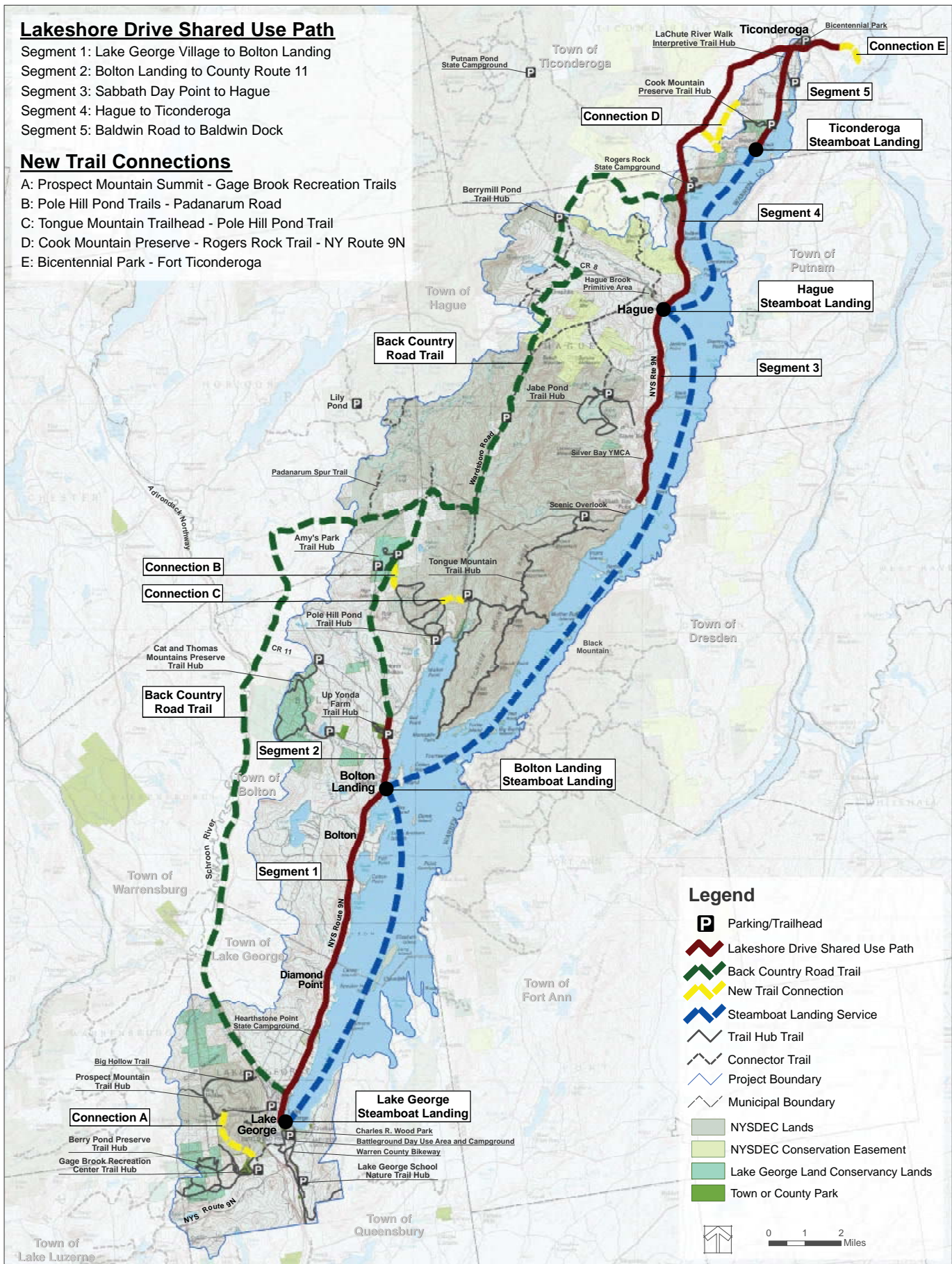
A: Prospect Mountain Summit - Gage Brook Recreation Trails

B: Pole Hill Pond Trails - Padanarum Road

C: Tongue Mountain Trailhead - Pole Hill Pond Trail

D: Cook Mountain Preserve - Rogers Rock Trail - NY Route 9N

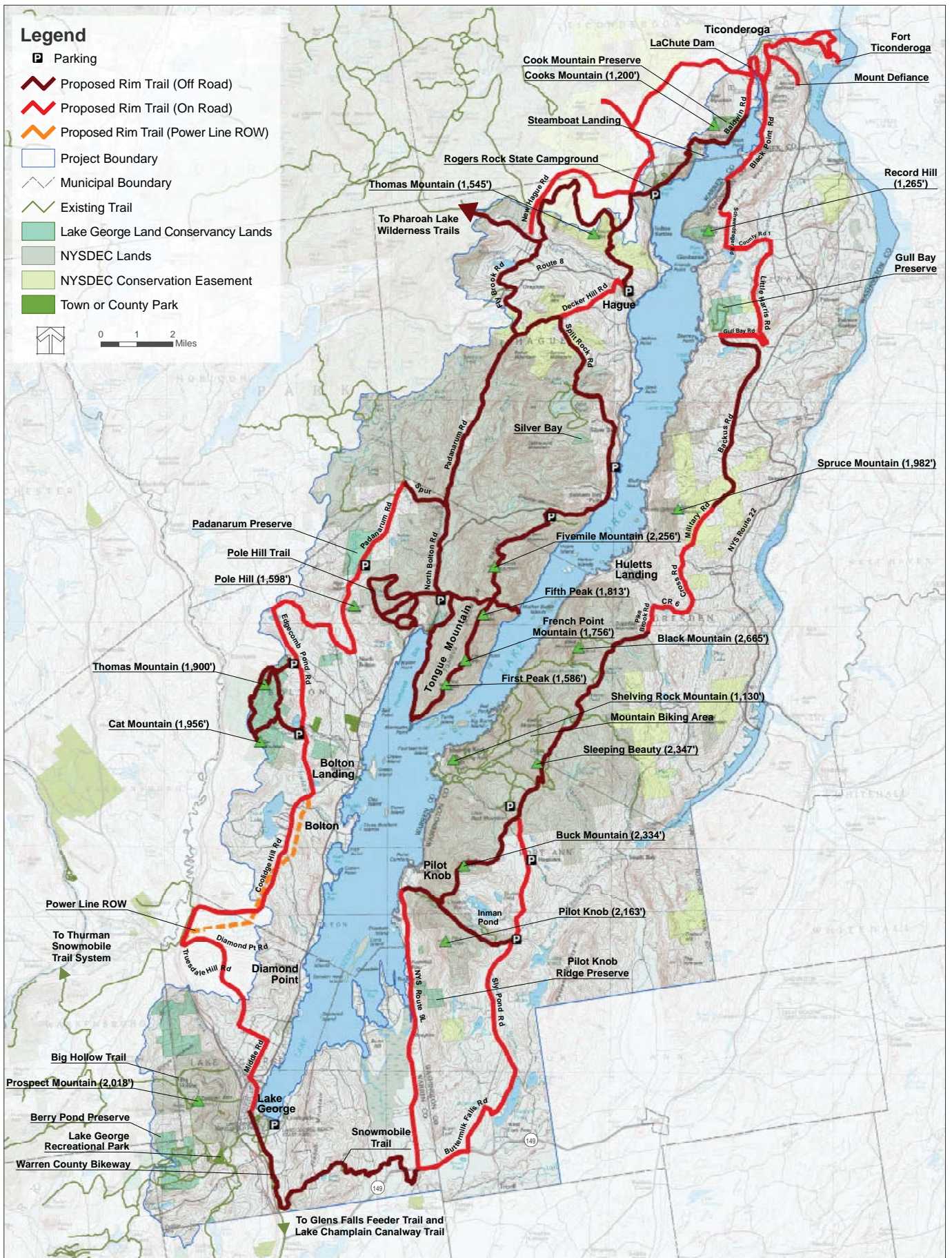
E: Bicentennial Park - Fort Ticonderoga



Trails Master Plan for the West Side of Lake George
Figure 8: Future Concept Map



April, 2013



Trails Master Plan for the West Side of Lake George
Figure 9: Perimeter Trail Concept Map

Appendix A: Trail Itineraries

- **Day Hikes**
- **Biking Trails**
- **Water Trails**
- **Equestrian Trails**
- **Winter Trails**
- **Perimeter Trail Concept**

Day Hikes

Day Hikes – Experienced

Type: Experienced / Full Day or Half-Day

Distance: 2-10 miles

Experienced hikers have a range of excellent trail surround Lake George. The Tongue Mountain Range, Buck Mountain, Shelving Rock, Black Mountain, Sleeping Beauty, Cat/Thomas Mountains are all classic Adirondack hiking experiences. Each of these trails is accessible for a day trip from the communities along Lake George.

Day Hikes – Casual

Type: 1-2 hours or Half-Day

Distance: 1-5 miles

For casual hikers, there are many options for easy outings along the lake. The Warren County Bikeway provides an ADA accessible route for people of all abilities. Prospect Mountain is a popular day hike that starts in Lake George Village. The Pilot Knob trail is a moderate walk up to a beautiful overlook. Amy's Preserve, The Berry Pond Preserve, Up Yonda Farm, High Nopit, and Northwest Bay all offer rewarding experiences just a short distance from their trailheads.

Biking Trails

Mountain Biking

Type: Experienced Full or Half Day

Distance: 20-75 miles

Mountain biking near Lake George is available in three locations: the Hogtown / Shelving Rock area on the East Side, the Padanarum Road area west of Tongue Mountain, and a the Warren County Trail system in the vicinity of Prospect Mountain. For downhill riding, nearby Gore Mountain offers lift serviced mountain biking during the summer and fall seasons. The Shelving Rock area features some of the 38 miles of trails available to mountain bikes in the Lake George Wild Forest. There is a 1,000 foot elevation difference between the Hogtown parking area and the shoreline of the lake, so these trails are recommended for fit riders who can handle technical terrain. For additional information, please visit:

<http://warrencountyny.gov/GIS/BikingMaps.htm>

Road Biking: Day Trips –

Type: Experienced Full or Half Day

Distance: 20-75 miles

There are a wide variety of road bike rides available along the west shore of Lake George. These are generally rides for experienced road cyclists and people training for triathlons or other events. Full or half day rides can start in Lake George Village, Diamond Point, Bolton Landing or Hague. These rides range from the moderate grades of Schroon River Road or Trout Lake Road, to the steep climbs of County Route 11, Diamond Point Road and Graphite Mountain Road. Rides can be varied based on the desired level of challenge, time available, and the rider's skills. Cyclists can create a variety of loops using connecting roads perpendicular to the Lake and Route 9N and Schroon River Road as relatively level parallel routes. For athletes willing to test themselves, a "6 summits" ride can include Truesdale Hill, Diamond Point, Coolidge Hill, Lamb Hill, County Road 11 and Federal Hill – all within a day's ride.

Road Biking: The Lake George Century Loop

Type: Experienced / Full Day or Multi-Day

Distance: 100+ miles

The proposed Lake George Loop is an approximately 100 mile self-supported on-road touring route around the perimeter of the lake. The loop includes a combination of local, county and state roadways and is intended for experienced cyclists capable of sharing the road with motorists. The loop can be ridden in either direction, and can begin or end at any point along the route. Starting in Lake George Village and going clockwise around the lake, the route follows NY State Route 9N along the west shore. The road has limited paved shoulders, some narrow sections, and can have busy traffic during the peak seasons. Early mornings (especially with the sun shining across the lake), weekdays and the spring and fall are good times to enjoy this ride. Camping is available at Hearthstone State Campground. Lake George Village, Diamond Point, and Bolton Landing are the primary west shore communities with food and retail services.

North of Bolton Landing, Route 9N makes a steep 1,500 foot climb over the Tongue Mountain range, followed by a fast decent into Hague. The route continues past the Silver Bay YMCA facility, which provides day-use passes for visiting YMCA members. The next landmark is Roger's Rock State Campground, which offers camping along the northern shore of the lake. Just north of the campground is the Baldwin steamboat landing, which provides by-reservation service for the Mohican steamboat. Cyclists can bring their bikes on board, and some riders use the Mohican to create unique one way bike, one way boat round trip ride. Just beyond Baldwin, Route 9N enters the historic community of Ticonderoga, where retail services, food and lodging are available for cyclists continuing around Lake George. Fort Ticonderoga and the falls on the LaChute River between Lake George and Lake Champlain are important visitor destinations.

At Ticonderoga, Route 9N leads through the center of town and connects to Route 22, which then heads south along the edge of Lake Champlain. Route 22 in this section is designated as NY State Bike Route 9, which runs from New York City to Montreal. Cyclists heading south from Ticonderoga need to be prepared for long stretches of road with limited or no services. The Lake George "Centur Route" follows Bike Route 9 / Route 22 though Dresden to Clemons, where it turns onto a series of rural two lane roads including Essex County Route 6 to Pine Book Road and Fish Hill Road to South Bay. The rural route the continues onto Hogtown Road, Sly Pond Road, Buttermilk Falls Road and Clemons Road before connecting to Ridge Road / Route 9L and the southern end of Lake George. Route 9L is a busier two lane road with rolling terrain along the lake, and connects to public beaches, camping and services at Lake George Village. For those who have completed the entire loop, a swim at Million Dollar Beach and a meal in the village may be a great idea.

Water Trails

Blueway: Easy Paddling

Type: 1-2 hours or Half-Day

Distance: 1-5 miles

For paddlers who want to enjoy a safer experience closer to shore, there are options that can be enjoyed in every part of Lake George. A few of the many short tours along the lake include the wetlands south of Dunham's Bay, the Harbor Islands near Hulett's Landing, and the many bays along the shoreline. It is recommended that all canoe/kayak users know the lake's weather and boat traffic patterns before heading out. There are canoe/kayak rentals available and information on boating regulations on-line. Boaters of all types must respect each other's safety. Paddlers may enjoy early morning hours, weekday and shoulder season times when the lake has less power boat traffic. Caution must be observed in the areas around the steamship docks in Lake George and Bolton Landing.

Blueway: Self Supported Trips

Type: Experienced / Full Day or Multi-Day

Distance: 5-30 miles

Canoe and kayak enthusiasts can enjoy a wide range of flat water paddling on Lake George. Trips can include all day excursions to many of the islands or longer camping trips at a variety of island and mainland locations. It is important to plan in advance for longer trips, especially because NYSDEC currently requires day use permits to be purchased at the island ranger stations and camping must be reserved well in advance for most locations. Glen Island, Long Island, and Narrow Island are the campground areas. The islands of the Narrows are very popular and closer to the more populated areas of the lake, while the Mother Bunch is farther north and likely to offer a more quiet experience.

Equestrian Trails

Type: 1-2 hours or Half-Day

Distance: varies

There are several equestrian destinations around Lake George. Saddle Up Stables offers horseback riding, and there are a number of dude ranches, rodeos and trailheads for equestrians in the region. NYSDED provides equestrian mounting platforms at Dacy Clearing and Upper Hogtown Road.

Winter Trails

Type: 1-2 hours, Full or Half-Day

Distance: varies

When winter snow and ice conditions are favorable, Lake George offers a variety of cross-country skiing and snowshoe trail opportunities. Skiing along the shoreline of the lake, or on many of the summer hiking trails provides a wide range of choices. Lake George Village Recreation Park provides groomed cross-country skiing on 5-7km of trails, and Rogers Rock has 10km of groomed trails. Up Yonda Farm Environmental Education Center provides guided snowshoe hikes. Winter summits of the mountains surrounding the lake can be accomplished with snowshoes – but is recommended only for people who are prepared for winter conditions in the Adirondacks.

Perimeter Trail Concept

Type: Experienced / Full Day or Multi-Day

Distance: 100 miles

The Lake George Rim Trail is a proposed route connecting the summits surrounding the lake. This concept is modeled on similar projects at Lake Tahoe and Cayuga Lake and has the potential to be a premier destination trail for hikers. Significant sections of the Rim Trail already exist, and low-volume roads can serve as interim routes. Lake George has a long history of successful land conservation and stewardship efforts. The Rim Trail can define the edge of the watershed, offer a challenge for trail users, and encourage sustainable tourism. It is important to note that the route described in this document is an initial concept, and additional analysis, consultation with landowners and the development of a long-term management plan will be required to advance this potential project.

Beginning at Lake George Village and heading clockwise, the first summit is Prospect Mountain, which already has a trail to the summit. Heading north, a power line right-of-way connects from Prospect to Bolton Landing. Local roads lead from Bolton to the Cat/Thomas Mountain Preserve, which as an existing trail between the two summits. Edgecomb Pond Road travels past the historic studio of sculptor David Smith, and provides a connection to the Padanarum and Preserve, which connects to the existing trails on Tongue Mountain. Existing trails (including a snowmobile route that will need to be investigated for its potential use for hiking) then continue through Graphite to Hague, with connections to Silver Bay and Rogers Rock Campground.

Low volume roads can provide an interim connection between the steamboat landing at Baldwin and through Ticonderoga, with potential connections to Rogers Rock, Cook Mountain Preserve and Mount Defiance. A mix of on-road sections along the northeast side of the lake can then connect to the extensive trail system between Black Mountain and Pilot Knob. This section includes Shelving Rock, Sleeping Beauty, and YMCA Camp Chingachgook. These popular trails provide extraordinary views of the lake, and access from multiple existing trailheads. South of Pilot Knob, another interim on-road connection extends south to the current snowmobile trail corridor across French Mountain. This corridor connects to the Warren County Bike Trail, which brings the Rim Trail back to Lake George Village.

The Lake George Rim trail has the potential to be a defining element of the region. The trail can have significant economic, quality of life and environmental benefits. Creating the project will involve a public-private partnership involving public agencies, advocates, landowners and community leaders. Imagine being able to have a trail that connects all of the lake's communities to each other, to the summits of the peaks around the lake, and to the Adirondack region that surrounds Lake George. There are very few places in the world that can create a project like the Lake George Rim Trail.

Appendix B: List of Resources

Appendix B: List of Resources

Report Resources

Lake George Wild Forest Management Plan 2006 - NYS Department of Environmental Conservation

Empire State Trails - NYS Office of Parks, Recreation & Historic Preservation

Lake George Loop Corridor Management Plan 2006 - Warren County Planning Department

Lakes To Locks Corridor Management Plan Update 2012 - Lakes To Locks Passage

Warren County Bicycle Plan 2012 - Adirondack Glens Falls Transportation Council

Essex County Destination Master Plan 2009 - Lake Placid/Essex County Visitors Bureau

Warren County Bike Rides 2012 - Warren County Safe & Quality Bicycle Organization

WCSQBO Routes and Trails Booklet 2012 - Warren County Safe & Quality Bicycle Organization

Village of Lake George Comprehensive Plan, Draft January 2004

Lake George Comprehensive Plan 2000

Town of Bolton Comprehensive Plan and Hamlet Strategic Plan 2003

Town of Bolton Local Waterfront Revitalization Program 2012

Town of Hague Comprehensive Plan 2001

Town of Ticonderoga Comprehensive Plan 2006

Ticonderoga Destination Master Plan 2009

Map Resources

Lake George Park Commission. Lake George Boaters Map. Round Lake, N.Y.: Jimapco, 2006.

National Geographic Society. Adirondack Park: Lake George/Sacandaga Topographic Map.: Evergreen, Colorado, 2012

List of Resources

References

National Association of Homebuilders. 2000.

Mower and Associates. Erie Canalway Trail Economic Development, 2007.

NYS Economic Development. Economic Impact of Tourism in New York State.

Parks & Trails New York New York State Canal Corporation and the Erie Canalway National Heritage Corridor. Bicyclists Bring Business: A Guide for Attracting Tourists to New York's Canal Communities, 2009.

Regional Office of Sustainable Tourism & Lake Placid Convention and Visitor's Bureau Leisure Travel Study, 2011.

Warren County Planning Department. Lake George Loop Corridor Management Plan, 2006.

Warren County Planning and Tourism Department. Visitor Occupancy Survey, 2011.

Book Resources

Armstrong, Kathie, and Chet Harvey, eds. Canoe and Kayak Guide: East –Central New York State. Lake George, N.Y.: Adirondack Mountain Club, 2003.

Dunn, Russell. A Kayaker's Guide to Lake George: The Saratoga Region & Great Sacandaga Lake. Hensonville, N.Y.: Black Dome Press, 2012.

Dunn, Russell and Barbara Delaney. Trails with Tales: History Hikes Through the Capital Region, Saratoga, Berkshires, Catskills, & Hudson Valley. Hensonville, N.Y. : Black Dome Press, 2006.

McMartin, Barbara and Bill Ingersoll. Discover the Eastern Adirondacks: Guide to Lake George and the Pharaoh Lake Wilderness Area Barneveld, NY.: Wild River Press, 2006.

Padeni, Scott. The Essential 2012 Lake George Boaters Guide. Bolton Landing, N.Y.: Quarterdeck Productions, 2012.

Thomas-Train, David, ed. Adirondack Trails: Eastern Region. Lake George, N.Y.: Adirondack Mountain Club, 2008.

Appendix C: Summary of Public Comments Received

- **General Comments**
- **Lake George Comments**
- **Bolton Comments**
- **Hague / Ticonderoga Comments**
- **Ridge Trail Concept Comments**
- **East Side Comments**

General Comments

- Add the existence of trail markers to the inventory of trails.
- Locate all Knox Trail markers on maps.
- Identify Lands belonging to LGLC – use different symbol.
- Consider marking Round the Lake points; consult with LGLC.
- Mark all highest peaks around lake.
- Make sure there are moderate and easy trails for families with children and seniors.
- Report should include information about invasive species and the importance of not carrying seeds or plant pieces from one area of the watershed to another via these trails. Consider installing boot scrubbing stations.
- What user groups will be allowed to use the trails?
- How will trail use be regulated?
- Please consider us seniors when designing the new bike trails.
- Would also like to see some new areas developed that are safe and appropriate for seniors and children. We have a big potential market here. We travel to Hilton Head and Cape Cod often because there are lots of fun biking opportunities that are off road and good for seniors and children. Why not Lake George?
- The needs of heavy duty bikers and hikers are served well. I would like to see more opportunities for safe, moderate enjoyable biking and hiking created and highlighted for children and seniors. There is a big market out there for both. It would be nice to develop some flattish terrain for little ones that have some interesting things for kids to do or Look at along the way like jungle animal statues. Parents and healthy grandparents flock to vacation spots where there are many activities to appeal to the children that are outdoors and healthy not arcades.
- I know hiking and kayaking are popular but don't overlook the equestrians. Over the years they've spent a great deal of time on the Fort Ann side. They took a hit a few years back when Shelving Rock was converted to Day Use and 12 campsites were established in accordance with the State Land Master Plan. The result was other than the parking lots in Hogtown, which fill up with hikers, there are only two campsites where equestrians (and RV campers for that matter) can now camp in Hogtown. It has cut down on their access considerably in my opinion. That is too bad because these people are fine recreationists and like to support local businesses.
- Access should be a big consideration. Making parking lots big enough for everyone is key, especially in places like Hogtown and over near Tongue Mountain where various users may be in the area at once, such as now! If any new campsites are designed a few, at least, should be set up to accommodate horse trailers and small RVs.
- Consider requesting a few more lean-tos in places, especially if there are going to be thru-hikers completing a stint around the entire lake. I've always been of the opinion that there could be more lean-tos in the Adirondacks. They simply attract people.
- Vermont Public Radio stated that SUNY Potsdam completed an analysis of the Economic impact of Snowmobiling in Adirondacks or NYS. Spending was something like \$3,300 per participant.
- Before setting out on a trip around the lake, or even a section of trail, users would need to know this information. The allowable user groups should be clarified for the entire route. Which sections would allow snowmobiles? Which would allow ATV's? Which sections are closed to pets? Which sections allow camping?
- If user groups and regulations vary along the route, there will also be a need for enforcement of regulations.
- The information contained on the trail hub map would probably be the most useful for the casual visitor to Lake George who was interested in finding hiking trails.
- The trail hub between the Tongue Mountain Trail Hub and the Rogers Rock State Campground Trail Hub was not labeled.

Appendix C: Summary of Public Comments Received

- The map legend shows a Hiking Trail Hub as a broken brown circle with a tan background, but the tan areas on the map appear to be more than just the trail hub. Bicentennial Park Trail Hub and the Shelving Rock Trail Hub are missing the tan background. What does the tan color represent? Should it have a separate identification in the map legend?
- The Adirondack Northway label appears to be along the gray broken line that shows the Schroon River/ municipal boundary.
- The bike routes map is clear and helpful for finding routes of varying length and difficulty.
- Routes 9N and 9L have narrow shoulders, which could be difficult for bikers. When these roads are repaved in the future, it would help to add wider shoulders or a bike lane. If a bike lane were added on one side of the road, the map should recommend a direction of travel.
- Bike route signs should be erected along the roadways to identify the routes.
- The legend on all the maps has a blue line representing the Lake George Watershed Boundary shows that boundary on the west side of the lake, but the blue line on the south shows a municipal boundary and the blue line on the east shows the lake shoreline. The actual watershed boundary to the south and east of Lake George is not shown.
- Omitting the municipal boundaries shown on the map would make the relevant features stand out more clearly.
- Signage that unites the Lake George trail system is needed.
- Review status and ownership of abandoned roads for potential usage. “Qualified roads” are a potential.
- Include kayaking trail. Part of the LaChute River is kayakable and usable for tubers.
- Incorporate geocaching into trail program.
- All downtown areas need to welcome and accommodate bicycles.
- Lake Shore Drive needs to be aggressively addressed for safety improvements for pedestrians and cyclists.
- What are rules for public use of snowmobile trails for hiking and mountain biking?
- Where will funding come from for maintenance of existing trails and cutting new trails?
- Trail users could be issued cards after paying a fee, potentially \$10.
- Some trails appear to be on private land. Is the public permitted on these trails?
- How does this plan lead to real on –the-ground improvements?

Lake George Comments

- Creating Healthy Places to Live, Work and Play (New York State Dept. of Health grant funded program) has been working with municipalities to adopt Complete Streets legislation. Prior to the Village of Lake George adopting their Complete Streets resolution, we held a Complete Street workshop for the public. During the mapping exercise, a group of individuals identified a safer route for cyclist to travel through the village. The following route would be used to re-connect back onto NY Route 9 above Amherst Street.
- Form citizen committee to identify new bike routes which could include: Beach Road to Ottawa to Amherst; Canada Street to Birch Ave to Gage Road to Sewell Street to Mohican to Helen Street to Amherst Street.
- The state owns land opposite the marina in Dunham’s Bay. This (and also Werner Bay) should be developed for car-top boat access such as canoes and kayaks.
- Very high numbers of people use the Prospect Mt. trail. It needs better management.
- Prospect Mountain trail is in dire need of maintenance.
- Signage is needed at Prospect Mt. Trail that indicates the level of difficulty.
- Streetlight near Prospect Mt. Trail entrance should be moved into parking lot.
- Prospect Mt. Trail parking lot on Smith Street should be striped as angled parking spaces.

Bolton Comments

- Wardsboro is a regular town road (dirt). That section of Padanarum road is officially closed, but it is certainly accessible by any truck or even SUV. Thanks. Looks great. The only mistake I noticed is that the legend shows the trail on Padanarum and Wardsboro Roads as “off-road.”
- The section of the Padanarum Road at the northern end, along Round Pond Brook, is an open public road, but it is shown as “off road” according to the map legend.
- Signs would be needed along the recommended route.
- Remove The Pinnacle lands from map. It is still privately owned but could be a conservation easement for a trail at some point.
- There is no public access to the Gazebo; someday owners may consider conservation easement. For now, remove trail from maps.
- Check with Silver Bay for policy on permitting public use of trail system.

Hague / Ticonderoga Area Comments

- Make Jabe Pond area a Hague “Hub”-move away from Silver Bay & other private trails.
- Remove Silver Bay, Watch Hill trails because they are on private land.
- Remove Rogers Rock Trail since DEC has closed the trail & has no plans to reopen. Check against LG Wild Forest Master Plan for future status.
- There used to be a trail at Rogers Rock – have to go thru the Campground to get to it. I do not know if the state allows hiking it anymore as so many people get stuck up there.
- Show trail potential north of Ti-Champlain Area Trails.
- Show Ticonderoga Interpretive Trails in Bicentennial Park.
- Question where Green Acres Fishing Access is up in Graphite.
- Where is this Hague Brook Fishing Access on the map shows somewhere on West Hague Road?
- Check whether DEC allows camping at Jabe Pond or is it primarily a day use area.
- How will the Silver Bay YMCA Trails be identified? Do you need YMCA permission to hike it?
- One of the Scenic overlooks is the State but I was under the impression that the second smaller one was privately owned?
- Check 2 Deer Leap Camping areas –one by the scenic overlook and one farther in — Is this State sanctioned?
- The Gazebo Watch Island Club – Point of Interest –assumes it is privately owned – do you need permission to go there? And if so, from who?
- Up in the New Hague area there is a trail to Berry Mill Pond (and a couple of other Ponds and it puts you into the Pharaoh Lake Wilderness Area that is not marked on your map)
- Are the green connector trails existing trails or are the trails being proposed? If proposed, what type of trail are they going to be (paved, multi-track, hiking, etc.)? Particularly, I’m curious about the green line that follows Fly Brook Rd. and continues north, splitting in two, to CR 8 and beyond. Also, the green line that starts near the junction of the Silver Bay YMCA Hub and Jabe Pond, goes southwest, and then swings east to the Sabbath Day Point Loop.
- The heavy gray lines within the Silver Bay YMCA Hub and what looks like circling Jabe Pond, are these existing trails or proposed? If proposed, what type are they going to be?
- How can the trails within Fort Ticonderoga be incorporated into the plan?
- Lands around Graphite are primarily owned by Lyme Timber.
- The Town of Hague has many more snowmobile trails than those listed.
- Hague should be considered its own trail hub.

Ridge Trail Concept Comments

- Are there any plans for creating an actual trail on the east side where the route now has hikers walking along miles of roadway, including busy route 22 and Route 9L or Sly Pond Road?
- Will there eventually be a trail through the Forest Preserve land instead of routing hikers along Padanarum Road on the west side?
- Will it be open to all users - bikers, hikers, skiers, snowmobiles, ATV's, etc.?
- How will uses be regulated?
- On the Ridge Trail Concept Map Route 9L is not quite right. Part of that is Pilot Knob Rd.
- Most of the Forest Preserve related to these proposed trails is in the Lake George Wild Forest.
- The trail, or route, going completely around Lake George is an interesting concept, but raises some very real concerns as it is shown on this map. To call the current proposal a "ridge trail" is very misleading. Much of it is not on trails, nor is it on a ridge. In particular, long stretches of the route on the east side of the lake travel along very busy highways (Route 22 and either Route 9L or Sly Pond Road). If this was to become an actual recommended route, the east side would need more ridges, more trails and less road walking.
- Add lean-to locations to this map.

East Side Comments

- Identify Gull Bay Preserve on maps.
- Official name of Pilot Knob Trail is Inman Pond Trail.
- Since so much of the hiking in Washington County is off route 149, Sly Pond Rd, Hogtown Rd. etc., it might be good to show that access on the hiking map.
- Open Street Map is a web service which shows detailed hiking trails on the east side of Lake George:
- The trail hubs map shows a trail to the summit of Pilot Knob. There is no official marked trail to the summit.