

Final Report

Corridor Market Study – Expanded Rail Service in the First Wilderness Corridor



Prepared for Warren County
by IBI Group

With River Street Planning and Development and Business Opportunity Management Consulting
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1 Introduction

The Saratoga and North Creek Railway (SNCR) until recently provided regularly scheduled passenger operations over the rail corridor from Saratoga Springs to North Creek (see Map 1). Service is expected to resume, possibly with a new operator. During the peak summer and fall seasons, the train operated once daily in each direction from Thursday through Sunday. However, very few passengers used the train to travel from New York City metro region. A connection from the SNCR to Amtrak at Saratoga Springs was not possible due to the schedule of trains. This report updates the 2003 *First Wilderness Market Study* and evaluates the potential ridership impact and change in visits to the region that would be made possible by improved connections southward toward the Capital Region, the Hudson Valley, and New York City. Such improvements would create a reliable connection to Amtrak's corridor trains that travel to and from Penn Station encouraging New York City area residents to visit the region without the stress and expense of auto travel. These connections can be made at Saratoga Springs, it was determined, without the need for expensive capital improvements to the route south of there to Albany. By implementing a train targeted to weekend visitors arriving on Friday and returning to New York City on Sunday the overall operating and capital cost risk of the improvements is minimized. Additional trains could be added as necessary if the initial improvement proved to be a success.

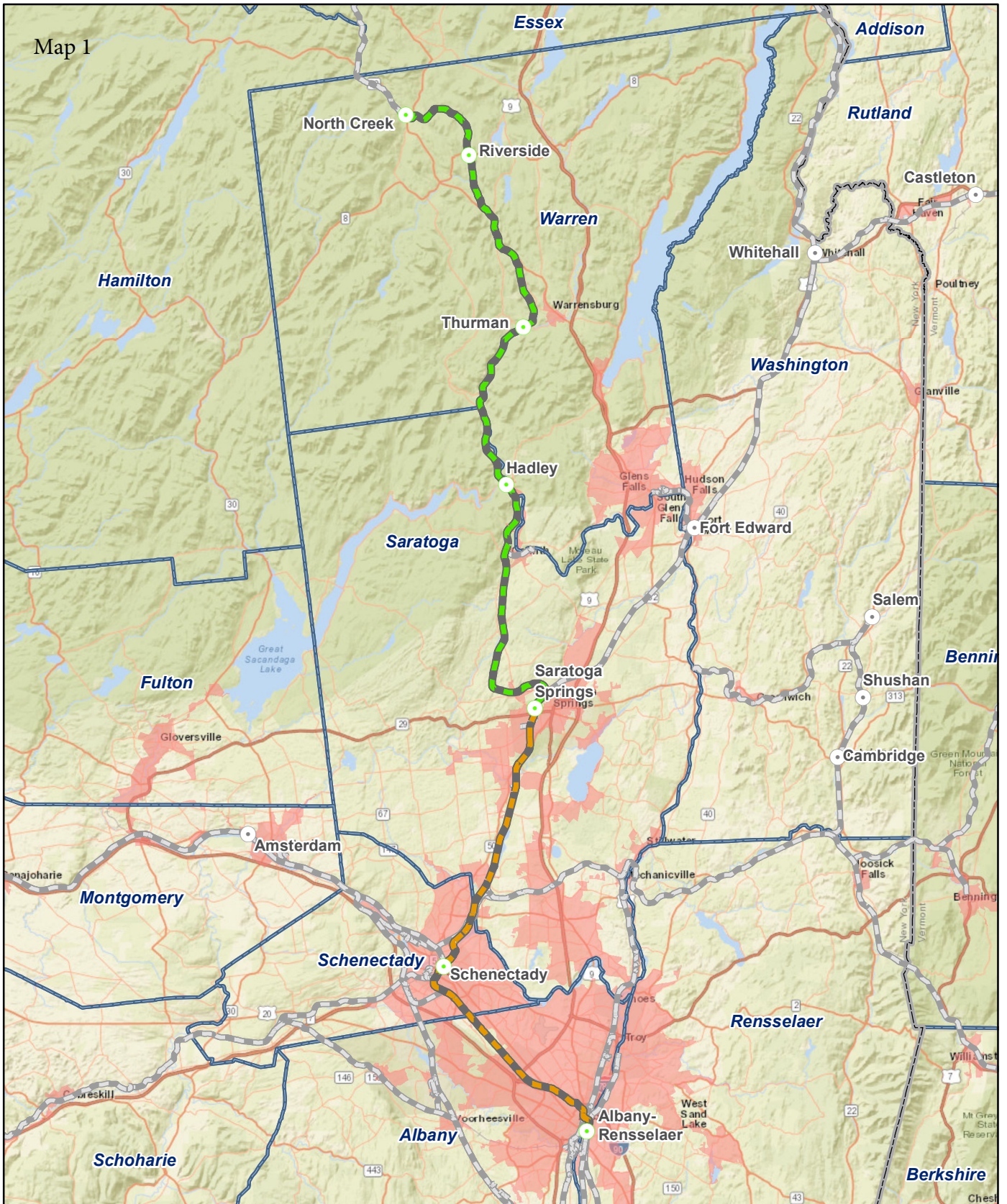
Communities in the Adirondack region have long struggled to balance economic growth with continued preservation of the area's unique environment and authenticity. Current strategies to build tourism and leisure expenditures have not yielded the targeted growth despite the enormous market and robust economy in the New York City region. The Wild Center's research into the travel preferences and activities of millennials has yielded some important insights into how to structure transportation, lodging, activities and advertising to reach this group, primarily living in the New York City and Hudson Valley areas.

Improved rail service could create a new growth paradigm for the region, one in which visitation and spending by visitors can occur without a corollary increase in highway congestion, pollution and sprawl. Rail based tourism can also serve to revitalize rail served communities by naturally concentrating development of shops, lodging, and food-related businesses within the hamlets and villages. The research completed for the study shows that the railroad and the activities in the corridor work together to create an attractive experience for tourists. Railroad passengers need a reason to visit the corridor and the corridor becomes more attractive to visitors as it becomes easier to get to through improved rail service. The challenge is linking these two elements in a virtuous cycle of improvements to both.






However, the difficulty is in the lag time between when the train starts running and when the level of activities in the station communities reaches the level needed to support the train service. This balance has not been reached. It is proposed that with the introduction of additional shuttle service and of ride-hailing services like Lyft, that a larger area can be covered by rail passengers, giving them a much broader selection of activities, lodging, food experiences to choose from. The entire system of transportation should be looked at as one network.

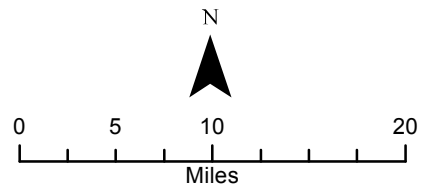
The study evaluated the role of improved passenger rail in the Adirondack economy, the benefit to be attained from increased tourism and leisure expenditure, and estimated impacts on jobs and investment in the Adirondack region. The report is divided into sections covering review of existing conditions and past reports on tourism in the study corridor, a market assessment, alternative service plans and recommendations, extensive research into

Map 1



Legend

-  Passenger Stations
-  Existing Saratoga & North Creek Railway
-  Proposed Train Service Extension
-  Urban Areas
-  County



activities and attractions in close proximity to rail stations, including interviews with local businesses, estimates of potential markets, and recommendations.

2 Current Status

2.1 SNCR Railway Services

From 2011 until early 2018, the SNCR has provided passenger service from Saratoga Springs, NY to North Creek, NY, traversing a scenic 56.5-mile corridor through the Adirondacks along the Hudson River. In Saratoga Springs, the railway has the potential to connect to Amtrak's Ethan Allen Express to New York City and Rutland, VT and the Adirondack to New York City and Montreal, Canada. Riding in vintage train cars, the typical passenger enjoyed a scenic adventure, with an approximately three-hour layover in North Creek at the end of the line to explore local sights and shops. The railway website also suggested the possibility to connect to "outdoor adventure in and around the Adirondacks," including hiking, fishing, camping, whitewater rafting, exploring quaint towns and such specialty ventures as dude ranches and cheese-making farms.

The train route offered round trip service from Saratoga Springs to North Creek. The train served these two main stations and seven intermediate stations. The intermediate stations included Corinth, Hadley/Luzerne, Stony Creek, Thurman, Glen Hudson Campground, the Glen and Riparius/Riverside.

On the excursion trains the railway offered food service in both coaches and dome cars (Diamond Class). In coaches beverages and snacks were provided by an attendant who circulated through the coach during each trip. In the dome cars full meals were provided. Passengers were allowed to bring bicycles along on the train trip. Some passengers rode the train one way and biked back.

2.1.1 Recently offered rail services

Schedules were reduced in 2017, likely due to low ridership, when the schedule ran on select Thursdays, Fridays, Saturdays and Sundays, and were discontinued all together in early 2018. The round-trip excursion departed at 10:00 am from Saratoga Springs, provided a roughly three-hour layover in North Creek, and left North Creek at 3:00 pm to arrive back in Saratoga by 5:00 pm. In addition to the summer excursion trains the SNCR provided a Christmas-season theme ride in 2017.

The Train to Christmas Town (2017)

Departing from Stony Creek Ranch, this 70-minute round-trip experience takes place completely within the train, including a reading of the book "the Train to Christmas Town," holiday music, beverages and snacks. Passengers view Christmas Town from the train but do not disembark; Santa Claus and his elves board the train to interact with the children on board.

2.1.2 Previously offered rail services

In the past, the railway has also offered or advertised other "specialty" train rides, listed in this section; it is not clear whether these routes will be running in the future.

The Polar Express™ Train Ride

The Polar Express consisted of a one-hour, round-trip train ride starting in Saratoga Springs and heading to the "North Pole" (specific location undisclosed for obvious reasons). Passengers remain inside the festive train cars the entire time, with the opportunity to wear pajamas if desired; listen to the Polar Express read aloud by the storybook's author, Chris Van Allsburg; join in singing Christmas carols; and visit with Santa and his elves when they board the train at the outskirts of the "North Pole." One of the most popular specialty routes,

the Polar Express “hires more than 130 additional employees to accommodate a seasonal surge of more than 30,000 passengers.”

The Pullman Ski Train (The Snow Train): The concept behind the Pullman Ski Train is to offer service to Gore Mountain, replacing the normal trip to the slopes with a train that would transport skiers and ski equipment, shuttle them to Gore Mountain from North Creek, and allow them to indulge in “a relaxing ride home with dinner and an “après-ski” cocktail.” The concept included an option to stay in historic sleeping cars parked in North Creek over the weekend.

The Pullman Table: A “Farm-to-Train Table” initiative to use locally sourced food products to create a special dining experience in the dome cars aboard the train, with special events such as Father’s Day Brunch and German Oktoberfest. The idea for the Pullman Table is modeled on the Napa Valley Wine Train.

The North End Local: A short 50-minute run from North Creek to Thurman and return.

2.1.3 Partnerships/Packages:

Rail and Sail – Receive 15% off a ride with the Lake George Steamboat Company by presenting an SNCR train ticket and vice versa.

Upper Hudson River Rafting – Ride Saratoga to Hadley-Lake Luzerne. Whitewater rafting with Sacandaga Outfitter Center, followed by time to explore the town, visit the Adirondack Folk School, then return to Saratoga.

Iron Horse Ride – Ride Saratoga to Stony Creek Ranch. Stay for a day or overnight at the ranch.

Historical Casey Mine Hike – Ride to North Creek, guides pick up guests and shuttle to a 2.5 hour hike on Casey Mountain, culminating in a visit to an underground cave. Return to North Creek.

Special events – Partnering with community organizations for tickets to local events, such as the History and Heroes Day in Hadley-Lake Luzerne. Shuttle buses take guests from the train station to downtown for a range of activities.

World’s Largest Garage Sale – Discounted train tickets to Thurman Station to attend the sale. Bus service was included from train to the event.

2.2 Previously Completed Plans and Reports

The purpose of this section is to provide a review of demographic, tourism and visitation trends to demonstrate the potential impact that these data will have on the planned rail improvements.

2.2.1 Northern Hudson River Inter-Municipal Redevelopment Strategy: First Wilderness Market Study - Warren County, 2002

This study examines the potential freight and tourism markets for the rail line from Saratoga Springs to North Creek, labeled in this study as the “First Wilderness Railroad.” The working assumption is that to make the most economic impact and have hope of recovering costs, the line—which was purchased by Warren County in 1995—would have to host both freight and tourist passenger services, since the latter market is seasonal. The study lists a number of local businesses that might use any potential freight service, including mining and manufacturing, and recommends additional follow-up to determine the size of the potential market, and to determine what company might be induced to operate freight service on the

line. The study notes that if ¼ of visitors to Gore Mountain ski area could be induced to use the train, it could attract more than \$500,000 per year in revenue. However, at the time of the study the rail line needed considerable maintenance to bring it up to standards; most track was FRA Class 1 (10 mph freight, 15 mph passenger) or 2 (25 mph freight, 30 mph passenger), and would need to be improved for any economical service. The study concludes by recommending additional study, examination of financing options for capital rehabilitation, and integration of the corridor into the First Wilderness Corridor management and marketing plan.

2.2.2 Connecting Millennials to the Adirondacks - The Wild Center, 2016

This study examines the challenge of attracting millennial tourism to the Adirondacks in a regional and global context. The study notes that while millennials desire outdoor tourism, relatively few visit the Adirondacks. Relatively few millennials are willing to travel more than 4 hours for a regional trip, making the Adirondacks a challenging destination. Millennials rely heavily on technology and prefer the ability to have a spontaneous travel experience, changing their mind about day-to-day activities on the fly while operating out of a home base with lodging and food options. They seek unique and adventurous experiences, which may be a hook for luring more of them to the Adirondacks. The study suggests that the Adirondacks should seek to bring millennials through technology, an emphasis on experiences, and framing the region as an area for self-discovery.

2.2.3 First Wilderness Market Study - Saratoga EDC, Towns of Hadley, Johnsbury, Lake Luzerne, Chester, Thurman, Stony Creek, Saratoga, Greenfield, Corinth, Day, Edinburgh, 2003

This study extends the previous year's draft study (see section 2.2.1). It assumes that the First Wilderness Railroad must generate enough revenue to cover operating and maintenance costs, and that extending the railroad to Saratoga Springs and a viable connection to New York City is a key to that sustainability. The study examines the demographic characteristics of different potential tourist groups—skiers, visitors to Saratoga Springs, regional residents, train buffs, and fall colors tourists among them—while seeking to identify the First Wilderness Railroad's Unique Selling Point, or USP. The study indicates (p. 14) that the railroad could have a multi-seasonal USP, serving skiers at Gore Mountain in the winter and outdoorsy tourism in the summer. The study examines analogous tourist railroad corridors to try to identify how much revenue could potentially be generated (pp. 17-20)

Section 2 of the study is a Strengths, Weaknesses, Opportunities, and Threats, or SWOT, analysis of the communities along the railroad. Many of the towns have struggled economically, but the presence of the Hudson River and other remarkable natural features represents a significant potential asset. All along the corridor, a dearth of rooms available for tourism is identified as a potential threat. Section 3 examines logistics of the operation, noting the failure of past attempts to bring Downstate tourists to the Adirondacks and arguing that the railroad must establish its own attractiveness and sustainability before it can be reliably counted on as a link for Downstate passengers. Examining the question of connection to NYC leads to a conclusion that the railroad should offer more than one frequency per day between Saratoga Springs and North Creek, potentially with enhanced Amtrak service to Saratoga Springs as well.

Section 4 examines different governance structures possible for governing the corridor, given the complexities of ownership and operation by different entities. Possibilities include a Local Development Corporation (LDC), IDA, or a public authority of another sort. The governing body could operate the line directly—public operation—or, as more traditionally done for tourist operations, contract out the operations to a private carrier. The study identifies the

creation of an LDC as the most likely long-term option. Section 5 is a brief examination of the possibilities for freight service along the corridor largely duplicated from the draft study summarized in section 2.2.1.

Section 6 analyzes the potential economic impact of better rail service on the Warren County line. Depending on how many visitors use it, total regional economic impact, including spin-off effects, could range from \$1.58 to \$6.65 million per year. Extending stays by one night would increase this impact. The study also includes a model for estimating cash flow between governing body and contractor (Section 7). In conclusion, the study recommends additional marketing efforts, and establishing the First Wilderness Railroad brand as a known commodity.

2.2.4 Rediscovering the First Wilderness Master Plan - Action Plan Update, 2015 - First Wilderness Heritage Corridor, New York State Department of State

This report updates previous work on the First Wilderness Heritage Corridor and presents a series of ideas for economic development within the corridor. The plan takes a corridor-wide approach, arguing for the necessity of cooperation between the various municipalities and entities along the corridor, and understanding that the economics of the area are tied together. This report lays out the history of the corridor, with a particular focus on the rail line that links it together, and suggests a variety of priorities for developing the area’s tourist economy. The plan’s strategy suggests building on existing resources such as Gore Mountain and the natural beauty of the Hudson River and the Adirondacks, and investing in the rail corridor to tie the various municipalities and businesses together. Other recommendations include an extended trail system for equestrians, hikers, and cross-country skiers, and additional transportation options linking train stations to downtowns in various hamlets. The report goes on to detail recommendations for each town and hamlet along the line, with an emphasis on using the rail line to connect them to each other and to the tourism industry.

2.2.5 Hadley Hamlet Pedestrian Linkage Study and Main Street Improvement Plan - Town of Hadley and CDTC, 2006

This plan lays out a set of pedestrian improvements intended to enhance the pedestrian-friendly character of the hamlet of Hadley. One of the recommendations is better and safer pedestrian infrastructure connecting Hadley’s downtown to the train station, an idea that has influenced later plans, including the First Wilderness Master Plan.

2.3 Ridership Statistics

Ridership records provided by the SNCR to Warren County were reviewed to determine general ridership profiles and trends. Annual ridership figures are shown in Table 1.

Table 1: SNCR annual ridership

Calendar Year	Revenue Riders Reported
2014	36,792
2015	38,469
2016	22,878

Amtrak provided ridership statistics for the Saratoga Springs station. Table 2 below lists the total number of boardings and alightings at the station for the three most recent Amtrak fiscal years (October through September).

Table 2: Amtrak ridership at Saratoga Springs

	FY14	FY15	FY16
Station	Total	Total	Total
Saratoga Springs, NY	33,814	36,299	37,068

2.4 Summary

Considerable planning and analysis has been completed on tourism in the First Wilderness Corridor and how the SNCR or other future rail operator can contribute to its success. In the past, the SNCR has implemented a variety of innovative services as it fine tunes the overall operation to the markets that exist in the corridor. None-the-less, ridership on the regular Saratoga Springs to North Creek train has decreased from its peak and service has been discontinued indicating the need for further innovation. The reasons for this situation are discussed in later sections.

3 Market Assessment

The purpose of this market assessment is to provide a review of demographic, tourism, and visitation trends to demonstrate the potential impact that these data will have on the planned rail service improvements.

3.1 Demographic Scope

The demographic review will evaluate information regarding population growth, existing population by age cohort, and median household income. The selected geographies being reviewed are areas which will provide potential future ridership to the rail line should it be extended. It is assumed that the existing ridership is also part of the trade areas.

3.1.1 Warren County

Figure 1: Warren County Boundary



The rail service recently provided by SNCR connected Saratoga Springs to North Creek, and contains a total of nine stops, seven of which are located in Warren County (see Figure 1). The potential improvements will provide connecting service from Saratoga Springs to Schenectady, Albany-Rensselaer, and farther south, and will provide benefits to Warren County through enhanced connections, allowing the existing tourist train to attract riders from new locations. The expansion will also provide existing residents the ability to travel to Albany and other locations that Amtrak serves along the Empire Corridor, including New York City, the Hudson Valley, and western New York.

According to demographic information from the US Census Bureau, in 2015 Warren County had a population of approximately 64,688. See Table 3. From 2005 to 2010, the total population grew by 2.2%, however, the County experienced a population decline of 1.6% from a 2010 to 2015. This suggests that the aging population is contributing to this decline, with higher mortality rates and lower birth rates. The number of people over the age of 65 has increased by 5.1% from 2000 to 2015, whereas the working age population has

declined. Another factor contributing to the County's population decline is migration. Consistent with general trends in Upstate New York, Warren County has experienced population loss from migration in recent years.

In 2005, the median household income in Warren County was \$49,097, and \$52,715 in 2010; a 7.3% increase during this time. From 2010 to 2015, the median household income increased from \$52,715 to \$57,541, a growth of 9.1%. Overall, from 2005 to 2015, the median household income increased by 17.2%, which reflects strong, steady growth. The median household income in Warren County was outpaced by the Capital Region, which increased by 22% between the years of 2005 to 2015.

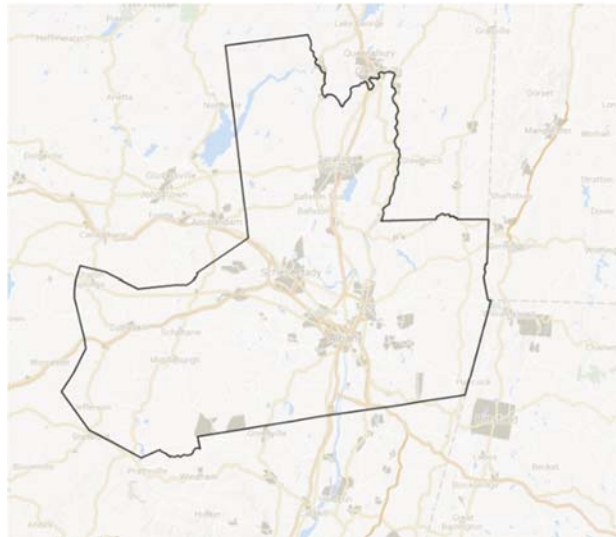
Table 3: Warren County Demographic Information

Warren County Demographics					
Year	Population	Population 65+	Year Over Year Population Change	Median Household Income	
2005	64,276	15.2%	-	\$	49,097
2010	65,697	17.2%	2.2%	\$	52,715
2015	64,688	20.3%	-1.6%	\$	57,541

Source: US Census Bureau

3.1.2 Capital Region

Figure 2: Capital Region Boundary



There are a total of 79 communities that comprise the Capital Region, consisting of Albany County, Rensselaer County, Saratoga County and Schenectady County (Regional Planning Commission, 2015) (Figure 2). In 2005, the population for the Capital Region was 816,044. In 2010, the population grew to 865,982, representing an increase of 6.1%. Overall, from 2000 to 2015 the population grew by 61,802 or 7.6%. It is projected that the population within the Capital Region will increase by 7% from 2010 to 2040 (Regional Planning Commission, 2015). Population in the Capital Region has been growing at a steady, strong rate that has outpaced

Warren County.

In 2005, the median household income was \$50,828, and \$62,283 in 2015. See Table 4. During this fifteen year period, the median household income increased by \$11,455 or 22%. This strong growth in the Capital Region indicates that income levels have been increasing steadily over an extended period of time. Particularly strong growth in the median household income from 2000 to 2013 was seen in the counties of Schenectady and Saratoga. One in five households within the Capital Region earned less than \$25,000 annually (Capital District Regional Planning Commission, 2015), which demonstrates a scattered income distribution throughout the Region. On the whole, the median household income in Warren County is comparable with the Capital Region.

The share of people aged 65 and over in 2005 is 8.6% of the total population, which grew to 8.9%, in 2010. This modest increase indicates that the aging population in the Capital Region is growing slower than Warren County. However, the data suggests that the share of people aged 65 and older will increase in both geographies.

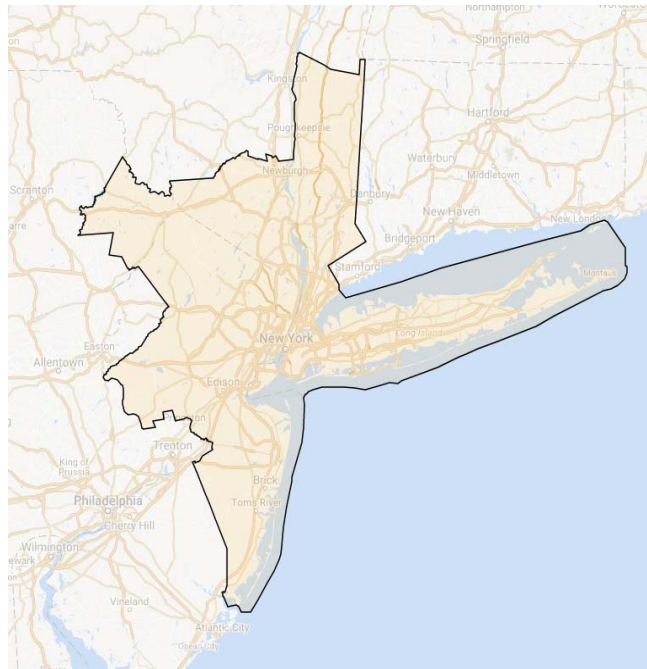
Table 4: Capital Region Demographic Information

Capital Region Demographics				
Year	Population	Population 65+	Year Over Year Population Change	Median Household Income
2005	816,044	8.6%	-	\$ 50,828
2010	865,982	8.9%	6.1%	\$ 55,796
2015	877,846	8.9%	1.4%	\$ 62,283

Source: US Census Bureau

3.1.3 New York Metropolitan Area

Figure 3: New York Metropolitan Area Boundary



The New York Metropolitan Area (Figure 3) has the potential to provide increased ridership for the expanded train service. The Metropolitan Area has been experiencing steady population growth between 2010 and 2016. In 2010, the population was 19,600,799, and in 2016 the population increased to 20,153,634; this represents a growth of 2.8%. Year-over-year growth ranged from 0.2% to 0.8%, with the largest increase in population being between the years 2010 and 2013.

In 2005, the median household income for the Metropolitan Area was \$56,120, which is slightly higher than the median incomes in Warren County and the Capital Region. See Table 5. Median household income grew in 2010 to \$61,927, an increase of 10.3%. Between the years 2005 and 2015, the median household income for the Metropolitan Area grew to \$64,017, representing an increase of 14%. On the whole, the median household income in the Metropolitan Area has grown at a slightly slower rate than Warren County or the Capital Region.

Contrasted to Warren County and the Capital Region, there is a smaller share of the population aged 65 and over. In 2005, the 65 and over demographic represented a share of 7.5% of the total population, and 8.1%, in 2016. Between 2005 and 2010 the aging population in the Metropolitan grew by 0.6%. This suggests that younger populations are living within the New York Metropolitan Area, in contrast to Warren County, which is experiencing a more rapid increase in the 65 and older demographic.

Table 5: New York Metropolitan Area Demographic Information

New York Metropolitan Area Demographics				
Year	Population	Population 65+	Year Over Year Population Change	Median Household Income
2005	-	7.5%	-	\$ 56,120
2010	19,600,799	7.9%	-	\$ 61,927
2011	19,751,176	-	0.8%	-
2012	19,864,434	-	0.6%	-
2013	19,968,845	-	0.5%	-
2014	20,052,234	-	0.4%	-
2015	20,118,063	8.1%	0.3%	\$ 64,017
2016	20,153,634	-	0.2%	-

Source: US Census Bureau

3.2 Tourism Growth Trends

3.2.1 International and National Tourism Trends

On a macro level, tourism trends remain positive. In 2015, \$7.2 trillion was contributed to world Gross Domestic Product (GDP) through the travel and tourism sector globally, representing 9.8% of global GDP (World Travel Tourism Council, 2016). During this time, the travel and tourism sector grew by 3.1% and supported 284 million jobs, resulting in positive growth for the sixth consecutive year (World Travel Tourism Council, 2016). It is anticipated that this positive growth will continue at an average rate of 4% per annum for the next ten years.

In April 2017, the U.S. travel industry added 21,200 jobs nationally, which occurred in nearly all travel related sectors (U.S. Travel Outlook, 2017). The travel industry continues to be a constant job creator for the U.S. economy. Tourism and general travel activity have picked up, although international inbound travel growth is weakening, but still positive in March, 2017 (U.S. Travel Outlook, 2017). Numerous reports have identified that the decline in international travel to the U.S is a direct result of the travel ban issued by President Donald Trump, on January 27, earlier this year (U.S. Travel Outlook, 2017). The weakening global economy and strong U.S. dollar further impact international inbound travel growth.

Domestic travel within the U.S. exhibits strong growth, as a result of business travel growth surpassing leisure travel. In 2017, it is anticipated that the U.S leisure travel market will generate roughly \$381 billion (Deloitte, 2017). In the first quarter of 2017, the hotel industry reported positive growth, with occupancy rates rising 0.9% to 61.1%, and the average daily rate grew 2.5% (U.S Travel Outlook). In March 2017, Airlines for America reported a 4% year-over-year increase in revenue from domestic passengers, and a 0.9% increase for international passengers (U.S Travel Outlook, 2017). Overall, both travel to and within the United States has been growing at a quicker year-over-year rate comparing March 2017 to February 2017.

In May, a survey conducted by the American Society of Travel Agents determined that, when compared to other generations, millennials are travelling more (ASTA, 2017). This demographic is defined as anyone born between the years 1980-2000. On average, millennials took 2.38 leisure trips in 2016, which is 32% more than Generation X at 1.8 trips (ages 40-51), and 44% more than baby boomers at 1.65 trips (ages 52-70) (ASTA, 2017). Millennials also travel more for work, with 57% of males and 27% of females taking at least one work trip in 2017 (ASTA, 2017).

3.2.2 The Adirondacks Tourism Trends

The Adirondack region covers an area of six million acres, and over 100 communities. The tourism industry is a cornerstone of the regional economy, and is the focus for local and regional marketing initiatives. The year-round tourism industry is an economic driver. Activities in the Adirondacks are primarily outdoor, and range from skiing and snowmobiling in the winter through to leisure activities like camping and canoeing in the summer.

Tourism in the Adirondacks is a \$1.3 billion industry, which supports a total of 21,172 jobs (Tourism Economics, 2015). Of this \$1.3 billion, Warren County generates a share of 44%, Essex 31%, Clinton 10%, Hamilton 6%, Franklin 6%, and Lewis 3% (Tourism Economics, 2015). It is clear that Warren County and Essex are top performing counties in terms of tourism as they represent 75% of income generation.

Examining the total income generated determined travelers spent the largest share on lodging, food and beverages. Lodging accounts for 35% (\$466 million) of total tourism expenditures, with food and beverage purchases representing a share of 20% (\$276 million) (Tourism Economics, 2015). Another significant generator is seasonal second homes, resulting \$236 million in economic activity (Tourism Economics, 2015). This expenditure breakdown indicates that people visiting the Adirondacks are generally doing so for a number of nights.

The tourism industry generated \$365 million in direct labor income in 2015, for a total of \$612 million when including indirect and induced impacts (Tourism Economics, 2015). Of all employment in the Adirondacks, 18.9% is generated by tourism, of which 13.2% is direct employment (Tourism Economics, 2015). Hamilton County is the most dependent on the tourism industry, as 48.1% of all employment is tourism-related (Tourism Economics, 2015).

More than \$162 million was generated in state and local taxes through tourism in 2015, \$72.3 million and \$90.4 million, respectively (Tourism Economics, 2015). Warren County and Essex accounted for the largest share of this tax generation, at 44.1% and 31.3%, respectively. Each household in the region would have to pay an additional \$1,509 per annum in taxes if the tourism industry did not exist (Tourism Economics, 2015). The tourism industry in the Adirondacks largely contributes to government revenue, and both the local and regional economies.

3.2.3 New York State Tourism Trends

In 2015, the tourism economy of New York State grew by 1% in traveler spending, and 3.8% in 2014 (Tourism Economics, 2015). Traveler spending resulted in \$63.1 billion statewide, which is 19% above the previous peak of 2008 (Ibid). \$102 billion was generated in total business sales; this includes both indirect and induced impacts (Ibid). In 2014, Tourism activity sustained 764,000 jobs (8.3% of all New York State employment), and generated a total income of \$33.1 billion (Ibid). Tourism in New York State also created \$8 billion in both state and local taxes (Ibid). At a state level, tourism continues to be a steady sector with recent growth trends indicating that it will continue to be so.

3.2.4 Warren County Tourism Trends

Within Warren County, visitor spending in 2015 was \$571 million, which is 44% of the \$1.3 billion generated in the Adirondacks as a whole (BBG&G Advertising, 2016). In 2015, the tourism industry provided 6,400 direct jobs to the county, and 2,700 indirect and induced jobs, while also contributing \$40 million in local tax revenue, and \$31 million in sales tax (BBG&G Advertising, 2016). Tourism also provided \$274 million in labor income. The tourism industry in Warren County generates more revenue and produces more jobs than any of the other counties in the Adirondacks.

According to the Warren County visitor survey, in 2016, 78% of the total visitors stayed overnight, and 22% of the visitors spend the day within the County (BBG&G Advertising, 2016). In 2015, overnight visitors to the Adirondacks Region spent on average \$141 per capita, and the average party size for overnight visitor was 3.2. Day trippers to the Adirondacks Region spent on average \$53 per capita, and the average party size for day trippers was 2.9. Figure 7 below provides a summary of visitor characteristics and spending (Table 6).

Table 6: Visitor Characteristics and Spending Per Capita

Visitor Characteristics and Spending						
Overnight Trip: appx. 80 % of Visitors *						
	Visitor Expenditure **					
	Per Capita					
	Lodging	Restaurant Food & Beverage	Retail Purchases	Transportation	Recreation, Sightseeing, Entertainment	Total
	\$64	\$31	\$18	\$13	\$15	\$141
Average Party Size: 3.2	Per Party					
	Lodging	Restaurant Food & Beverage	Retail Purchases	Transportation	Recreation, Sightseeing, Entertainment	Total
	\$203	\$100	\$56	\$42	\$47	\$448
Day Trip: appx, 20 % of Visitors *						
	Visitor Expenditure **					
	Per Capita					
	Restaurant Food & Beverage	Retail Purchases	Transportation	Recreation, Sightseeing, Entertainment	Total	
	\$20	\$14	\$9	\$10	\$53	
Average Party Size: 2.9	Per Party					
	Restaurant Food & Beverage	Retail Purchases	Transportation	Recreation, Sightseeing, Entertainment	Total	
	\$56	\$40	\$27	\$28	\$151	
* According to "Comprehensive Destination Research and Strategic Review" prepared by BBG&G, Warren County Visitor Surveys (May - October 2016) indicated 78% overnight trips and 22% day trips.						
** Longwoods International, "Adirondacks, NY - 2015 Visitor Report" (2015 survey on 1,512 trips to the Adirondacks Region)						

The visitor spend of \$571 million within Warren County can be broken down further to understand where this money is being generated. Parsing this category into finer channels allows for a comprehensive understanding of where tourism operations can be expanded to serve the largest markets. Visitors spent: \$235 million on lodging, \$131 million on food and beverage, \$105 million at retail shops and service stations, \$67 million on second homes, \$16 million on transportation and \$13 million on recreation (BBG&G Advertising, 2016).

Warren County is the southern gateway of the Adirondack Region, tourist attractions include: skiing and snowboarding, theme parks, golf courses, fishing, hiking, sailing, cycling, outlet mall shopping, camping, lodging resorts, and museums, among others. These attractions provide year round tourism activity for visitors. A popular attraction that brings visitors to Warren County is skiing at Gore Mountain. Gore Mountain is located in North Creek and is the main skiing attraction in the County, offering downhill and cross country skiing trails.

In 2011, the Warren County Planning and Tourism Department released an occupancy survey based on visitor stays, providing totals for the average length of stay and number of visitors. The study determined that there was a significant drop in the length of stay. The average length of stay in 2006 was 5.59 days, which dropped to an average of 3.37 days, in 2011 (Warren County, 2011).

It is important to note that from the years 2007 to 2011 there was a decrease in the number of rooms available during the high season (9,913 to 9,684), with the number of rooms available on a year round basis also dropping 24% from 4,604 to 3,496 (Warren County, 2011). Occupancy rates differ drastically depending on the season. In 2011, August had a high of 68% occupancy, with the low being 9% in December (Warren County, 2011). Occupancy rates tend to pick up in May, staying strong through the summer months, and then tapering off in October. This suggests that the tourism market in Warren County is dependent on the season.

3.2.5 Saratoga Springs

The economy of Saratoga County is underpinned by three pillars – agriculture, tourism, and business and industry (Saratoga Economic Development, 2014). Tourism defines the regions quality of place, and is a \$450 million industry that generates over \$2.8 million in annual local taxes, and supports nearly 9,000 jobs (Saratoga Tourism Bureau, 2015). There are a number of initiatives underway to bolster the tourism industry as part of the economic development strategy. 13% of the sales tax base in Saratoga County comes from the tourism sector; this includes restaurants, bars and hotels (Saratoga Economic Development, 2014).

3.2.6 Saratoga and North Creek Railway (SNCR) Corridor

In 2011, the SNCR, replacing the Upper Hudson Railroad, began passenger service that connects Saratoga Springs and North Creek. The focus of the tourism industry during the year is outdoor activities. Many of these activities can be found in close proximity to the train, and primarily include: hiking, fishing, rafting, horseback riding, mountain biking, and camping. In particular, there are several state forest preserves, such as the Siamese Ponds and Vanderwhacker Mountain. The North Creek portion of the railroad has been listed on the State and National Registers of Historic Places (By-way Report, 2015). Visitors are able to tour the North Creek Railroad Depot Museum to learn about how the train has contributed to the history of the area. The SNCR discontinued rail service in the winter of 2018.

3.3 Summary

Overall trends look good in the greater study corridor with incomes and population growing over time. Tourism in Warren County and the Adirondacks is strong and growing over time, providing a large proportion of all jobs in the region. In general, the region is a good place to operate a tourist-market oriented rail service. However, the discontinuance of SNCR rail service points out the challenges related to operating a for-profit tourist train service in the corridor.

4 Proposed Train Service Expansion

This chapter reviews the existing and potential markets for improved rail service in the First Wilderness Corridor. It also considers a number of issues related to extending rail service to the south and presents three options for rail service improvements, each with a differing level of service. One of these options was selected as the most appropriate for near term implementation and was used for the development of ridership estimates and economic impacts.

4.1 Existing and Potential Rail Service Markets

Chapters 7 and 8 identify a number of travel markets, each of which has differing service needs in terms of time of day, day of week, equipment used, and services provided on the train. The markets identified can be grouped into three main categories.

- Those primarily interested in taking a train ride due to interest in the railroad itself and its equipment, the scenery along the line, or activities on the train - These visitors come from a variety of places and make the railroad one stop among a variety of attractions and usually arrive by car or tour bus. This includes Train Aficionados, Experiential Trips, Touristic Trips, and Fall Foliage Travelers. This market is referred to as the Train Ride (TR) market in this memo.
- Those making a day trip to enjoy attractions in the corridor such as skiing in winter, hiking and boating in summer, and the activities in the towns along the line - These visitors would come mainly from the Capital Region due to the length of time it would take to reach the First Wilderness Corridor from farther away. This market is referred to as the Capital Region Excursion (CRX) market.
- Those traveling to the corridor for a weekend or week in the First Wilderness - These visitors could potentially come from New York City, the Hudson Valley, and the Capital Region. This market is referred to as the Overnight (ON) market and includes skiers and millennials from these areas.

All of these trip types are highly oriented toward traveling on weekend days, whether staying for a day, a weekend, or a week. People interested in a scenic train ride usually do so on weekends, day long excursions from the Capital Region would primarily happen on Saturday and Sunday and longer trips from NYC would usually be up on Friday or Saturday and down on Sunday for weekends or Saturday to Saturday for week long trips. This is a positive characteristic in that the bulk of the travel in each market can be served by a limited number of trains running Friday through Sunday rather than all week long.

The recently discontinued SNCR operation served only the train ride market, not the others, because the timing of SNCR trains at Saratoga Springs did not allow connections between Amtrak trains and SNCR trains. SNCR trains left Saratoga northbound before the first Amtrak train from the south arrives and arrived in Saratoga southbound after the last Amtrak train has departed for the south. Improved connections are therefore a prerequisite for making the train trip from New York City and the Hudson Valley a convenient alternative to driving.

Currently two Amtrak trains in each direction stop in Saratoga and could be coordinated with SNCR service, the Adirondack and the Ethan Allen Express. The Adirondack arrives northbound at 12:02 pm and departs southbound at 4:45 pm every day. This connection could provide convenient departure and arrival times in New York City for people traveling to the First Wilderness Corridor for a long weekend or longer. The Ethan Allen Express provides a northbound connection at 9:23 pm on Friday evening and a southbound connection at 6:47 pm on Sundays. This would provide convenient departure and arrival

times for people traveling from the Hudson Valley and New York City area for the weekend. See Map 2 for a diagram of the passenger rail route serving the study corridor.

4.2 Operations

Serving the three identified travel markets requires a different operational strategy for each.

Rail service oriented to visitors interested in taking a train ride through the First Wilderness Corridor would operate only between North Creek and Saratoga Springs and would be operated by the SNCR. It could take the form of the existing excursion and activity train, such as the Train to Christmas Town, services, the reinstatement of the north end local, or a new local from Saratoga Springs to Hadley/Lake Luzerne. Since the purpose of this study is to look at improving travel options to the south, it does not specifically address this market beyond the potential for these riders to use the Saratoga Springs to North Creek trains for all or part of their trip.

Capital Region Excursion service could originate at one of the two stations located there, Albany-Rensselaer or Schenectady. Schenectady has the advantage of being less costly to operate and avoiding the issues related to operating over the Amtrak leased portion of the Empire Corridor. This is the most difficult market to serve because existing Amtrak connections are poorly timed for day trips (the first departure north from Albany-Rensselaer to Saratoga Springs is not until 11:10 am), extending SNCR or another future rail operator services to the south would be difficult and expensive, and rail travel times in any case are quite a bit longer than auto drive times.

Travelers from New York City would have to connect to SNCR or another future rail operator trains at some point during their trip, so the specific location would not affect its convenience or the travel time to the First Wilderness Corridor. The important feature for serving this market is a coordinated transfer between the two trains that takes as little time and effort as possible, wherever it occurs. Coordinated fares that allow the entire trip to be sold simply and easily via the internet would also be necessary.

4.3 Service Improvements

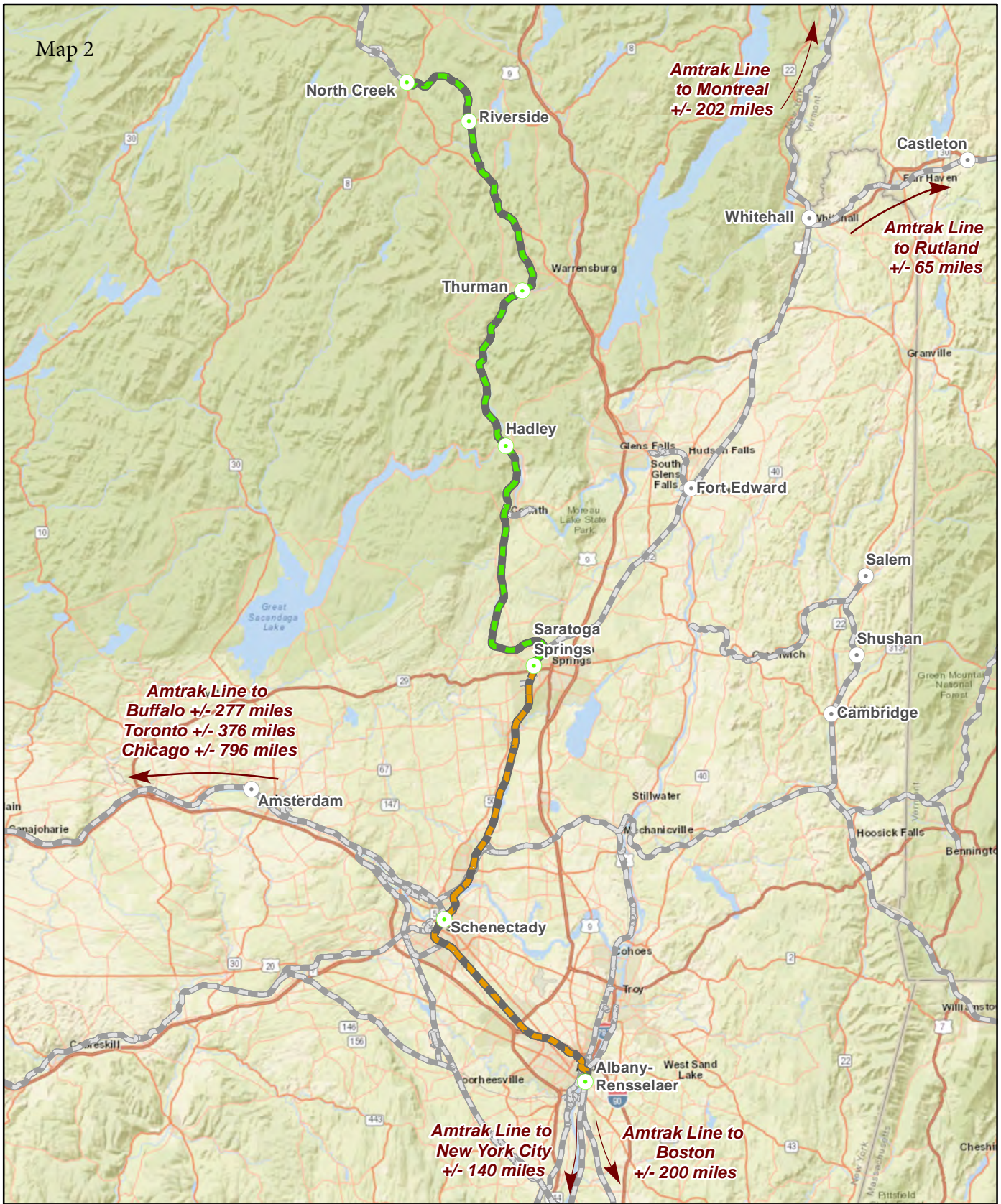
It has been proposed that the connecting point between SNCR or another future rail operator and Amtrak trains could be relocated to Albany-Rensselaer to take advantage of the more frequent and reliable service available between there and New York City. However, this is not as advantageous as it may seem at first. While there are additional trains operating from Albany-Rensselaer, for the most part they are not scheduled at times of day that serve the overnight travel markets to the First Wilderness Corridor. Travel to the First Wilderness Corridor is oriented toward northbound Friday morning and evening, northbound Saturday morning and southbound Sunday afternoon. With the exception of Friday afternoon northbound, these are times when there are no additional connecting opportunities at Albany-Rensselaer and the Adirondack and Ethan Allen Express provide good alternatives at Saratoga Springs. In terms of the reliability of southbound connections, all of the late afternoon and evening southbound trains from Albany-Rensselaer to New York City are longer distance trains similar to the Adirondack with similar reliability issues. Customs and immigration inspections for the Adirondack is planned to move to Montreal Central Station within the next two or three years which should improve its reliability significantly.

4.3.1 Service Improvement Issues

Other issues present challenges in the way a service to Albany-Rensselaer could be structured and alternatives developed.

Amtrak track lease – Amtrak leases the Schenectady to Poughkeepsie section of the Empire Corridor from CSX and has sole rights to operate passenger service over this section, which

Map 2



**Amtrak Line to
Buffalo +/- 277 miles
Toronto +/- 376 miles
Chicago +/- 796 miles**


**Amtrak Line
to Montreal
+/- 202 miles**

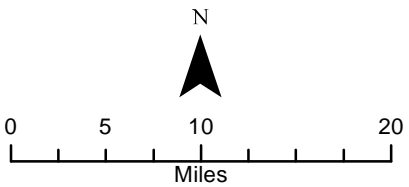
**Amtrak Line
to Rutland
+/- 65 miles**

**Amtrak Line to
New York City
+/- 140 miles**

**Amtrak Line to
Boston
+/- 200 miles**

Legend

-  Existing Saratoga & North Creek Railway
-  Proposed Train Service Extension
-  Passenger Stations



includes the Schenectady to Albany-Rensselaer section that would be necessary to access Albany-Rensselaer station. This would mean that the operator of a service would have to negotiate the rights to use the line, unlikely at this time, or that Amtrak would have to operate the service directly.

Ownership of track – Canadian Pacific owns the track from Saratoga Springs to Schenectady and would require capital improvements and trackage rights fees to allow additional service to operate over its lines. Trackage rights agreements are complicated legal documents that take into consideration available capacity, existing freight and passenger schedules, and liability indemnification. There are no firm guidelines as to what trackage rights might cost because all agreements are subject to individual negotiations between the owning railroad and the rail service seeking access.

Requirement for state support – Only the highest volume passenger rail services in the United States, such as Acela and the NJT Trenton Line, operate at a profit. Rail service along the Empire Corridor is subsidized by the NYSDOT and any extension from Albany-Rensselaer to Saratoga Springs would require a state subsidy. NYSDOT has stated that the FTA “DOT’s as railroads” rule, which requires DOT’s sponsoring passenger rail services to meet all of the regulatory and safety requirements as the railroads they are overseeing, rules out any expansion of passenger rail in New York State for the foreseeable future.

A somewhat more practical alternative to extending service to Albany-Rensselaer would be to extend it to Schenectady. This would eliminate the issue of having to operate over the line leased by Amtrak and would be shorter and therefore less costly to operate. However, it would still require the negotiation of an agreement with CP and NYSDOT, it would likely require substantial capital improvements to the CP Rail line, and would be expensive to operate while not providing significant additional connecting opportunities beyond what is already available at Saratoga Springs.

4.3.2 Alternative Service Plans

For the purposes of discussion, three alternative service plans were developed. The first provides connections in Saratoga Springs only to the Ethan Allen Express northbound on Fridays and southbound on Sundays and could be implemented in the short term. The second takes advantage of a new connection to the Amtrak Adirondack at Saratoga Springs Friday through Sunday and could be implemented in the medium term. The third would extend service to Schenectady to provide a Saturday and Sunday round trip Capital Region Excursion train to the First Wilderness Corridor for skiing and summer recreation. The alternatives are shown in Tables 8, 9 and 10 below. Recently provided SNCR service is also shown for reference in Table 7.

- Alternative A (Table 8) provides a service plan targeted at the key travel times of Friday afternoon and Sunday afternoon. It includes a Friday evening only connection from the Ethan Allen Express at Saratoga Springs leaving at 9:38 pm and arriving at North Creek at 11:50 pm and a Sunday evening only connection southbound leaving North Creek at 4:23 pm arriving in Saratoga at 6:32 pm and New York City at 10:50 pm. This provides a connection south to the Capital Region and New York City for weekend travelers to the study corridor. This alternative also includes the recently discontinued SNCR round trip from Saratoga Springs to North Creek, leaving Saratoga Springs at 10 am and returning from North Creek at 3 pm. This service plan provides service primarily for the train ride and New York City weekend travelers markets.
- Alternative B (Table 9) adds an additional connection to Amtrak service at Saratoga Springs. This additional train is added Thursday through Sunday in both directions, leaving Saratoga at 12:17 pm after the arrival of the Adirondack from NYC, and returning from North Creek at 2:33 pm, arriving at 4:40 in time for a connection with

the Adirondack. In order to allow the northbound train to arrive in North Creek before the southbound leaves, given the current running times on the line, it is proposed that the Adirondack use 10 minutes of the current schedule pad at Schenectady at Saratoga instead. This makes it possible to move the arrival time of the SNCR or other future rail operator train 10 minutes later. A second Thursday through Sunday round trip is included in this alternative, leaving Saratoga at 10 am as the excursion train does now but returning from North Creek at 4:23 pm rather than 3 pm. The southbound service would provide a connection to the Ethan Allen Express on Sunday only. A Friday evening only connection from the northbound Ethan Allen Express at Saratoga Springs is included leaving at 9:38 pm and arriving at North Creek at 11:35 pm. Together these two trains provide a weekend trip oriented connection south to the Capital Region and NYC. A limitation of this alternative is that it does not provide an early morning train north from the Capital Region for skiing in winter or day trips in summer. This is because there are no early morning Amtrak trains to Saratoga Springs to provide this connection. This service plan primarily serves the train ride and New York City weekend traveler markets.

- Alternative C (Table 10) provides a similar service plan to Alternative B but extends both the 10 am departure from Saratoga Springs and the 4:23 pm departure from North Creek to Schenectady to serve the day trip market from the Capital Region. This assumes the issues with extending service to Schenectady listed above in section 4.3.1 are overcome. The northbound train would leave Schenectady at 8 am and the southbound train would arrive at 6:41 pm. The 4:23 pm is moved to 4:03 pm in order to precede the Ethan Allen Express from Saratoga to Schenectady. The train was not proposed to be extended to Albany-Rensselaer due to Amtrak's exclusive lease on that section of track. Schenectady also has better local access to most communities in the Capital Region. In addition to the two excursion trains, the connection in both directions to the Adirondack is included. A Friday evening only connection from the Ethan Allen Express at Saratoga Springs is included leaving at 9:38 pm and arriving at North Creek at 11:35 pm. This service plan provides service for all three rail travel markets.

All trains would stop at all of the stations between Saratoga Springs and North Creek. The Capital Region excursions trains in Alternative C would not stop between Schenectady and Saratoga Springs and would then make all local stops to North Creek.

The three alternatives could be looked at as phases in a long term service improvement plan, each expanding on the one before. The first phase is the least costly from both a capital and operating perspective and would represent a solid proof of concept of the proposal to take advantage of new markets for skiers and millennials from New York City. The second would expand the operation with additional connections at Saratoga Springs to further tap the overnight market, and would require an additional trainset. And the final phase would add a new Capital Region Excursion train to tap the Capital District day trip market and would require the negotiation of an agreement with CP Rail to use their track.

4.4 Recommendations

It is recommended that Alternative A, which was developed at the second steering committee meeting with input from NYSDOT and the SNCR, be implemented in the near term, preferably in time for the summer 2018 schedule. This alternative can be implemented quickly without any capital expenditures and using equipment that SNCR or another future rail operator already has available and would form an excellent test of the New York City market.

Passengers intending to use the service from the New York City area would purchase their tickets through the standard Amtrak outlets including their website and ticket windows and

vending machines at stations. Passengers would board the Ethan Allen Express at any of its regular stops including Penn Station, NYC, Croton-Harmon, Poughkeepsie, Rhinecliff, Hudson, Albany-Rensselaer, and Schenectady. From there they would travel to Saratoga Springs where they would alight and transfer to the train to North Creek.

Baggage and sporting equipment could be handled in one of two ways. Passengers on the Ethan Allen Express could carry skis and bicycles the same way some other Amtrak corridor trains do where passengers are responsible for loading, stowing, and unloading these items in the passenger compartment themselves. In this case passengers would transfer their baggage and other items from one train to the other. Or, the SNCR or other future rail operator could arrange to have a baggage car added to the Ethan Allen Express in partnership with the State of Vermont, which sponsors this train. This may be difficult given that the train does not have one set of dedicated equipment but rather uses one of the many Empire Corridor trainsets which travel throughout New York State on a regular basis. However, if Amtrak agrees to provide a baggage car then SNCR or other future rail operator staff could transfer baggage and sports equipment from one train to the other, an added convenience for passengers. Minimizing the time and inconvenience of the transfer would be important.

At Saratoga Springs passengers would board the SNCR or other future rail operator train to North Creek. Providing food and bar service, including local specialties, would be a major selling point for the train and set it apart from other modes, to some extent making up for the train's longer travel time. From Saratoga Springs the train would make all regular station stops to North Creek. Local transportation including ride sharing services, local shuttles, and individual hotel shuttles should be available wherever appropriate along the line to eliminate the "last mile" barrier that exists for public transportation services.

Since no other trains would be operating on the SNCR or other future rail operator at the times the new service would be scheduled, no operational issues are raised. Since no opposing trains would need to be met, no new passing sidings or station tracks would be required. The most appropriate means of positioning the train set needed for the new service would need to be determined. The cost of parking the required trainset in Saratoga Springs versus deadheading the set (moving the train without passengers) to and from North Creek on Friday and Sunday would need to be determined. Storing the set in Saratoga from Sunday night to Friday night might expose it to potential vandalism.

Negotiations between the SNCR or other future rail operator and Amtrak and the State of Vermont Agency of Transportation should begin immediately to develop a through ticketing arrangement and joint promotion plan, and to determine how skis and bicycles will be accommodated. Package travel plans that include all transportation including Amtrak, SNCR or other future rail operator, local shuttle transportation and on board amenities like meals would be necessary to make the travel experience convenient enough to encourage new users from the New York City area.

4.5 Summary

Extensive analysis of how to best serve the existing and potential travel markets to the First Wilderness Corridor was completed and three rail improvement alternatives were developed. Alternative A was chosen as the best alternative to move forward based on its ability to reach the key New York City weekend market at the most reasonable capital and operating cost. This alternative requires no high cost capital improvements and no high cost service extensions to implement. Once this service has been proven other enhancements could be considered such as additional connections to Amtrak trains from New York City and the Hudson Valley and excursion trains from the Capital Region during the summer and ski season.

Table 7 Recently operated service

Northbound to First Wilderness Corridor		
Trip Types Served		TR
Days of Operation		Thursday - Sunday
New York City (Lv)	Amtrak	No
Albany-Rensselaer (Lv)	Amtrak	Connection
Saratoga Springs (Ar)	Amtrak	From NYC
Connecting Time		-
Saratoga Springs (Lv)	SNCR#	10:00a
North Creek (Ar)	SNCR#	12:12p

Southbound from First Wilderness Corridor		
Trip Types Served		TR
Days of Operation		Thursday - Sunday
North Creek (Lv)	SNCR#	3:00p
Saratoga Springs (Ar)	SNCR#	5:09p
Connecting Time		1:38*
Saratoga Springs (Lv)	Amtrak	6:47p*
Albany-Rensselaer (Ar)	Amtrak	7:55p*
New York City (Ar)	Amtrak	10:50p*
*Connection available Sunday only #SNCR or other future operator		

Markets served

TR – Train ride

Table 8 Alternative A – Friday-Sunday only expanded service with connections at Saratoga Springs

Northbound to First Wilderness Corridor			
Primary Trip Types Served		TR	ON
Days of Operation		Thursday – Sunday	Friday
New York City (Lv)	Amtrak	No	5:47p
Albany-Rensselaer (Lv)	Amtrak	Connection	8:30p
Saratoga Springs (Ar)	Amtrak	from NYC	9:23p
Connecting Time			15
Saratoga Springs (Lv)	SNCR#	10:00a	9:38p
North Creek (Ar)	SNCR#	12:12p	11:50p

Southbound from First Wilderness Corridor			
Primary Trip Types Served		TR	ON
Days of Operation		Thursday – Sunday	Sunday
North Creek (Lv)	SNCR#	3:00p	4:23p
Saratoga Springs (Ar)	SNCR#	5:09p	6:32p
Connecting Time			15
Saratoga Springs (Lv)	Amtrak	No	6:47p
Albany-Rensselaer (Ar)	Amtrak	Connection	7:55p
New York City (Ar)	Amtrak	to NYC	10:50p
#SNCR or other future operator			

Markets served

TR – Train ride

ON – New York City and other overnight travelers – Weekend in on line communities

Table 9 Alternative B – Expanded service with connections at Saratoga Springs

Northbound to First Wilderness Corridor				
Primary Trip Types Served		TR	ON	ON
Days of Operation		Thursday - Sunday	Thursday - Sunday	Friday Only
New York City (Lv)	Amtrak	No	8:15a	5:47p
Albany-Rensselaer (Lv)	Amtrak	Connection	11:10a	8:30p
Saratoga Springs (Ar)	Amtrak	from NYC	12:02p	9:23p
Connecting Time			15	15
Saratoga Springs (Lv)	SNCR#	10:00a	12:17p	9:38p
North Creek (Ar)	SNCR#	12:12p	2:29p	11:50p

Southbound from First Wilderness Corridor			
Primary Trip Types Served		ON and TR	ON and TR
Days of Operation		Thursday - Sunday	Thursday - Sunday
North Creek (Lv)	SNCR#	2:31p	4:23p
Saratoga Springs (Ar)	SNCR#	4:40p	6:32p
Connecting Time		15	15
Saratoga Springs (Lv)	Amtrak	4:55p	6:47p*
Albany-Rensselaer (Ar)	Amtrak	5:57p	7:55p*
New York City (Ar)	Amtrak	8:50p	10:50p*
*Connection available Sunday only #SNCR or other future operator			

Markets served

TR – Train ride

ON – New York City and other overnight travelers – Weekend in on line communities

Table 10 Alternative C – Expanded service with extension to Capital Region at Schenectady

Northbound to First Wilderness Corridor					
Primary Trip Types Served		CRX	TR	ON	ON
Days of Operation		Saturday - Sunday	Thursday – Friday	Thursday - Sunday	Friday
New York City (Lv)	Amtrak	No	No	8:15a	5:47p
Albany-Rensselaer (Lv)	Amtrak	Connection	Connection	11:10a	8:30p
Schenectady (Ar)	Amtrak	from NYC	from NYC	11:34a	8:54p
Connecting Time				Through	Through
Schenectady (Lv)		8:00a+		11:34a	8:54p
Saratoga Springs (Ar)		8:26a+		12:02p	9:23p
Connecting Time		Through		15	15
Saratoga Springs (Lv)	SNCR#	8:30a+	8:30a	12:17p	9:38p
North Creek (Ar)	SNCR#	10:42a+	10:42a	2:29p	11:50p
+ Train operates one hour earlier in Winter					

SOUTHBOUND FROM FIRST WILDERNESS CORRIDOR				
Primary Trip Types Served		ON	CRX and ON	TR
Days of Operation		Thursday - Sunday	Saturday - Sunday	Thursday – Friday
North Creek (Lv)	SNCR#	2:31p	4:03p	4:03p
Saratoga Springs (Ar)	SNCR#	4:40p	6:12p	6:12p
Connecting Time		15	Through	
Saratoga Springs (Lv)		4:45p	6:15p	
Schenectady (Ar)		5:27p	6:41p	
Connecting Time		Through	42*	
Schenectady (Lv)	Amtrak	5:27p	7:23p*	No
Albany-Rensselaer (Ar)	Amtrak	5:57p	7:55p*	Connection
New York City (Ar)	Amtrak	8:50p	10:50p*	to NYC
*Connection available Sunday only				
#SNCR or other future operator				

Markets served

TR – Train ride

CRX – Capital Region day trip excursion – Ski or summer recreation

ON – New York City and other overnight travelers – Weekend in on line communities

SCNR running times from SNCR Time-table 8 Effective April-Columbus Day

Amtrak train running times from Amtrak Timetable effective January 8, 2018

5 Economic Impact Case Study Analysis

This chapter identifies and highlights literature that quantifies the impact of tourist train operations of a similar scale to that recently provided by the SNCR in North America. The projects are reviewed to understand such factors as market area, annual visitation and economic impacts. The criteria used to select the case studies are:

Train service characteristics:

- Location
- Ridership
- Route length
- Travel time
- Connecting routes
- Frequency
- Number of stops

Economic characteristics:

- Market Area
- Pricing
- Visitor Spending
- Operation Spending
- Construction Spending
- Visitor Statistics

Other questions:

- Where does revenue come from?
- What attractions are accessible via train?
- What is the seasonality of the train?
- Are there any packages offered?
- Who is the target market?

5.1.1 Algoma Central Railway: Wilderness Tourism by Rail Opportunity Study (2007)

This train operates between Sault Ste. Marie and Hearst, Ontario as a wilderness tourism experience. This study determines the market potential for the revitalization of Algoma passenger trains.

The Railway's main line spans 295 miles, including 12 stops, and makes connections with the Canadian Pacific Railway in Sault Ste. Marie and Franz, and the Ontario Northland Railway at Hearst. One way travel time is roughly 9 hours. Annual ridership averages about 10,600 passengers, or 200 passengers per week. On average, the train makes 4 round trips per week and provides year round access. The train relies on annual subsidies from the Federal Government, which is justified by the sole access that the train provides to some remote locations.

The railway is experiencing decline in visitation, visitor spending and person-nights; it is heavily reliant on domestic markets, but also draws U.S. visitors from Border States. In 2004, the railway generated approximately CAD\$ 266.0 million in economic activity Province wide (GDP) of which CAD\$ 202.3 million stayed in Algoma District – this was the result of CAD\$ 3.0 million on visitor spending on goods and services in Algoma District. This helped sustain 4,446 jobs across the Province, and 2,888 direct regional jobs and 700 indirect jobs,

generating CAD\$ 142.5 million in wages and salaries Province wide with CAD\$ 103.4 million staying in Algoma District. This created roughly CAD\$ 126.0 million in tax revenue.

The railway has very few demand generating attractions, with a limited range of tourism product; there is little to do other than fishing, hunting, golfing, hiking, kayaking and camping in the summer. In the winter, visitors can ice fish, ski, go snowmobiling, or dog sledding. Northern Ontario residents account for 34% of overnight visits. Toronto is a major feeder market, accounting for 9% of overnight tourism. U.S visitors make up 32% of the overnight visits. The rest of the market is from other Canadian cities and non-border U.S states. 54% of visitors come in the summer. In 2006, a subsidy of CAD\$3.85 million was given from the Regional and Remote Passenger Rail Services Class Contribution Program. The railway provides business related packages that include the organization of meetings, conventions or conferences.

The 2017 summer fares for this train (taken from <http://www.agawatrain.com/packages-schedule/>) are CAD\$ 91.15 for adults, CAD\$ 81.42 for seniors and CAD\$ 46.02 for youth. Fall fares for 2017 are CAD\$ 109.73 for seniors/ adults and CAD\$ 76.11 for youth. There are also 2 and 3 night packages that start at CAD\$ 176.00.

5.1.2 County of Ulster, NY: Highest and Best Use Recommendations U&D Railroad Corridor (2015)

At Kingston, Catskill Mountain Railroad has 2.7 miles of track in operation, and operates 4 trips daily, with the trip time being an hour. It is projected that the total railroad will have a 2015 economic impact of \$4.2 million. The total economic impact of the railroad operation is \$2,320,993: this is made up of \$1,562,623 for the operating budget, \$100,000 for wages, payroll and overhead, and \$658,370 for capital budget. Total economic impact from non-railroad operations totals \$1,937,535. Together, the total economic impact is \$4,258,528. It is projected that 103 new jobs will be brought to the region as a result.

Non-rail related tourism expenditures for “day trippers” are estimated to be \$82.50 per party per day, totaling \$716,843 – this is based on there being 26,936 day trip riders. It is estimated that there will be 2,664 overnight riders which will accompany 860 room nights. At an average rate of \$313 per party per day, this totals \$269,180. Combined and multiplied by 1.9650 (the multiplier), these categories total \$1,937,535. It seems these figures are much higher than in 2014 when the CMR developed an event-based tourist railroad market and quadrupled their ridership. The tracks used by the Catskill Mountain Railroad are owned by Ulster County and the operation is privately funded.

5.1.3 Adirondack Rail Corridor Economic Impact Study

This study quantifies the economic impact of upgrading the 34 mile rail line between Tupper Lake and Lake Placid, which will extend the Adirondack Scenic Railroad. This is compared to eliminating the rail and replacing it with a trail. At present, one way travel time between destinations is four hours. Visitors to the study area include day-trippers, weeklong vacationers, campers, hotel guests, outdoor recreationalists, and shoppers. The study does not specify who these people are, and only states that 20% of current riders are local residents. Local riders are not counted as contributing to net new spending. The annual maintenance cost of the physical railroad incurred by the state is \$45,000 per annum.

The extension of rail service to Tupper Lake is estimated to produce \$758,000 in net new regional spending and 13 jobs, in addition to a one-time employment boost of 171 jobs during the construction phase. Initial capital costs to upgrade the rail are \$10,600,000 with an annual debt service of \$779,967. This results in an annual earnings of \$307,000, with \$6,814,000 in earnings for employees working during the construction phase, wages earned by local workers and profit earned by local business owners.

Railroad operations are anticipated to result in \$522,000 of net new direct spending at local businesses annually. The indirect net new visitor spending will result in \$235,246, which will support 13 jobs paying \$307,000 to local workers.

It is anticipated that visitors will spend \$62.23 if staying a half day and \$124.47 per full day, totaling \$697,025 based on projected ridership. The expanded rail is anticipated to attract 24,500 riders per year, a 75% increase in ridership from the existing 14,000 ridership figure.

5.1.4 Implementation Plan and Economic Impact Analysis: Colebrookdale Railroad Heritage Railway Program (All based off of a model)

This line, located in eastern Pennsylvania near Reading, currently operates as a freight-only railroad and is appropriate for a 2 hour round trip. The market analysis suggests that 20,000-30,000 passengers are expected to be drawn in to the region to use the railroad annually. It is anticipated that the railroad would operate year-round.

The population of Berks County is close to 400,000 (2000 census). The County contains a number of popular visitor attractions such as festivals, museums, rail related attractions, and county fairs. In the Pro Forma Analysis, a typical round trip adult ticket costs \$12, with discounted tickets offered to children, groups and school trips. Santa and special event trains are priced at \$17 with on board entertainment. Retail sales are estimated at \$4 per passenger with a 40% margin gross profit after inventory costs, resulting in a \$1.60 per rider net income. The total non-railroad estimated economic impact is \$1,826,523 – this is based on each family spending \$82.50 per day. This suggests that the target market is families. Operating the railroad itself can result in nearly \$1 million in economic benefit annually. It is expected that the railroad would create 278 jobs both directly and indirectly. Operation of the excursion train would become the primary source of revenue for the line.

5.1.5 Valley Railroad State Park Economic Impact Study (In the Connecticut River Valley)

The scenic railroad service that runs on this line is the Essex Steam Train; this case study has multiple scenarios that include implementing freight service, a multi-use trail, and a passenger rail, or an expanded scenic rail. Expanding the scenic rail will cost \$5 to \$6 million, and will add to the operating and maintenance costs, with major costs being for tie installation and bridge repairs (page B-13). The study does not specify how long the extension is.

The Essex Steam train currently runs on 13 miles of the track between Tylerville, CT and Old Saybrook, CT, operating May through December, with 5 round trips per day. The train attracts 150,000 passengers per year, and is estimated to create 69 jobs. Each rider is estimated to directly spend \$28.32, with a typical travelling party spending \$142.77 to support the local economy. Essex Steam Train travelers directly spent \$4.5 million in 2014.

It is estimated that additional riders may generate \$44-\$82 in direct spending per year. Assuming a 10% growth in ridership, \$700,000 to \$1.3 million could be spent by visitors annually. This could generate an economic impact of \$1.4 to \$2.6 million. The railroad is privately owned and operated.

From researching outside of the case study, it was found that the Essex Steam Train is a 2.5 hour journey, and is more of an eco-excursion. It is priced at three different categories: first class (Adult-\$31, Child-\$22, Senior-\$29), coach class (Adult-\$19, Child-\$10, Senior-\$17), and open car (Adult-\$26, Child-\$17, Senior-\$24). There is also a boat cruise option included to further the experience.

5.1.6 Economic Impacts of the Cumbres & Toltec Scenic Railroad – Antonito, Colorado and Chama, New Mexico

C&TS is a National Historic Landmark that runs between the village of Chama, New Mexico and the town of Antonito, Colorado. The railroad covers a 64 mile stretch, with 37,000 visitors in 2013, and has a \$14.8 million per year economic impact. This includes direct and secondary impacts. Economic activity supports 147 jobs per year in Rio Arriba, Conejos, Alamosa, Archuleta, and Taos Counties.

The train revenues and Commission Budget is \$4,033,000, State Capital funding totals \$1,800,000, and outside support totals \$390,000. Visitor spending is broken down by dining, which equals \$1,473,000, retail, which accounts for \$383,000, lodging totaling \$2,220,000 and local transportation accounting for \$324,000. Therefore, the direct impact is \$10,622,000, with a secondary impact of \$4,207,000 for a total impact of \$14,829,000. The direct impact for job creation is 109.7 jobs, and the secondary impact is 37.3 jobs, for a total of 147 jobs.

The train runs daily between May and Late October – riders can take the train to the opposite depot and return to their point of origin by bus, or take the train to Osier station at the midpoint of the line and return by train. The train is the primary tourist attraction in both Chama and Antonito, and is considered the cornerstone of the local economy; during the off season many businesses close.

In 2013, 37,060 passengers rode the train; 87% adults and 13% children. The train offers 4 additional experiences, where passengers can get on at 2 different stops. Visitors have come from 24 countries across six continents to visit, however, 44% of visitors come from New Mexico or Colorado, with the majority coming from Texas and Arizona.

The primary revenue source comes from ticket purchases and in 2013, \$3.2 million worth of tickets were purchased. Visitors spent \$116,000 annually on fireman and engineer school (one of the train experiences), and \$165,000 on retail and snack purchases. Special excursions make \$146,000. Railroad operations bring in a total revenue of \$3,633,000 in annual economic activity. Train revenues support day-to-day operations with the exception of the annual commission budget. The States of Colorado and New Mexico provide \$400,000 for this purpose. It is estimated that retail spending is approximately \$19 per visitor. Spending associated with the railroad generates roughly \$1.3 million annually in total state and local tax revenue.

Railroad capital spending is financed primarily through funding from outside sources. Together New Mexico and Colorado appropriate approximately \$1.8 million per year for capital expenditures. C&TS also receives approximately \$390,000 in annual outside support from three primary sources. The Candelaria Foundation has provided the most consistent and substantive support beyond the states with a \$1 million offering over ten years for critical operational needs that cannot be otherwise funded. The nonprofit group, Friends of C&TS, also funds and completes special restoration projects every year. In 2013 donations totaled approximately \$90,000. They also volunteer approximately 25,000 man-hours. Additionally, C&TS receives approximately \$200,000 annually in grants from the State Historical Fund.

5.1.7 Tourist Rail Operation – LM&M Railroad: City of Lebanon, Ohio (2013)

This study focuses on the tourist rail operation in Lebanon, Ohio. Annual ridership for the LM&M railroad ranges from 38,000 (2011) to 50,000 (2013). The track spans a stretch of six miles and the railroad runs all year round.

From conducting an online survey, it was determined that 90% of train users were from Ohio zip codes – over 50% of this ridership were from the markets of Cincinnati and Dayton. The market area is particularly local. Interestingly, 67% of the riders came to Lebanon solely for the railroad, and 84% answered they would be staying at home for the duration of the trip.

The majority of users reported that they were spending money at restaurants aside from taking the train, spending \$50-100 on average (excluding the train ticket).

The total state-wide estimated economic impact of non-rail related tourism expenditures totaled \$3,149,826. The statewide economic impact from railroad operations is \$1,486,058. In total, the statewide economic impact equals \$4,656,062 and allows the retention of 163 jobs as a result.

The prorated operating budget for the rail line is \$725,210; \$170,463 is spent in Lebanon. There is an economic impact of \$300,083 from railroad operation, \$20,178 from the railroad capital budget, and \$2,140,439 from non-railroad operation. This equals a total economic impact of \$2,460,700 for Lebanon. It is anticipated that this economic activity will generate 86 new jobs for Lebanon.

5.1.8 Adirondack Scenic Railroad: North County Regional Economic Impact Analysis (2011)

This railroad experience started as a four mile demonstration project, and expanded to Utica-Big Moose and Saranac Lake to Lake Placid at the southern and northern ends of the rail line respectively. The impact analysis considered the effects of bringing passenger rail service back to the entire 141 miles long line from Utica through to Lake Placid. Railroad operations are seasonal, ending as early as October 1, and as late as December 1 depending on snow conditions. Ridership for the Adirondack scenic railroad reached 65,891 in 2011. It is estimated that 20% of these riders are overnight visitors, and 80% are day trippers.

There are three separate operations from three separate departure points. All day excursions from Utica to Thendara and return, shorter distance Thendara to various north and south intermediate points, and the Lake Placid to Saranac Lake operation. Utica has a mixed component of regional and local draws, and are more likely to attract overnight customers. Thendara and Lake Placid are shorter trip origination points and attract half day passengers.

The economic impact of the Adirondack rail operation on total regional business output from direct expenditures is \$3,090,761. The indirect impacts of the train would result in a total estimated economic impact of \$5,464,834. This is based on there being 45,019 day trippers spending \$75 per party per day, 11,254 overnight visitors spending \$287.35 per party per day, and 7,000 new overnight traffic spending \$287.35 per party per day. To extend the line to Saranac Lake would result in \$16,533,915 in direct expenditures totaling an economic impact of \$29,967,548. Operations coupled with the railroad repair and construction results in 225 full-time jobs and 338 temporary jobs. The railroad line that the Adirondack Scenic Railroad proposes to use is owned by the State of New York and operations are privately funded.

5.2 Summary

This research indicates that tourist rail operations can have a significant impact on local economies. Greater impact appears to correspond to operations that are well-integrated with other local attractions, such as the Valley Railroad, or which provide unique steam powered services to areas with spectacular scenery, such as the Cumbres and Toltec Scenic Railroad.

6 Context Assessment

This chapter describes the extensive research that was completed on attractions, lodging, restaurants, retail, and other activities within easy access distance from the stations on the line until recently operated by SNCR.

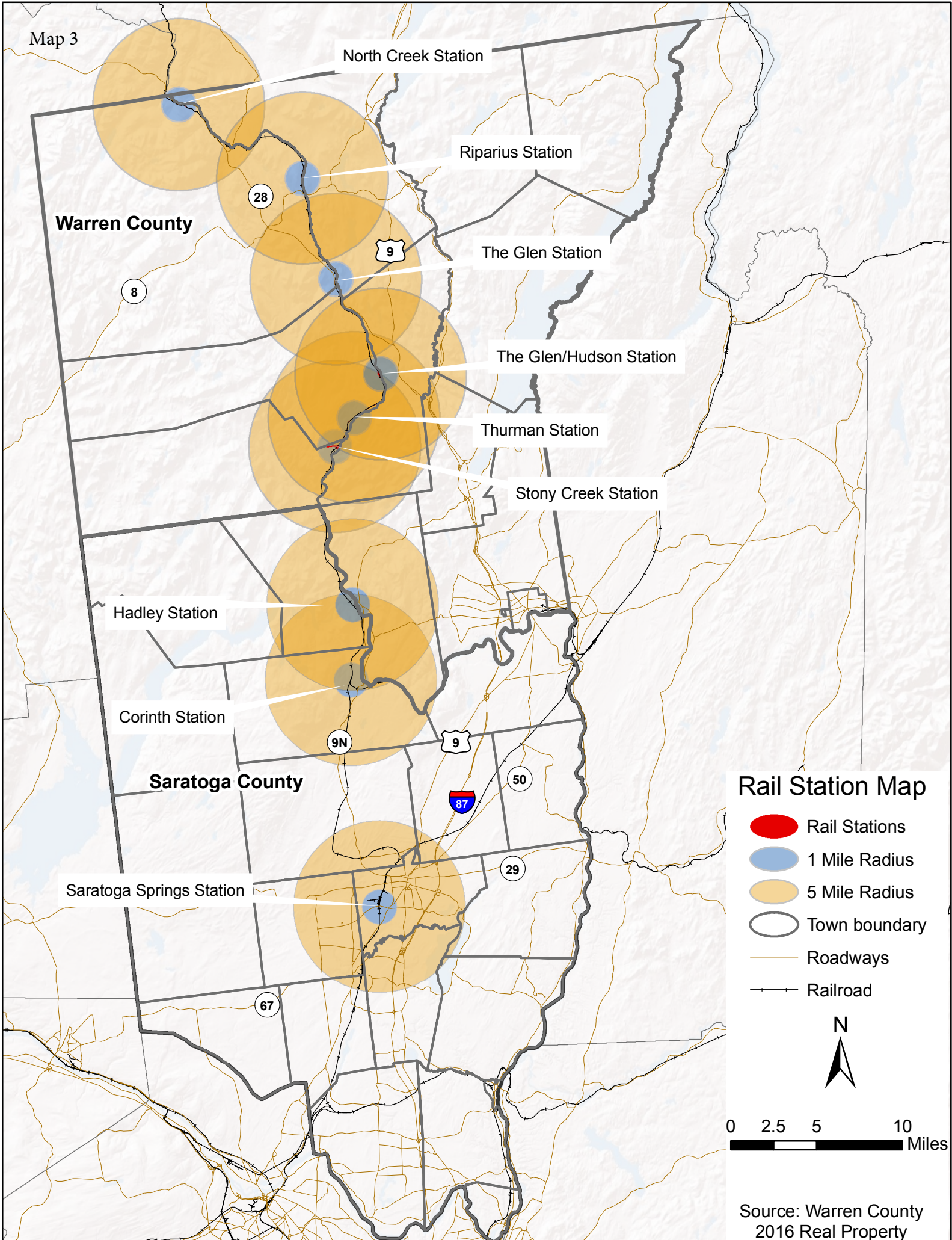
6.1 Study Area

This study includes nine communities that were served by the SNCR. A one-mile and five-mile study area radius was established around each train station within the nine communities to guide the review of attractions and tourism facilities (see Map 3). Given that railway passengers will largely visit attractions and facilities within a comfortable walking distance, or must rely on local transportation within a layover period, it seems unlikely that attractions outside of the five-mile radius would hold much appeal for the average railway passenger. Except for Saratoga Springs, all the train station study areas are adjacent to or overlap with at least one other community with a station along the line. In cases where the five-mile study area overlapped, attractions have typically been associated in this report with either the closest station or most likely point for passengers to disembark from the train. For example, many attractions that are within the five-mile radius of the Glen-Hudson Campground and the Stony Creek Ranch stations are listed under the Thurman station. Most people at either of these stops are anticipated to be specifically visiting that location and thus less likely to be seeking local attractions or tourism support facilities compared to someone disembarking at the Thurman Station.

6.2 Challenges and Opportunities

A range of ideas for railway-related opportunities and improvements emerged during informal conversations conducted with Chambers of Commerce and business owners from the communities with present or former station stops. Some comments related directly to railway operations, from schedules to pricing appropriately for locals to the perceived need for significantly increased advertising and promotion. Coordination with local communities was viewed as key. Many business owners emphasized the importance of reliable train schedules that would allow local businesses to partner successfully with the railway, whether staffing up for restaurant service, arranging for shuttles, or coordinating specific excursions. Local perception is that some visitors fear they might get “stuck” in North Creek with the current erratic schedule, precluding overnight stays or long weekend trips. As one business owner stated, “It’s hard to set your watch by the train right now.” Some commented that the train tends to attract seniors, families with children, or train enthusiasts and might be too time-consuming for those focused on outdoor activities in the area, such as whitewater rafting. Others viewed the railway as an essentially self-contained event or particularly focused on Saratoga and North Creek with little emphasis on the communities that could benefit in between the two points.

Despite some disappointment with the way the railway currently operates, business owners generally expressed enthusiasm for the railway concept, indicating a willingness to create “package deals” and focus on accommodating visitors (e.g., transit, housing). Specific ideas mentioned included the potential for cycling connections (mountain bikes, bike rentals, bike trains); connection to canoe and kayak launches; drawing more from tourists at lake resorts, such as Lake George, via shuttles or buses; and bringing back “short trips” along the railway, such as the past 1.5-hour round trip North Creek to Riparius route. Revolution Rail’s use of train tracks to the north of the former SNCR line for rail bike riding has garnered attention as an increasingly popular activity. Many also noted that an Amtrak connection to New York City would be highly beneficial, as many local operations view people from the city as their main audience.



6.3 Attractions and Tourism Support Facilities

Primary attractions and tourism support facilities were identified for each station via local Chambers of Commerce, travel websites, phone interviews with residents and business owners and data collected from Google Earth maps. Data regarding major attractions and a sampling of associated visitor counts was obtained via telephone or email interviews with business owners; visitor counts are typically rough estimates based on year 2016 and provided by Chambers of Commerce or the business owners. Primary attractions found for all stations are categorized in the subsequent table, followed by a description of each specific station and its surrounding area, including local attractions and the range of tourism support facilities. See Table 11.

Table 11: Primary Attractions Along the Rail Line within Five Miles of All Stations

PRIMARY ATTRACTIONS ALONG SNCR RAILWAY FOR ALL STATIONS			
OUTDOOR RECREATION & PARKS	HISTORY, ARTS & CULTURE	EVENTS & ENTERTAINMENT	SCENIC ATTRACTIONS
<ul style="list-style-type: none"> • Adirondack Adventures • Adirondack State Park • Adirondack Tubing Adventures • Bend of the River Golf Club • Bennett’s Riding Stable • Bon’s Ice Cream & Mini Golf • C&C Snowmobile Tours • Circle B Horseback Riding Ranch • Corinth Reservoir Recreation Area • Cronin’s Golf Resort • Daggett Lake Campsite/Waterski School • Dippikill Wilderness Retreat (students) • Friend’s Lake • Gore Mountain • Hackensack Mountain Park • Hadley Canoe Take Out Park • Hudson Grove Beach • Hadley Historic Rivers Trail • Hickory Ski Center • Hudson River Beach • Hudson River Rafting • Hudson River Recreation Area • Inverted Wakeboard & Waterski School • Jessup Landing Pathway • Lake Luzerne & Lake Vanare • Lake Vanare Snowmobile Tours • Loon Lake Marina 	<ul style="list-style-type: none"> • Adirondack Folk School • Canfield Casino & Congress Park • Corinth Museum • Dean Homestead Museum & Heritage Trails • Garnet Historic Mine Tours • Historic Schoolhouse (Hadley) • Home Made Theater • Lake Luzerne Music Center/Cam • Kinnear Museum of Local History • National Museum of Dance & Hall of Fame • National Museum of Racing & Hall of Fame • North Creek Depot Museum • NYS Military Museum & Veterans Research Center • Opera Saratoga • Pagenstecher Pulp Mill Museum • Riverside Train Station • Rockwell Harmon Cottage & Visitor Center • Saratoga Arts Center & Gallery • Saratoga Automobile Museum • Saratoga Film Forum • Saratoga Springs Heritage Area Visitor Center 	<ul style="list-style-type: none"> • Burlap & Beams (weddings) • Caffe Lena (folk music) • Painted Pony Rodeo • Saratoga Casino & Raceway • Saratoga Farmers Market • Saratoga Polo • Saratoga Race Course • Saratoga Springs Food Tours • Smoke Eaters Jamboree • The Barn (Corinth) • Thurman Concerts • Thurman Fall Farm Tour (includes Nettle Meadow Farm) • Thurman Maple Days • Thurman Townwide Sale • Tour de Daggett • Warrensburg Bike Rally • Warrensburg Farmers Market • White Water Derby • World’s Largest Garage Sale 	<ul style="list-style-type: none"> • Bridge of Hope • Dean Mountain Whitewater Park • Dunkley Falls • Palmer Falls at Adirondack State Park • Parabolic Bow Bridge • Rockwell Falls • Suspension Bridge • Yaddo Gardens
			Food/Beverage Tourism <ul style="list-style-type: none"> • Barkeaters Chocolates • Ledge Rock Hill Winery & Vineyard • Nettle Meadow Farm • Oscar’s Smokehouse
			Accommodations Adjacent to Stops <ul style="list-style-type: none"> • Glen/Hudson Campground • Stony Creek Ranch Resort • The Glen Lodge & Market

PRIMARY ATTRACTIONS ALONG SNCR RAILWAY FOR ALL STATIONS			
OUTDOOR RECREATION & PARKS	HISTORY, ARTS & CULTURE	EVENTS & ENTERTAINMENT	SCENIC ATTRACTIONS
<ul style="list-style-type: none"> • Morry Stein Park & Beach at Echo Lake • North Creek Rafting Company • North Creek Ski Bowl • Pack Demonstration Forest (students) • Pagenstecher Park • Pavilion Park • Revolution/ Renegade Rail Riders • Ruggerio’s Public Horseback Riding • Sacandaga Outdoor Center Kayak Shop • Saratoga Golf & Polo Club • Saratoga National Golf Academy • Saratoga National Golf Club • Saratoga Spa State Park • Scenic Northwoods Gondola • Smead Memorial Park • South Warren Snowmobile Club • Streamside Fly-Shop Outfitters • Square Eddy Expeditions • Tark’s Indoor Golf Club • Thurman Connection Snowmobile Club • Tubby Tubes • Warren County Fish Hatchery • Warren County Nordic Ski Trail System • Wayside Beach at Lake Luzerne • Whitewater Challengers • Wilcox Lake Wild Forest • Wild Waters Outdoor Center 	<ul style="list-style-type: none"> • Saratoga Springs History Museum • Saratoga Performing Arts Center • Saratoga Shakespeare Company • Schick Art Gallery at Skidmore College • Stony Creek District 4 Schoolhouse Museum • Tannery Pond Community Center • Widlund Gallery • The Arthur Zankel Music Center at Skidmore College • The Children’s Museum at Saratoga • The Frances Young Tang Teaching Museum & Art Gallery • Universal Preservation Hall • Warrensburg Historical Society & Museum of Local History 		

6.4 North Creek Station

The North Creek station, located at 3 Railroad Place, marks the end of the line for the railway, where it offered an approximately three-hour layover before making the return trip to Saratoga Springs. North Creek's Main Street, offering a range of shops and restaurants, is highly walkable from the train depot, as is the nearby North Creek Ski Bowl Park that sits at the base of Gore Mountain. Outdoor recreation forms the primary tourist industry for North Creek, crowned by the Gore Mountain Ski Resort. The five-mile study area for North Creek overlaps with the Riparius station to the south.

6.4.1 Past Successes and Opportunities

- North Creek was originally organized around the train, and as recently as 2012 local businesses were expanding in response to an influx of visitors (estimated at 150-200 daily) from the railway. The town was thriving because of this – a “high level of activity that was fantastic and enchanting.” Pedicabs were available on Main Street for people to use throughout town, and a local deli on Main Street arranged for a 6-piece banjo band to play every day when passengers disembarked from the train. According to local business owners, people would flood Main Street, where restaurant staff might stand outside to capture lunchtime business. The railway, run by a different operator at the time (1999-2010), also used to provide off-season events.
- Local businesses reportedly made a strong effort to coordinate with train schedules and offered packages/discounts to train riders.
- It was suggested that the railway could “cater more to locals.” Comments included:
 - The SNCR formerly offered a shorter route from North Creek to Riparius, round trip 1.5 hours, so locals could have their car at one end of the line, pay less for a ride, and commit less time to the train ride. Lake George Village would be a good source of ridership for this. Merchants and hotels could send a bus to cover the Riparius to North Creek leg of the trip – cheaper, less time commitment, people could make a short run into town.
 - “Seems like a Saratoga-oriented operation now.” People in Saratoga Springs can make a day trip on the railway but the schedule doesn’t allow the same for local North Creek residents. Locals would love to hop on train in North Creek and head to NYC – and vice versa.
 - Current scheduling doesn’t work for non-vacationers (i.e., for commuters to Saratoga).
 - North Creek to Thurman is any easy route; pricing could be adjusted according to length of ride (currently same at all stops).
- Specialty events: Thomas the Tank Engine; Polar Express; Pullman car idea where passengers sleep at the station on a car with a “great camp” including a bar, fireplaces, and game tables.
- One business owner commented that adding a connection to New York City would be “mind-blowing” and could shift the downward trend in ridership; could concentrate advertising in NYC metro area if a connection at Saratoga could be made.

6.4.2 Present Conditions (2017)

- Locals observed minimal numbers of riders (“5-10”) on the train in early summer.

- Local businesses consistently mentioned that the current train schedule is erratic and unreliable, which affects their ability to plan for visitors.
 - *Depot Museum*: The Museum typically bases hours on the days the train is running – although the train has scaled back significantly recently they are still trying to keep it open and pull people in through increased advertising.
 - *Gore Mountain*: Gore last year offered discount for gondola rides to train riders. Too erratic this year to do so.
 - *Restaurants*: The SCNR used to communicate to local restaurants how many people were on the train so they could staff up.
 - “Rail passengers are too afraid to stray far from Main Street” since it’s a narrow window before the train heads back. Staying overnight/any length of time makes people nervous because the return might be cancelled.
 - One restaurant owner commented that in prior years lunchtime business was between 50 and 75% related to train traffic; this year it has been negligible due to SNCR erratic schedule.
- The rail schedule is inconvenient for many outdoor recreation attractions:
 - Doesn’t allow for people to ski same day– there is not enough time to ski during the less than three hour layover and, at 12:12 pm, it doesn’t arrive early enough for most skiers.
 - Rafting company: Many visitors are from the NYC metro area - but none came up on the railway. Rail schedule is 1) not coordinated well with allowing for activities like rafting, 2) not reliable, as the railway will cancel routes or change schedules at the last minute. Transit from the railway is not an issue for all, as some attractions are within walking distance of the station.
- The community would love it if people would ride train up and stay over for a weekend. Working on increasing accommodations as there currently aren’t sufficient hotels at a range of price points.
- Advertising and Promotion: Local opinion holds that lack of advertising is a contributing problem for the railway. Passengers used to be able to buy a ticket at the local depot/train office – now goes through central reservation agency which might discourage local trips. Some thought the SCNR might need freight traffic to subsidize passenger operations.

6.4.3 Seasonal Attractions

- Gore Mountain is a primary attraction. When train does Winter trips, they are set up for skiers to arrive early in the morning and ski for the day. Ski packages offered through train that gave lift discounts.
- There is time during train layover to shuttle up to Gore Mountain, take the 45-minute scenic gondola ride, and return (popular summer/fall activity).
- Main attraction in summer is whitewater rafting, which brings close to 30,000 visitors annually.
- Hiking and mountain-biking are other popular summer activities.
 - The town has professionally-designed mountain biking trails. Passengers could bring bikes on the train and connect easily to trails. The 3-hour layover is sufficient to do several mountain biking loops.

- Revolution Rail Riders – A rail-riding bike excursion company that started up in mid-July on the tracks to the north of the SNCR line, and has already proved to be a very popular activity.

6.4.4 Transportation

- Walking
 - Main Street/downtown is very walkable from station.
 - Train passengers could walk five minutes to the Ski Bowl, five minutes to state land and hiking trails. (Hudson Overlook trail goes right to the train station).
- Local Transit
 - North Creek Business Alliance runs a free shuttle to take visitors from train to Ski Bowl, Gore Mountain, shopping, restaurants, Garnet Mines, and Barkeaters Chocolates. Not affiliated with railway but times services to its schedule when able. In 2017 thus far, the shuttle has been running very minimally, as there are not sufficient train passengers to justify its operations.
 - Three 15-passenger mini buses
 - 6 seat golf cart to take people along Main Street – high percentage of train riders are senior citizens, typically less mobile.
 - Will take passengers anywhere requested.
 - Started the shuttle because you can see most of Main Street within a little over an hour.
 - Used to meet the train 5 days a week – primarily taking people to Barton Mines (Garnet Mine Tours) and Gore Mountain. A concierge on the train would sell tickets to the mines ahead of time on the train.
 - Closest taxi service appears to be about 20 miles away in Warrensburg.
 - Gore Mountain runs a shuttle on weekends.
 - Some businesses (e.g., whitewater rafting company) locate on Main Street and take people to the river.
 - Some lodging businesses will provide a shuttle if visitors call ahead.
- A long-standing community goal is to extend train rider stays for overnight/weekend. This is currently difficult because of transit options – outside of the shuttle, and the limited attractions on Main Street, it's hard to take advantage of attractions without a car.
- NYC connection was noted as very important, especially to bring millennials who don't have cars. Example: "Live More Adventures" – a local millennial venture that brings up groups from NYC without cars and takes them to different activities and events.

Additional information on North Creek attractions, lodging, food and beverage establishments, shopping and retail, and services can be found in Appendix A.

6.5 Riparius Station

The Riparius station, located on Riverside Station Road off Route 8, is a historic depot dating to 1913 designed in the Prairie School style and listed on the National Register of Historic Places (as the "Riverside Station"). Few primary attractions or tourism support facilities were found within close walking distance from the rail station. Chestertown, NY, roughly six miles away, is the closest town providing a Main Street and range of tourism support facilities (*Note that not all*

Chestertown facilities are listed. Many are outside the five-mile radius from the station). The Riparius station's five-mile radius study area overlaps with the North Creek and The Glen station study areas.

Additional information on Riparius attractions, lodging, food and beverage establishments, shopping and retail, and services can be found in Appendix A.

6.6 The Glen Station

The Glen station area, located on Route 28 north of the Hudson River bridge (currently without a platform or physical station), is anchored by the Glen Lodge and Market, which also hosts the Wild Waters Outdoor Center. The Lodge and the Wild Waters Outdoor Center offer lodging and rafting tours as a package. There is little else immediately near the station in the way of attractions or support facilities. Five miles away, Friend's Lake is home to a resort area with a smattering of cabin rentals, the Circle B Horseback Riding Ranch, the Fern Lodge, and the Friend's Lake Inn with private lake access, access to hiking and cross-country skiing trails, an acclaimed restaurant, and a range of package deals for lodging plus local adventures. The Glen station five-mile radius overlaps with that of the Riparius station to the north and the Glen-Hudson station to the south.

6.6.1 Opportunities:

- Bike train, bike rentals, bike trails
 - Local businesses mentioned that cyclists of all skill levels might find the area of interest.
 - Garnet Lake Road from Thurman Station to The Glen Station was described as a very rideable route that a cyclist might be able to complete in one hour.
- The Circle B Horseback Riding Ranch offers an arrangement with the Friend's Lake Inn, and expressed willingness to arrange transit from the station as part of a vacation package. For a day-trip stop – they would need minimum two-hour window to pick someone up from station, go on a trail ride, and drop them back off to catch the train.

Additional information on The Glen attractions, lodging, food and beverage establishments, shopping and retail, and services can be found in Appendix A.

6.7 Glen Hudson Campsite Station

The Glen-Hudson Campground, a stop along the railway, hosts approximately 250+ people annually, offering 100 campsites that are largely 'seasonal', where visitors rent a site for their RV or vehicle and stay the entire season from mid-May to October. Due to this seasonal nature, the railway is typically a "one time" attraction for people at the campsite and likely doesn't yield many riders for the railway per year as there is little turnover in guests at the campground. It would be highly unlikely for visitors to arrive by train as the campground doesn't offer tent sites; campers would arrive in their RVs or vehicles. The Glen-Hudson Campsite station five-mile radius study area overlaps with The Glen station to the north and Thurman station and Stony Creek station to the south.

Additional information on Glen Hudson attractions, lodging, food and beverage establishments, shopping and retail, and services can be found in Appendix A.

6.8 Thurman Station

The Thurman station, located on 799 Stony Creek Road, south of the Thurman Station Bridge on NY Route 418, sits near the confluence of the Hudson and Schroon Rivers. Thurman's town center is approximately a mile and a half uphill from the station. Few amenities, infrastructure or attractions are within walking distance of the station.

The Town of Warrensburg, the “Gateway to the Adirondacks,” is roughly four miles from the station. As the most populated year-round community in the Corridor, Warrensburg offers a range of tourism amenities including the largest historic district in the Adirondack region; gift shops and antique stores; fine dining; bed and breakfasts; summer camps and private campgrounds. Popular local attractions include Oscar’s Smokehouse, a retail store for specialty meat and cheese products that attracts roughly 100,000 visitors annually, and the well-visited Cronin’s Golf Resort. The area also boasts extensive access to recreational boating, hiking, cross-country skiing, and snowmobile trails through the Hickory Ski Center, Hackensack Mountain Park & Recreation Trail, the Warren County Nature & Cross Country Ski Trails, the Warrensburg Boat Launch, Pack Forest, and the Lake George Wild Forest/Hudson River Recreation Area.

The Thurman station five-mile radius study area overlaps with the Glen-Hudson Campground station to the north and the Stony Creek station area to the south. There appears to be at least one taxi service in the Warrensburg area, and in the past a trolley was available serving Lake George to Thurman Station.

6.8.1 Opportunities:

- Biking (scenic bike rides, rail bike, bike rental at the station, designated bike routes)
- Canoe/kayak launch is near the station so people could get off the train to adventure on the river
- Thurman Maple Days, during which the four largest maple producers in Warren County provide tours of their sugarhouses to visitors, draws over 8,000 visitors over the course of six days; however, the train is not typically running during these events.
- The station is 17 mi from Lake George Village. The North End Local (Thurman to North Creek) had potential for serving these communities, but publicity was not there to support the idea.
- In the past – had package with special train to the World’s Largest Garage Sale, which brings roughly 60,000 visitors over one weekend. The package included a shuttle to bring people from Thurman station – but there were not a lot of people riding.
- Glens Falls Transit ran a trolley 2 years ago including Thurman, Warrensburg, train station, stop in Lake George, but had few to no riders at all from the railway. Glens Falls transit is willing to try new things and so they might partner, but ridership has been an issue.
- Uber is newly available, though not fully up and running yet.
- Town/Thurman Station Association not in a position to pay for a shuttle.

Additional information on Thurman attractions, lodging, food and beverage establishments, shopping and retail, and services can be found in Appendix A.

6.9 Stony Creek Station

The Stony Creek Station at 465 Warrensburg Road is a station at the Stony Creek Ranch Resort. The Ranch is an all-inclusive resort with numerous activities, so while people might ride the train from Saratoga to the resort, they don’t tend to continue onwards to North Creek once ensconced at the resort. Similarly, while the resort would shuttle guests into local communities if desired, visitors typically stay on site for most activities. The Resort indicated it might benefit from an Amtrak connection to New York City, where most of their guests are based. The stop is almost five and a half miles from the actual town of Stony Creek and seven miles to Warrensburg. The Stony Creek station’s five-mile radius study area overlaps with Thurman station area to the north.

6.9.1 Opportunities:

- A connection to Amtrak would be beneficial, as most of the Stony Creek Ranch's guests are New York City based

Additional information on Stony Creek attractions, lodging, food and beverage establishments, shopping and retail, and services can be found in Appendix A.

6.10 Hadley-Luzerne Station

The train station in Hadley-Luzerne, located at 4209 Rockwell Street, is currently a stop on the railway; its 5-mile radius study area overlaps with the Corinth Station to the south. Hadley is in Saratoga County while Lake Luzerne is in Warren County. Particularly compared to other stops, the Hadley station is highly walkable to the hamlet's Main Street restaurants, shops, and attractions. The station is also within walking distance of a number of attractions, including the historic Bow Bridge, Rockwell Falls, and the Bridge of Hope with views to the confluence of the Hudson and Sacandaga Rivers. Lake Luzerne is within a ¼ mile walking distance, offering antique stores, four historic sites, restaurants, and art galleries. A recent 2017 railway promotion allowed passengers to ride the train from Saratoga to Hadley round trip at a reduced rate (\$20), including the option to join an afternoon hiking adventure or a guided Main Street tour of local museums, shops, and scenic views.

6.10.1 Opportunities:

- Model new special events on the recent railway promotion for "Tremendous Third Thursday": "Ride the train from Saratoga to Hadley round trip for \$20 and get introduced to the attractions and history of Hadley and Lake Luzerne."
 - Take-A-Hike Thursday: An afternoon adventure exploring nature and hiking to either Bear Slides or a more strenuous hike from Hadley Mountain to the restored Fire Tower.
 - Along Main Street Tour Thursday: A guided tour of local museums, shopping, art gallery, antique shops and a farmer's market and includes the historic Bow Bridge.
 - Tours provide transit from/to the railway
 - People have about an hour to wander the hamlet before the tour.
 - Tours occur regardless of whether the train is running so isn't solely reliant on it for visitors
- Piggyback on idea of Hadley Third Thursday Tours – railway could create packages with other communities for other days/week: e.g., Corinth for First Monday. If each community could fill a different time slot of the day/week, then a shuttle driver could shift communities (a shuttle share).
- Try again to coordinate with whitewater rafting, one of the most popular summer activities. Rafting is not typically taken advantage of by railway passengers, as it would be difficult to coordinate schedules. Businesses had hopes for a "Raft n Rail" package but coordination has been difficult to achieve.
- Disembark at Thurman Station and float from the bridge on Rte. 418 to Hadley.
- Coordinate with Maple in April (2,000 visitors/year). Saratoga to North Creek ran a \$10 RT for event, Hadley to Thurman.

- Use as a commuter train serving North Creek. Leave North Creek at 6 a.m. and provide a different price point for commuters. Taxis/buses at Saratoga station could get people to work.
- Serve specific events in communities to fill the need for a variation from the typical train ride to engage the communities, e.g., “two train events each.”

Additional information on Hadley-Luzerne attractions, lodging, food and beverage establishments, shopping and retail, and services can be found in Appendix A.

6.11 Corinth Station

The Corinth station is located at 9 Railroad Place in the Village of Corinth, a waterfront community proclaimed the “snowshoe capitol of the world.” The Corinth and Saratoga Springs stations are the only ones along the railway line located in Saratoga County. The east town line of Corinth borders Warren County and the five-mile study area for the station overlaps with that of the Hadley-Luzerne station. Corinth offers a series of public parks and waterfront walkways along the Hudson River.

Additional information on Corinth attractions, lodging, food and beverage establishments, shopping and retail, and services can be found in Appendix A.

6.12 Saratoga Springs Station

The Saratoga Springs station, located at 26 Station Lane, is the originating station for the Saratoga to North Creek Railway and lies approximately 1.5 miles from downtown Saratoga Springs. Downtown is located primarily along Broadway, with a strong clustering of numerous attractions and tourism support facilities. Saratoga Springs, known for thoroughbred racing at the Saratoga Race Course, offers an extensive range of activities, historic sites and architecture, entertainment and nightlife, spas and opportunities for outdoor recreation. The railway in Saratoga Springs also links in to Amtrak’s Ethan Allen Express line to New York City and Rutland, VT and the Adirondack line to New York City and Montreal, Canada. Various transit options are available from the rail station to attractions in Saratoga, including at least a dozen taxi companies, ride-hailing services like Lyft, a CDTA trolley, and free shuttle service associated with some local lodging.

Additional information on Saratoga Springs attractions, lodging, food and beverage establishments, shopping and retail, and services can be found in Appendix A.

6.13 Summary

The interviews with representatives of attractions in the corridor showed much interest in the SNCR or other future rail operator and how it could support local business but also some concern over the extent to which the current operator is committed to that effort. There is a need for more joint advertising and better coordination of schedules between the SNCR or other future rail operator and local recreational activities and shop and restaurant hours.

7 Existing Markets Potential

This chapter estimates the increase in the number of riders on the SNCR or other future rail operator and the number of visitors to the study corridor if the proposed improvements are made to the existing rail service. It covers ridership markets that are already using the service and may increase if service is improved. New markets, such as skiers and urban millennials, are covered by a separate chapter. The rail service improvements are those proposed in Chapter 4 and include improved connections to the Amtrak Ethan Allen allowing weekend trips to North Creek from New York City and other points to the south.

This chapter considers:

- Historical ridership statistics on the SNCR and case studies of a number of other tourist and recreational rail services around the United States and Canada.
- Travel and tourism market analysis and research related to the Study Corridor, Warren County and the Adirondacks.

7.1 Methodology

With respect to estimating the growth in existing ridership markets on the SNCR or other future rail operator and potential new visitors to Warren and Saratoga Counties that might result from the extension, we have taken a different approach from that of the 2003 *First Wilderness Market Study*, which included the previous ridership estimates for the railroad. Key aspects of our approach are:

- Structuring our approach around, and grounding it in, what is known about the existing ridership for the SNCR. Because of the significant changes in the operation in recent years, we have chosen to define a 'baseline' condition in which a daily round trip is operated between Saratoga Springs and North Creek in the summer and autumn foliage seasons, and in which seasonal 'Polar Express' and "Train to Christmas Town" specials are operated.
- Disaggregating the baseline ridership into markets to the extent that available data or analogies with other operations can support. This total baseline ridership is shown in Table 12, along with the day tripper and overnight visits to the trade area (consisting of Saratoga and Warren counties). These are estimates based on IBI's analysis of ridership and tourism statistics. Reported rides that we estimate to have been taken by residents of the study area are not considered to be visits.
- Focusing on markets that would be most likely to increase as a result of the improvements. We use many but not all of the markets used in the 2003 study.
- Pivoting on the estimated baseline markets in a way that can be logically associated with the attributes of the rail improvements. We also strove to isolate ridership increases that correspond to new visitors resulting from the rail improvements.

To the developed methodology for each market we considered which of the following three potential mechanisms for growth might apply:

- *Intrinsic or 'organic' growth due to improved attractiveness* of the destinations themselves. Because such improvements are not linked to the question of the rail improvements, we did not make any assumptions for growth from this source in any market other than "train aficionados."

Table 12 - Baseline Corridor Ridership

Ride Category	Baseline Annual Rides (total)	Non-Visitor Rides	Estimated Baseline Daytripper Visitor Rides	Estimated Baseline Overnighter Visitor Rides
Experiential	3,700	500	700	2,500
Touristic	700	0	0	700
Foliage	4,400	700	1,900	1,800
General Transportation	100	100	0	0
Train Aficionados	1,500	0	0	1,500
Special	25,600	13,100	7,900	4,600
TOTAL	36,000	14,400	10,500	11,100

- *Capture of trips being made to other areas because of increased accessibility (as distinct from changes to intrinsic attractiveness).* This will be a significant growth driver for the service improvements, and will likely be concentrated in the Capital Region and metropolitan New York City.
- *Mode shift of trips already being made to the area, for instance from driving to rail.* Such changes do not correspond to new visitors to the area.

Table 12 shows the market segments which IBI Group identified as being possible sources of new visitors, and therefore were estimated. For some of them, the distinction between day trips and overnight stays is important, particularly for greater New York City, from which the corridor is at the very fringe of the area for which a day trip may be feasible.

7.2 Markets Segments

The following sections address each existing rider market segment.

7.2.1 Train Aficionados

It is typical to find aficionados, also known as “railfans” or “railroad enthusiasts,” among the patrons of tourist railways. Not much accurate quantitative information has been compiled, however, on their number or the extent of their visits to tourist railroads. The estimate of one million enthusiasts nationwide obtained by the 2003 Markey Study is larger than a few others that have been offered (to a low of 175,000 offered by *Trains* magazine in 2001), but is not implausible given the very loose definitions that might be formed for an enthusiast.

We assumed 600,000 active railfans, and that each would make 0.5 ‘visits’ to a ‘tourist railway’ each year, resulting in 300,000 such visits nationwide. Our intention here was to exclude:

- Railfan visits to their ‘local’ museums or tourist railroads where they might have a membership or active involvement.
- Visits to smaller-scale museums which might offer a short demonstration ride, including electric traction (trolley) museums.
- Visits which might occur as part of vacation travel regardless of railfan status.

The share of such visits that the SNCR may be drawing cannot be estimated with any precision; a survey might be helpful in this regard. By our reckoning there are about 100 operations in the

US that might reasonably be considered to be 'tourist railroads' offering an analogous experience for railroad enthusiasts. Many of these are operated by steam traction, and some are narrow gauge or cog/rack railways that use a gear to interact with a special center rail to climb steep grades. Both of these are factors that increase railfans' interest. Many higher-profile operations run year-round. Dividing the 300,000 annual visits by an effective 200 *weighted* opportunities would correspond to 1,500 aficionado visits from outside the area. We suggest using this in lieu of the value of 2,000 offered by the 2003 Market Study for train aficionado visits to the area drawn by the existing operation.

With respect to the impact of improved connections to New York City, although private or rental car is the predominant railfan form of access to tourist railroads, the enthusiast market from greater New York without ready access to a car might be as high as 10% of the total enthusiast visits. We estimate that the extension would improve the attractiveness of the Corridor by about 20 percent to this market. These estimated additional 30 aficionado trips to the area would be shifted from other tourist railroads which might be made relatively less accessible from the standpoint of a New York area railfan without ready access to an auto. We therefore suggest that the extension could result in a net increase of about 150 annual train aficionado trips to the area.

7.2.2 Local General Transportation

There are no available data to suggest that the present train service provides a significant amount of local transportation for residents along the corridor, or between North Creek and the Capital Region or points south. Rail improvements that provide a convenient connection to Albany and New York City would likely increase this market, but since the total population along the corridor is low the number of riders is also expected to be low. Because by definition local trips are made by local residents, any increase that the extension might cause would not result in an increase in visitors to the area.

7.2.3 Experiential Trips

The primary motivation for the experiential market segment is to have the experience of train travel, either in a more classic or historic mode than everyday subway or commuter trains, or to offer younger family members what may be either their first experience of passenger train travel, or to meet an expressed interest in it.

The duration of the 'train ride' in this sense is an important consideration. General trends in the tourist railway market suggest that round trips of more than an hour become less attractive, and that the present round trip duration to and from North Creek is much longer than ideal for this purpose. Many 'experiential' travelers with children are looking for something that can be slotted into half a day of vacation time. A trend toward shorter round trips, with added action features such 'train robberies' or on-board activities, is apparent when looking at other tourist railroads around the country. Unusual operating factors such as steam traction or narrow gauge also can increase the appeal for this market.

The combination of round trip length and the distance from greater New York City suggests that the market for day trips is rather limited. We estimate that the improvements will have a very limited effect on experiential travel by overnight visitors to the area. This market is generally looking for a shorter ride than would be possible from New York City under any scenario.

7.2.4 Touristic Trips

The primary motivation for this market segment is to see and experience the attractions of the destination area. Most of the present market appears to be oriented to North Creek, the most significant destination on the route. This market is limited both by the single daily trip offered, and the current lack of intermediate destinations that have a strong tourist draw. Several other North American tourist railways share this limitation. Two examples that do *not* are relevant:

- The Cuyahoga Valley Scenic Railway in Ohio operates through a large US National Park, making intermediate stops at six locations between the outskirts of Akron and Cleveland. These stops offer opportunities for biking and other park-related activities. It operates year round, ranging between 2 and 3 round trips daily. Plans are underway to add a train and increase frequency.
- The Chemin de Fer de Charlevoix (Charlevoix Railroad) in Quebec operates three daily round trips in the summer, making intermediate stops at communities between Quebec and Baie St. Paul, each of which has enough tourist attractions to warrant a stopover.

The Cuyahoga Valley's plans for use of a second train provide a good example of the potential offered by multiple trips. As may be seen from Table 13, the Charlevoix operation has a pattern of three round trips operated from each terminal to and from the route's termini, with through travelers changing trains ('Escale') at the midpoint. This allows train crews to be based at each end of the 75-mile line.

In vacation areas with very high summer visitor traffic (1 million or more annual summer visitors), and closely-spaced stops that have significant density within walking distance, daily frequencies of six or more round trips can be found¹.

The notion of offering a higher-quality travel experience has been suggested as a way to increase tourist traffic, *i.e.* by offering gourmet meals or luxurious accommodations. Although it is beyond our scope to estimate any such effects, we note the following:

- The image of luxury train service is powerful. But commercial successes are typically 'rolling hotels' catering to a clientele that is willing to spend heavily on a unique experience involving at least one night on board. Services like the *Rocky Mountaineer* in North America or the *Venice-Simplon Orient Express* in Europe do not have a sufficient market to operate daily.

Table 13 - Timetable for the Chemin de Fer de Charlevoix (Charlevoix Railroad)

QUÉBEC (CHUTES- MONTMORENCY)	SAINT- ANNE-DE BEAUPRÉ	PETITE- RIVIÈRE- SAINT- FRANÇOIS	BAIE-SAINT-PAUL (! = Escale)		LES ÉBOULEMENTS	ST-IRÉNÉE	LA MALBAIE
				7 h 30	8 h 00	8 h 35	8 h 55
8 h 30	9 h 05	10 h 15	10 H 45	!	11 h 00	11 h 30	12 h 25
13 h 30	14 h 05	15 h 15	15 H 45	!	16 h 00	16 h 30	17 h 25
18 h 30	19 h 05	20 h 15	20 H 45				

LA MALBAIE	ST-IRÉNÉE	LES ÉBOULEMENTS	BAIE-SAINT-PAUL (! = Escale)		PETITE- RIVIÈRE- SAINT- FRANÇOIS	SAINT- ANNE-DE BEAUPRÉ	QUÉBEC (CHUTES- MONTMORENCY)
				6 h 00	6 h 30	7 h 35	8 h 10
9 h 15	9 h 35	10 h 10	10 H 40	!	11 h 00	11 h 30	12 h 35
13 h 30	13 h 50	14 h 25	14 H 55	!	16 h 00	16 h 30	17 h 35
18 h 00	18 h 20	18 h 55	19 H 25				

At least 35 'dinner train' operations in North America provide opportunities for fine dining while on a train, usually over the course of about two hours. Many tourist railways host these in the evenings after regular daytime trips have run. There is typically no 'destination'; trains operate

¹ Examples are Binz Lokalbahn on the German island of Rügen, and the Isle of Wight Steam Railway in the UK.

out to a convenient point, at speeds as low as 5 mph (in Newport, RI), and return to their starting point. Overall, we do not see the addition of high-quality service or luxury features, over and above the 'dinner trains' already offered, as offering the potential for a significant traffic increase.

7.2.5 Foliage Trips

Trains offering good views of autumnal foliage appear to have continuing appeal in much of the eastern US. We see the day tripper component of this market as benefiting most strongly from the extension, because it brings the service within reach of more people in the Capital Region and other points connected to it via the Interstate. Some of this growth would come at the expense of other tourist railroad operations in the northeastern US.

7.3 Summary

For the existing markets included in this analysis, the overall growth in visitors to the study area from the proposed service improvements (Alternative A) is estimated to be about five percent. See Table 14. The principal reasons for the estimated response being lower than might be expected are:

- The frequency of service to North Creek and the ability to make convenient stopovers at intermediate points are not changed;
- The time savings do not bring the round trip to/from North Creek within the ambit of a convenient day trip out of New York City; and
- Characteristics of the offering of interest to both rail enthusiasts and the experiential market do not change.

Table 14 - Summary of Estimated Ridership Increases by Market

Ride Category	Baseline Annual Rides	Non-Visitor Rides	Estimated Baseline Daytrip Visitor Rides	Estimated Baseline Overnight Visitor Rides	Estimated Additional Daytrip Visits from Extension	Estimated Additional Overnight Visits from Extension	Total Additional Visits
Experiential	3,700	500	700	2,500	125	15	140
Touristic	700	0	0	700	0	5	5
Foliage	4,400	700	1,900	1,800	330	10	340
General Transportation	100	100	0	0	0	0	0
Train Aficionados	1,500	0	0	1,500	25	125	150
Special Trains	25,600	13,100	7,900	4,600	0	0	0
Total Existing Market	36,000	14,400	10,500	11,100	480	155	635

8 New Markets Potential

This chapter looks at two potential markets that have not been served by the SNCR in the recent past. These markets are skiers at Gore Mountain and urban millennials from New York City, the Hudson Valley, and the Capital Region. These are transportation markets, not experiential markets, and would use the train as a convenient, sustainable, and practice mode of transportation. An analysis was performed to estimate the number of potential rail service riders and new visitors to the study corridor that these groups could represent. Unlike the existing markets, these potential new visitors cannot be estimated by using the existing number of riders on the SNCR as a base.

The analysis shows existing visitors to the Adirondacks, whether they originate from Albany or downstate, how many are using the rail service today, and what the potential for ridership is based on assumptions about how much of the market might be captured. The potential markets are 2.5% and 5% of the total number of tourists from Albany and downstate who visit the Adirondacks. It is assumed that in either case 25% of the ridership will be induced ridership, or people who chose to make this trip due to the convenience of the rail service and so are new visitors to the study corridor.

The market for skiers at Gore Mountain is based on an estimated 200,000 visitors per year at the ski resort. IBI Group estimates that about 75,000 come from the Capital District and about 60,000 visitors, mostly overnight visitors, come from New York City, the Hudson Valley, Long Island and New Jersey. All of these groups are potential users of the improved rail service. Looking at the peer review of other ski trains reviewed in our research, we see that a 5% market share of trips to and from the ski resort would be relatively high for a ski train operation in the United States. Given the potential market from New York City, where many people do not own cars and regularly travel by transit and train, there is some potential to capture a market of this size. To be conservative, a market of half that size, 2.5%, is also considered. Table 15 shows the result of both levels.

Another potential new market for riders to the corridor are urban millennials from the Capital Region, the Hudson Valley, and New York City. Millennials are much more likely not to own cars and use other forms of transportation, like rail, ride hailing services like Lyft, and bicycles, than previous generations. They present an opportunity to increase usage of the rail service and to attract more young people to the Adirondacks in general. For this reason they are estimated independently of other users.

The analysis of the potential for millennial ridership used the survey done by the Wild Center. Their survey work showed that about 45% of millennials in the Capital District, the Hudson Valley and New York City have visited the Adirondacks in the last three years. Using this as a base market, the analysis considered how many new riders would be attracted to the train and how many new visitors would travel to the Adirondacks if 2.5% to 5% of the market could be captured by the improved rail service. It was assumed that no millennials are using the train today. This analysis resulted in up to 5,760 new riders and 1,440 more visitors annually, as shown in table 15.

The ease of access by rail to North Creek might also cause some people who are more transit oriented to move the location of their primary visit to North Creek from Lake George.

These numbers refer to the potential market for ski and other improved service in the corridor and do not represent an actual travel demand estimate. They were used as inputs to the IMPLAN model (see Section 9.2) to gain insight into the overall economic impact of the improved services.

An additional new market was considered, overseas travelers visiting New York City who might be interested in visiting the Adirondacks, but existing data indicated that this market was very small. Very few international travelers currently visit the Adirondacks, except for Canadians, and

so there was little data to work from to arrive at a quantitative estimate. Improved rail service might have an effect on this market, however, and might indicate that interpreting the estimates in Table 15 toward the higher range is warranted.

Table 15 - Summary of Potential Annual New Markets for Rail Service

Market	Current Annual Market				Assuming 2.5% Market Share		Assuming 5% Market Share	
	Total Visits to Warren County	From Albany	From NYC Area	Use of Rail Service	New Train Riders	New Visits to Adirondacks at 25%	New Train Riders	New Visits to Adirondacks at 25%
Gore Mountain Skiers	200,000	75,000	60,000	0	3,375	844	6,750	1,688
Urban Millennials	115,200	5,400	109,800	0	2,880	720	5,760	1,440
Total New Market					6,255	1,564	12,510	3,128

8.1 Summary

This analysis indicates that the markets for skiers and millennials from the Capital District, the Hudson Valley, and the New York City are, while not overwhelming, are significant enough to justify additional experimentation with schedules, marketing campaigns, and other efforts directed at attracting them to the First Wilderness Corridor via the rail service improvements.

9 Per Capita Expenditure and Economic Impacts

9.1 Spending by Visitors to Warren County

The visitor demand projections were used to estimate spending in Warren County by the incremental visits to Warren County generated by the rail service. Visitor spending was estimated by using average spending and spending profiles for visitors to Warren County from “The Economic Impact of Tourism in New York” study for the 2016 calendar year produced by Tourism Economics. This report is conducted annually and measures tourism spending regionally and by county. Information from this survey shows that overnight visitors to Warren County spent an average of \$268/visit and day visitors to Warren County spent an average of \$68/visit. Using this information, visitor spending estimates were generated (Table 16).

Table 16: Visitor Spending in Warren County from Incremental Visits Resulting from Rail Service Improvements

	<u>Visitors</u>	<u>\$/Visit</u>	<u>Total Spending</u>
Current Service			
Day Trips	480	\$68	\$32,640
Overnight Trips	<u>155</u>	<u>\$268</u>	<u>\$41,540</u>
TOTAL	635	\$117	\$74,180
2.5% Share of Gore Mt Skiers and Urban Millenials			
Day Trips	1,182	\$68	\$80,376
Overnight Trips	<u>382</u>	<u>\$268</u>	<u>\$102,376</u>
TOTAL	1,564	\$117	\$182,752
5% Share of Gore Mt Skiers and Urban Millenials			
Day Trips	2,365	\$68	\$160,820
Overnight Trips	<u>763</u>	<u>\$268</u>	<u>\$204,484</u>
TOTAL	3,128	\$117	\$365,304

Using spending profiles of Warren County visitors from the Tourism Economics study, a breakout of the industries impacted by this visitor spending can be generated (Table 17).

Table 17: Breakout of Visitor Spending by Industry for Incremental Visits Resulting from Rail Service

Industry	% of Visitor Spending	-----Spending (\$)-----		
		Current Service	2.5% Share	5% Share
Lodging	40.9%	\$30,358	\$74,792	\$149,501
Recreation	2.5%	\$1,822	\$4,488	\$8,972
Food & Beverage	23.8%	\$17,662	\$43,512	\$86,976
Retail & Service Station	18.1%	\$13,405	\$33,026	\$66,016
Transport	2.8%	\$2,072	\$5,105	\$10,204
Second Home	<u>11.9%</u>	<u>\$8,861</u>	<u>\$21,829</u>	<u>\$43,635</u>
TOTAL	100.0%	\$74,180	\$182,752	\$365,304

9.2 Economic Impact of Visitor Spending

The estimates developed for visitor spending generated by rail service to Warren County can be used to estimate the economic impact of rail service on the local economy of Warren County.

Economic impact analyses were conducted using IMPLAN, a software package and database for estimating local economic impacts, which is one of the most widely used and accepted methodologies available. The IMPLAN database comes from data collected by the US Department of Commerce, the US Bureau of Labor Statistics and other federal and state government agencies. Data is also collected for various industrial sectors and is available for each county in the United States. Relying on information from public sources provides for use of credible information and avoids the cost of conducting primary research to collect information.

The IMPLAN software package allows for the estimation of the impacts of economic activity generated by different industries within a specified county. These economic impacts include the number of jobs supported and the value added to the local economy as a result of the economic activity generated by the industry. Value added is the most commonly used measure of the contribution of an industry to a region and represents the sum total of increased value to goods and services that is generated by the local activities being evaluated.

The IMPLAN models are also designed to take into account the multiplier effects of economic activity when calculating the value added income and employment impact of industries on the region. These multipliers take into account the following effects of economic activity:

- **Direct Effects:** These reflect the initial impacts of local spending by the industry in question. This economic activity is calculated to only include impacts on the local economy. The impact of spending on an item purchased includes only the portion of the amount paid that went to local businesses. It does not include the portion of the selling price that went to vendors located outside of the region. For example, for the purchase of a gallon of gasoline, the direct effect includes the amount paid per gallon of gas, less the amount that the gas station pays its supplier for that gallon of gasoline.
- **Secondary or “Multiplier” Effects:** Secondary effects represent the local economic activity that results from the re-circulation of money spent as a result of the industry in question. This includes the indirect effects of spending which goes to local entities that supply the local industry. It also includes the induced effect of spending by employees that are paid to provide services to the industry in question.

The total effects pertaining to the industry, therefore, include the direct effects that accrue primarily to the industry, the indirect effects that accrue to the suppliers of these businesses, and the induced effects that result from household income produced by employees hired because of these businesses. Total effects also include the jobs supported by the industry, including jobs supported by both direct and secondary effects. In addition, the IMPLAN model also calculates the state and local tax revenue generated by this economic activity. Data from 2016, the most recent year available, was used for the analyses that were conducted.

With estimates of the amount of spending by visitors in various industrial categories, IMPLAN was used to generate estimates of the economic impact of current rail service on Warren County, and the potential impact from increased ridership that would result from capturing a 2.5% share of Gore Mountain skiers and millennial visitors to Warren County, and the increased ridership from capturing a 5% share of Gore Mountain skiers and millennial visitors to Warren County. In both cases 25% of the riders are assumed to be induced riders, or new visitors to the corridor based on the existence of the improved rail service. The results of these analyses (value added \$ impact, state & local taxes generated, and jobs supported) are shown in Table 18.

Table 18: Impact of Spending by Incremental Visitors to Warren County Generated by Rail Service

Scenario	Incremental Visitors	Visitor Spending	\$ Impact (Value Added)	State & Local Taxes	Jobs Supported
Current Ridership	635	\$74,180	\$56,336	\$12,726	1.1
With 2.5% Share Added	2199	\$256,932	\$195,127	\$44,079	3.7
With 5% Share Added	3763	\$439,484	\$333,766	\$75,399	6.3

9.3 Summary

New visitors to the First Wilderness Corridor, based on the previous analysis of additional visitors attracted by the improved rail service, are expected to spend between \$256,000 and \$439,000 annually. This amount is attributable to the establishment of a new connection at Saratoga Springs Friday through Sunday and does not include the significant amount of visitor spending that the existing ridership on the SNCR adds to the local economy.

10 Summary and Recommendations

Based on the analysis of potential markets for improved rail service, the research into existing activities in the study corridor, discussions with local stakeholders, and an analysis of the operation, a number of recommendations can be made that will improve the likelihood of successful rail service in the corridor. The analysis revealed four primary impediments to increased ridership: no connections toward New York City, relatively few activities within walking distance of stations, the need to tie the railroad more closely with activities, and a lack of local transportation to get people to their final destination. All of these problems can be overcome. The following recommendations address these issues.

10.1 Improve connections

The lack of connections to and from Amtrak trains to the Capital Region, Hudson Valley and New York City form a barrier to using the SNCR as a practical transportation service that makes it easy for new visitors to travel to the Adirondacks. This study recommends the introduction of a new SNCR or other future rail operator connecting train to Amtrak's northbound Ethan Allen Express on Friday and southbound Ethan Allen Express on Sunday. The new train would be timed to meet the Ethan Allen Express as closely as possible while still maintaining a reliable schedule. In addition to coordinated schedules, the improved service should include through ticketing so that passengers can access information and purchase tickets through to North Creek on Amtrak's website. Joint marketing with Amtrak, Warren County, and New York State are important to building awareness of the service.

Unlike railfans and other riders who are specifically interested in the experience of riding the train, millennials and skiers are looking for efficient transportation, sustainability, and an authentic experience rooted in the local culture. This should be taken into consideration in planning the service, which should focus more on the authenticity of the Adirondack experience on the train and not on the train ride itself. Millennials in particular focus on electronic media when researching vacation destinations and looking for information so a significant on-line presence should be established to advertise the new service in cooperation with Amtrak.

The Ethan Allen Express, which is sponsored by the State of Vermont, has been successful at connecting Vermont locations to New York City. The weekend schedule is timed to provide convenient transportation from New York City on Friday afternoon to Vermont, returning on Sunday evening. A similar schedule should work for the SNCR or other future rail operator. Joint promotion should be pursued with Vermont to expand the ski market from New York City for both states.

Recreation is an important reason for people to visit the study corridor and making it convenient to carry their sporting equipment along for the journey would encourage them to use the train. Amtrak currently accepts skis on all trains as long as they are enclosed in a cover or case. Carrying them on the Ethan Allen Express would fall under this policy. The SNCR or other future rail operator could also allow skis to be brought aboard with the same requirements or they could add a baggage car to their trains. The SNCR has reported that they have baggage cars available although riders may find it more convenient to store their skis on the car where they are riding as with the Denver Ski Train (see figure 4).



Figure 4 Passenger unload skis and boards from Amtrak's Denver Ski Train at Winter Park, Colorado. (Credit: The Denver Post)

Similarly, bicycles are another item that passengers may want to bring with them while traveling in the corridor, both for recreation and local transportation around North Creek. Amtrak currently carries bicycles on trains with checked baggage and on a number of other corridors where racks are available on board allowing passengers to bring their bikes on board themselves. While the Ethan Allen Express does not currently carry bicycles, the other Vermont state supported train, the Vermonter, does carry them using a separate baggage car. The Ethan Allen Express could be equipped to carry bicycles either by adding a baggage car to the consist or by adding on board bicycles racks to the café car as is done on many other corridors in the United States including all Amtrak California routes (see Figure 5) and the Cascades in Washington and Oregon.



Figure 5: Bike rack on board Amtrak San Joaquin train in California. (<http://route66-2010.drycyclist.com/route-66/5903-amtrak-bike-rack.jpg.html>)

Since some people might prefer not to bring their own recreational equipment, which can be bulky and difficult to carry, another service that should be considered is a travel package that includes rentals of skis, bicycles, or water sporting gear along with their train tickets. There are a number of outfitters in the corridor, including Gore Mountain, which might be interested in this arrangement.

10.2 Improve tourism and activities near stations

While local efforts have been made to expand tourist related activities in the study corridor, the number of things available within walking distance of stations has not reached the level necessary to attract significant ridership. Expansion of ridership and visitation among new groups like skiers and millennials in the Study Corridor requires both improvements to the diversity of activities and attractions in North Creek and other station areas and improvements to train services. This is necessary to allow people to fill an enjoyable weekend after having arrived in North Creek from New York City on the train.

In the winter, expanding the non-ski activities available, whether at Gore Mountain itself or in North Creek, creating a total resort environment, would greatly increase the practicality of taking the train to the resort for the weekend. If a variety of off slope evening activities were walkable or easily reached by shuttle it would be convenient to leave the car at home and take the train.

It is recommended that a corridor committee be established by the County made up of business owners, property owners, local and county planners and tourism officials and others with an interest in tourism to promote, encourage, and facilitate the location of businesses and other activities within close proximity to train stations along the line.

10.3 Tie train to activities

Integrating train service with recreation would link the outdoor experience of the Adirondacks with local culture and with the rail service. Activities such as hiking, bicycling, and kayaking could be arranged as one way trips with visitors returning to their starting point, whether in Saratoga Springs or North Creek, by train. This would both expand the market for a unique type of recreation and provide additional ridership for the rail service. Additional train frequencies, perhaps a revival of the North End Local would be required to make this concept a success. Partnerships could be developed with recreational companies to create bike, hike or paddle one-way and ride the train the other way tours. Trips from locations where visitors are staying to places with more activities, food establishments, and recreation could also be included in this approach. For instance people staying in North Creek could travel to Thurman for lunch if convenient train departures were offered. Alternatively, partnerships with local food business, such as microbreweries and restaurants, could be created that provide a variety of food offerings on board the trains. These trains would provide shorter trips than is possible with the current schedule, something that has been successful at other tourist railroads around the United States.

It is recommended that SNCR or other future rail operator and the County increase their efforts to reach out to businesses that could make direct use of the rail service in their activities like bike tours, hiking outfitters, kayak and canoe rentals, and local food businesses that could feature their products on the train or at stations. The outreach completed during the study indicated a willingness in the corridor business community to work with the railroad to develop this type of partnership.

10.4 Local transportation

The rail service needs to work in concert with a web of local services to connect people to the places they want to go. This is critical because there are relatively few activities within easy walking distance to SNCR or other future rail operator stations. In addition, major tourist destinations like Lake George should be linked to North Creek and the rail station in order to expand the convenience and practicality of using the train to access Warren County.

Dedicated shuttle bus links to the follow locations should be considered in concert with improved train service:

- Lake George
- Warrensburg
- Gore Mountain

Encouraging Uber and Lyft to serve the study corridor would provide additional benefits, especially at night to dinner and night spots and to locations that are off the beaten track. The complete non-auto visit to the corridor has to be considered so that people don't feel trapped in North Creek for longer than they are comfortable given the range of activities they have available.

The railroad itself could be used to provide local transportation if the North End Local was returned to service, providing more trips on the North Creek to Thurman section of the line. While not directly related to this study of improved connections to the south, providing local service tied in with bicycling, kayaking and canoeing and hiking would expand the market for recreation in the corridor and encourage more people to vacation there.

Appendix A

The follow tables list all of the attractions, lodging, restaurants, retail, and other activities within five miles of the stations on the SNCR or other future rail operator.

NORTH CREEK STATION PRIMARY ATTRACTIONS	
Attraction/Agency	Description & Estimated Visitor Counts (if available)
Barkeater Chocolates	<ul style="list-style-type: none"> Retail factory store offering handmade gourmet chocolate confections 3,000 visitors annually
Garnet Mine Historic Tours	<ul style="list-style-type: none"> One of the world’s largest garnet mines 14,000 visitors annually Roughly 7 tours/day, with tour count varying from 3 people to 90 people
Rafting Companies: Adirondack Adventures, North Creek Rafting Company, Square Eddy Expeditions, Whitewater Challengers	<ul style="list-style-type: none"> 28,000 people whitewater rafting last year (Gore Mountain Chamber of Commerce) North Creek Rafting Company: Est. 2300 annually (April to October), with 65% rafting in July and August.
Gore Mountain	<ul style="list-style-type: none"> Est. 250,000 visitors annually, including Ski Bowl/Little Gore and the Scenic Northwoods Gondola
Hudson River Trading Company	<ul style="list-style-type: none"> Adirondack Store on Main Street with over 6,000 sq. ft. of clothing, gifts, home furnishings
North Creek Depot Museum	<ul style="list-style-type: none"> A restored 1871 train depot located where passengers disembark from the Saratoga to North Creek Railway. 4,000 visitors annually (seasonal – summer/fall)
North Creek Ski Bowl/Town Park	<ul style="list-style-type: none"> Known as “Little Gore,” site of original ski area in the 1930s, and acts as town park with a range of recreational facilities Visitor counts included with Gore Mountain
Renegade Rail Riders	<ul style="list-style-type: none"> Rail bikes running on track to north of North Creek 160 visitors/day (7 days/week, 4 tours a day) Booked full for year already.
Scenic Northwoods Gondola	<ul style="list-style-type: none"> Scenic sky rides with views to the High Peaks and Southern Adirondacks 300 train riders (est.) rode gondola in 2016 (most likely use by train riders in summer/fall) Overall visitor counts included with Gore Mountain
Streamside Fly-Shop Outfitters	<ul style="list-style-type: none"> A full array of fly-fishing float trips tailored for the individual or group.
Tannery Pond Community Center Widlund Gallery	<ul style="list-style-type: none"> North Creek community center hosts the Gore Mountain Chamber of Commerce, the Our Town Theater Group and brings performances and the art shows to the region.

NORTH CREEK STATION SUPPORT FACILITIES

Lodging

- 210 MAIN – 210 Main Street
- 9 POWDER RUN – 9 Powder Run, North Creek, NY 12853
- ADIRONDACK RIVER BEDS – 4479 State Rt. 28, North River, NY 12856
- ADK ORDWAY POND – 87 Ordway Pond Road, North Creek, NY 12853
- ALPINE LODGE – 264 Main Street, North Creek, NY 12853
- BLACK MOUNTAIN LODGE & RESTAURANT – 2999 New York Rte. 8, North Creek NY, 12853
- CEDARWOOD B&B – 140 School House Rd, North River, NY 12856
- COPPERFIELD INN RESORT – 307 Main Street, North Creek, NY 12853
- CREEKSIDE CABINS – 722 Peaceful Valley Rd, North Creek, NY 12853
- DR. LEE HOUSE – 290 Main St, North Creek, NY 12853
- GARNET HILL LODGE – 39 Garnet Hill Road, North River, NY 12856
- GOOSE POND INN B&B – 196 Main Street, North Creek, NY 12853
- GORE MOUNTAIN CABIN
- GORE MOUNTAIN HOUSE
- HEADS IN BEDS – 191 Main St, North Creek, NY 12853
- HUDSON HOUSE – 3971 State Route 28 North Creek, NY 12853
- ROARING BROOK GUESTHOUSE – 847 Peaceful Valley Rd, North Creek, NY 12853
- THE INN ON GORE MOUNTAIN – 711 Peaceful Valley Rd.
- THE LODGE AT GORE MOUNTAIN – 881 Peaceful Valley Rd., North Creek, NY 12853
- THE SUMMIT AT GORE – 33 Freebern Rd., North Creek, NY 12853
- VILLAGE VICTORIAN

Food & Beverage

- BARVINO – 273 Main Street, North Creek, NY 12853
- BASIL & WICK'S – 3195 NY-28, North Creek, NY 12853
- CAFÉ SARAH – 260 Main Street, North Creek, NY 12853
- CHRISSEY'S CAFÉ – 296 Main Street, North Creek, NY 12853
- IZZY'S MARKET & DELI – 282 Main Street, North Creek, NY 12853
- MARSHA'S FAMILY RESTAURANT – 268 Main Street, North Creek, NY 12853
- PETE'S AAH – 265 Main Street, North Creek, NY 12853
- THE BARKING SPIDER – 304 Main St, North Creek, NY 12853
- THE BLACK MOUNTAIN LODGE & RESTAURANT – 2999 New York Rt.8, North Creek, NY 12853
- TRAPPERS TAVERN - 307 Main Street, North Creek, NY 12853

Shopping/Retail

- BARKEATER CHOCOLATES – 3235 NY-28, North Creek, NY 12853
- BASKET CREATIONS (Décor and Gifts) – 300 Main Street, North Creek, NY 12853
- BEAVER BROOK OUTFITTERS – (Sporting Goods and Ski Rentals) 2349 NY-28, Wevertown, NY 12886 [*On SNCR they offer delivery of skis to train station*]
- BRALEY & NOXON HARDWARE STORE – 256 Main Street, North Creek, NY 12853
- CAMP GARUDA ANTIQUES – 276 Main Street, North Creek, NY 12853
- CUNNINGHAM'S SKI BARN (Sporting Goods Sales and Rental) – 1 Main Street North Creek, NY 12853
- HUDSON RIVER TRADING COMPANY (Décor and Gifts) – 292 Main Street, North Creek, NY 12853
- KIM'S CLOSET (Consignment Shop) – 282 Main Street, North Creek, NY 12853

<ul style="list-style-type: none"> • MARJOLAINE’S TOUCH (Gift Store – Unique Felt Garments) —260 Main Street, North Creek, NY • MOOSE MUD FUDGE & SWEET SHOP – 276 Main St, North Creek, NY 12853 • POIEMA & THE VAULT (Gift Store) – 274 Main Street, North Creek, NY 12853 • SEVEN SISTERS ATRISAN GIFTS – 238 Main St, North Creek, NY 12853 • THE FOOTHILLS OF THE ADIRONDACKS (Décor and Gifts)
Services Near Station
<ul style="list-style-type: none"> • OASIS MASSAGE SPA – 260 Main St, North Creek, NY 12853 • TRIMMER’S SALON – 300 Main Street, North Creek, NY 12853

RIPARIUS STATION PRIMARY ATTRACTIONS	
Attraction/Agency	Description & Estimated Visitor Counts (if available)
C&C Snowmobile Tours	<ul style="list-style-type: none"> • Snowmobile tours through the woods and on Loon Lake
Dunkley Falls	<ul style="list-style-type: none"> • Short hike to waterfalls with picnic facilities are on the premises and the nearby Black Hole swimming area
Inverted Wakeboard and Waterski School	<ul style="list-style-type: none"> • Loon Lake Marina is world headquarters for one of the top watersport instruction schools in the Northeast
Loon Lake Marina	<ul style="list-style-type: none"> • Boat launch facility for all motor boats, canoes, rowboats, and paddleboats; provides rentals, repairs, and boat sales
Riverside Train Station	<ul style="list-style-type: none"> • Historic railroad station built in 1913 in the Prairie School style; on the National Register of Historic Places
Suspension Bridge	<ul style="list-style-type: none"> • Suspension bridge over Hudson River (State Route 8); canoe access point and take out point for annual White Water Derby starting in North Creek

RIPARIUS STATION SUPPORT FACILITIES
Lodging
<ul style="list-style-type: none"> • ALP HORN MOTEL – 5064 NY-8, Chestertown, NY 12817 • BIRCHWOOD COTTAGES ON LOON LAKE – 7157 U.S. 9, Chestertown, NY 12817 • CONWAY’S LAKE MANOR – 5381 NY-8, Chestertown, NY 12817 • DILLON HILL INN – 58 Dillon Hill Rd, Wevertown, NY • PINE TREE MOTEL – 5537 NY-8, Chestertown, NY 12817 • THE LAKESIDE AT LOON LAKE – 5420 NY-8, Chestertown, NY 12817 • THE STONE LODGE – 99 Blythewood Island Rd, Chestertown, NY 12817 • TWIN PINES LODGE – 28 Sequettes Rd, Chestertown, NY 12817
Food & Beverage
<ul style="list-style-type: none"> • FULL BELLY DELI & MARKET – 2378 NY-28, Wevertown, NY 12886 • OP FREDERICKS RESTAURANT & TAVERN – 5064 NY-8, Chestertown, NY 12817 • SILVER STAR RESTAURANT & TAVERN – 5810 NY-8, Chestertown, NY 12817 • THE PLACE ITALIAN – 5156 NY-8, Chestertown, NY 12817
Shopping/Retail
<ul style="list-style-type: none"> • RUSTIC CHARM POTTERY – 1425 Friends Lake Rd, Chestertown, NY 12817

THE GLEN STATION PRIMARY ATTRACTIONS	
Attraction/Agency	Description & Estimated Visitor Counts (if available)
Circle B Horseback Riding Ranch	<ul style="list-style-type: none"> Over 500 acres of trails, forests, and wide fields with spectacular mountain views; Guided trail rides for all levels of riding ability. Indoor riding arena, riding lessons and boarding and winter sleigh and wagon rides Est. 4,500 visitors annually (weather-dependent)
Daggett Lake Campsite and Waterski School	<ul style="list-style-type: none"> Seasonal campsites and professional waterski and wakeboarding instruction on a private lake Few to no guests arrive via the railway
Dippikill Wilderness Retreat	<ul style="list-style-type: none"> Private 850-acre wilderness retreat facility owned by the Student Association of the University at Albany; cabins and campsites open to reservations from University at Albany undergraduates and university affiliates
Friend's Lake	<ul style="list-style-type: none"> Resort area north of Central Adirondack Trail/Route NYS 28, with cabin rental outfits, the Circle B Horseback Riding Ranch and an upscale resort and restaurant
Pack Demonstration Forest	<ul style="list-style-type: none"> Pack Forest is a DEC camp conducting a high school-level program in environmental studies
Wild Waters Outdoor Center	<ul style="list-style-type: none"> Raft Trip Outfitter for class III-IV Hudson River Gorge or the fun class II-III Sacandaga River; Offers rafting package in tandem with the Glen Lodge and Market Est. 6,000 rafters annually It is not typical for train passengers to stay as guests at the Lodge or take advantage of rafting excursions

THE GLEN STATION SUPPORT FACILITIES
Lodging
<ul style="list-style-type: none"> ALYNN'S BUTTERFLY INN – 69 NY-28, Warrensburg, NY 12885 FRIENDS LAKE INN – 963 Friends Lake Rd, Chestertown, NY 12817 THE BRAMPTON – 1525 River Rd, Warrensburg, NY 12885 THE FERN LODGE – 46 Fiddlehead Bay Rd, Chestertown, NY 12817 THE GLEN LODGE & MARKET (B&B) – 1123 State Route 28, Warrensburg, NY 12885
Food & Beverage
<ul style="list-style-type: none"> N/A
Shopping/Retail
<ul style="list-style-type: none"> CRAIG WRIGHT ENT. ADIRONDACK CHAINSAW CARVINGS – 135 State Route 28, Warrensburg, NY 12885

GLEN-HUDSON CAMPGROUND PRIMARY ATTRACTIONS*	
Attraction/Agency	Description & Estimated Visitor Counts (if available)
Glen-Hudson Campground (564 River Rd, Warrensburg, NY 12885)	<ul style="list-style-type: none"> • Campsite is a direct former stop on the railway and offers full hookups, camp store, seasonal sites, canoeing, tubing, boat rentals, fishing, and is pet friendly. • 250+ people annually (100 seasonal sites – people typically stay for the whole season)

*[See Thurman Station near Warrensburg for other local attractions within a 5-mile radius, as this is the more likely point for rail passengers to disembark unless staying at the campground.]

THURMAN STATION PRIMARY ATTRACTIONS	
Attraction/Agency	Description & Estimated Visitor Counts (if available)
Cronin's Golf Resort	<ul style="list-style-type: none"> • Golf course resort with Adirondack styles cottages and cross country ski trails [7.5 miles away]
Hickory Ski Center	<ul style="list-style-type: none"> • Ski resort
Hackensack Mountain Park	<ul style="list-style-type: none"> • Miles of hiking, biking, cross country skiing, bird watching with views of the Hamlet of Warrensburg, Schroon and Hudson Rivers, "The Three Sisters," Hadley Mountain, Crane Mountain, Kellum Mountain, Eastern High Peaks and Lake George
Hudson River Recreation Area	<ul style="list-style-type: none"> • Nature trails and cross country ski trails forest preserve
Morry Stein Park and Beach at Echo Lake	<ul style="list-style-type: none"> • Local beach with swimming, picnicking, pavilion and playground.
Nettle Meadow Farm	<ul style="list-style-type: none"> • Farm produces international award-winning gourmet cheeses; retail shop with a free farm tour and tasting every Saturday • 100-150 per week (summer) • 20 per week (winter) • 50 per week (spring/fall)
Oscar's Smokehouse	<ul style="list-style-type: none"> • Retail store for specialty meat and cheese products • 100,000 visitors annually
Smoke Eaters Jamboree	<ul style="list-style-type: none"> • 3,000 visitors annually
Thurman Maple Days	<ul style="list-style-type: none"> • Thurman maple producers—the four largest in Warren County — open their sugarhouses to show how this age-old art is practiced with the help of technological advancements. Each weekend offers open barns at Adirondack Gold, Valley Road, Hidden Hollow and Toad Hill maple farms, all offering free tours of sugar bushes and sugarhouses, with demonstrations and talks about tapping, evaporating, filtering and candy-making. • 8,000 visitors over 6 days
Thurman Townwide Sale	<ul style="list-style-type: none"> • 500 visitors over 3 days (loose count at primary site)
Thurman Concerts	<ul style="list-style-type: none"> • 680 visitors over 8 evenings

Thurman Fall Farm Tour	<ul style="list-style-type: none"> • Visitors self-guide to seven sites for free open houses at farms and sugarhouses • 600 +/- visitors over one day
Thurman Connection Snowmobile Club	<ul style="list-style-type: none"> • Snowmobile club based on Thurman trails that explore the missing link between the Prospect Mountain trails and Speculator.
Tour de Daggett Lake	<ul style="list-style-type: none"> • A 65-mile ride to benefit Rosie's Love, a charity providing pediatric cancer victims and their families special time together • 40 visitors
Warrensburg Bike Rally	<ul style="list-style-type: none"> • In its 17th year, the summertime, ten-day Warrensburg Bike Rally is held at the Warren County Fairgrounds
Warren County Fish Hatchery	<ul style="list-style-type: none"> • 38 acres along the Hudson River with a visitor's center, staff tours of the hatchery, rearing ponds, and a display pond; offers picnic areas and canoe access sites
Warren County Nordic Ski Trail System at Echo Lake	<ul style="list-style-type: none"> • Adjacent to Hudson River with pleasant overlook, unusual rock formations at river's edge, Nordic trails, and public launch
Warrensburg Farmers Market	<ul style="list-style-type: none"> • The Warrensburg Riverfront Farmers' Market is a "producer only" market, limiting sales to locally grown, raised and prepared products including produce, plants, cut flowers, dairy, poultry, meats, maple syrup, honey, wine, preserves, baked goods and refreshments.
Warrensburg Historical Society & Museum of Local History	<ul style="list-style-type: none"> • Warrensburg's story from glacial to global, told with historic artifacts and photos.
World's Largest Garage Sale	<ul style="list-style-type: none"> • 60,000 visitors annually (over one weekend)

THURMAN STATION SUPPORT FACILITIES

Lodging

- CORNERSTONE VICTORIAN B&B – 3921 Main Street, Warrensburg, NY 12885
- MERILL MAGEE INN – 3 Hudson Street, Warrensburg, NY 12885
- SEASONS BED & BREAKFAST – 3822 Main Street, Warrensburg, NY 12885
- STONY CREEK RANCH RESORT (STATION STOP) - 465 Warrensburg Rd, Stony Creek, NY 12878
- THE CREEK BED GUESTHOUSE – 243 Warrensburg Road, Stony Creek, NY 12878
- THE LODGE ON ECHO LAKE – 175 Hudson St, Warrensburg, NY 12885

Food & Beverage

- BILLS RESTAURANT – 3915 Main Street, Warrensburg, NY 12885
- GEORGE HENRY'S – 3745 Main Street, Warrensburg, NY 12885
- GRIST MILL – 100 River St, Warrensburg, NY 12885
- JACOBS & TONEY DELI & MEAT STORE OF THE NORTH – 3872 Main Street, Warrensburg, NY 12885
- LIZZIE KEAYS RESTAURANT – 89 River St, Warrensburg, NY 12885
- LUCK-E-STAR CAFÉ – 3982 Main Street, Warrensburg, NY 12885
- MARCO POLO'S PIZZA & PASTA – 3875 Main St, Warrensburg, NY 12885
- MCDONALDS – 3632 Main St, Warrensburg, NY 12885
- NEW WAY LUNCH OF WARRENSBURG – 3748 Main Street, Warrensburg, NY 12885
- P2 PIZZA – 3745 Main Street, Warrensburg, NY 12885

<ul style="list-style-type: none"> • SUBWAY – Main St & Emerson Ave, Warrensburg, NY 12885 • THE PIZZA SHOP – 3897 Main Street, Warrensburg, New York 12885 • WILLOWS BISTRO – 3749 Main St, Warrensburg, NY 12885
Shopping/Retail
<ul style="list-style-type: none"> • ADIRONDACK AMBIANCE (Art Gallery) – 792 State Route 418, Warrensburg, NY • BURLAP & BEAMS (Wedding venue) – 242 Cameron Rd, Athol, NY 12810 • DEADWOOD MOUNTAIN TRADING COMPANY – 3873 Main Street, Warrensburg, New York 12885 • J GALLUP FARM (Farm Stand/Gifts) – 3952 Main Street, Warrensburg, NY 12885 • MAPLE TREE BOOKS – 3812 Main Street, Warrensburg, NY 12885 • MILLER ANTIQUES & MORE – 3729 Main Street, Warrensburg, NY 12885 • NEMEC'S SPORTS SHOP – 4036 Main St, Warrensburg, NY 12885 • OSCAR'S SMOKEHOUSE (Specialty Meats/Cheeses) – 22 Raymond Lane, Warrensburg, NY 12885 • RAVEN & RING ANTIQUE STORE – 3885 Main St, Warrensburg, NY 12885 • REBECCA'S FLORIST & COUNTRY STORE – 3984 Main Street, Warrensburg, NY 12885 • RIVERSIDE GALLERY (Décor & Gifts) – 2 Elm Street, Warrensburg, NY 12885

STONY CREEK STATION PRIMARY ATTRACTIONS*	
Attraction/Agency	Description & Estimated Visitor Counts (if available)
Dean Homestead Museum & Francis Dean Farm Heritage Trails	<ul style="list-style-type: none"> • 1.3-mile wheelchair-accessible trail at the Dean Homestead Museum.
Stony Creek District 4 Schoolhouse Museum	<ul style="list-style-type: none"> • History of school life and industry in historic home in Stony Creek
Stony Creek Ranch Resort	<ul style="list-style-type: none"> • Rustic, all-inclusive ranch-style resort set on a river offering horseback riding, dining & pools • Secondary trails tie the ranch into primary Warren County snowmobile trails
Wilcox Lake Wild Forest	<ul style="list-style-type: none"> • Hiking and snowmobiling trails; deer and bear hunting

**[See Thurman Station near Warrensburg for other local attractions within a 5-mile radius, as this is the more likely point for rail passengers to disembark unless staying at the Stony Creek Ranch.]*

STONY CREEK STATION SUPPORT FACILITIES **
Lodging
<ul style="list-style-type: none"> • STONY CREEK RANCH RESORT (STATION STOP) - 465 Warrensburg Rd, Stony Creek, NY 12878 • STONY CREEK FAMILY CAMPGROUND – 18 Grist Mill Rd, Stony Creek, NY 12878 • THE CREEK BED GUESTHOUSE – 243 Warrensburg Road, Stony Creek, NY 12878
Food & Beverage
<ul style="list-style-type: none"> • STONY CREEK INN & RESTAURANT – 18 Grist Mill Rd, Stony Creek, NY 12878
Shopping/Retail
<ul style="list-style-type: none"> • ADIRONDACK AMBIANCE (Art Gallery) – 792 State Route 418, Warrensburg, NY

***[See Thurman Station near Warrensburg for other support facilities within a 5-mile radius, as this is the more likely point for rail passengers to disembark unless staying at the Stony Creek Ranch.]*

HADLEY/LUZERNE PRIMARY ATTRACTIONS	
Attraction/Agency	Description & Estimated Visitor Counts (if available)
Adirondack Folk School	<ul style="list-style-type: none"> • 600-800 people/year in classes • Dedicated to teaching the crafts, arts, and culture of the Adirondack region through hands-on classroom experiences. • Only 50 schools of its type throughout the U.S., and only folk school in the region. • Classes are ½ day to multiple day, so rail passengers would only be able to attend if they stayed locally. • Train passengers frequent the gift shop and take tours of the space; ½ mile walk from train station over picturesque bridge by Rockwell Falls.
Adirondack Tubing Adventures	<ul style="list-style-type: none"> • Adirondack Tubing Adventures provides guided lazy river tubing and lazy river rafting trips near Lake George for all ages. • 12,000 visitors annually (Memorial Day – Labor Day)
Beaver Brook Mountain Outfitters	<ul style="list-style-type: none"> • Whitewater rafting on the Sacandaga River
Bend of the River Golf Club	<ul style="list-style-type: none"> • Hadley 9-hole golf course • 130 members, and open to the public • Tends to serve summer homes and Lake George vacation goers
Bennett’s Riding Stable	<ul style="list-style-type: none"> • Guided trail rides, including a morning breakfast ride and sunset dinner ride
Bon’s Ice Cream and Mini Golf	<ul style="list-style-type: none"> • Mini-golf course and snack bar
Bridge of Hope and Rockwell Falls	<ul style="list-style-type: none"> • Looking upstream from the bridge, you can see Rockwell Falls, a 10-foot waterfall and looking downstream, you can see the meeting point of the Hudson and Sacandaga Rivers.
Dean Mountain Whitewater Park	<ul style="list-style-type: none"> • Located just over the Bow String Bridge; a park that overlooks the Great Sacandaga River and its ever-changing whitewater rapids. Includes an overlook where visitors can enjoy the view of rafters, tubers and kayakers going by on their adventurous trip down the river.
Hadley Canoe Take Out Park	<ul style="list-style-type: none"> • Provides access to the Hudson River, including a beautiful hiking trail that goes along the Hudson.
Historic Schoolhouse	<ul style="list-style-type: none"> • 200 visitors annually
Hudson Grove Beach	<ul style="list-style-type: none"> • Local swimming area
Kinnear Museum of Local History	<ul style="list-style-type: none"> • 200+ visitors annually
Lake Luzerne Music Center/Camp	<ul style="list-style-type: none"> • Luzerne Music Center aims to provide world-class music instruction for passionate young people in a summer camp

	environment regardless of their financial circumstance. Musicians ages 9 to 18 come from all over the world to train at LMC's campus located in the foothills of New York's Adirondack Park.
Lake Vanare Snowmobile Tours	<ul style="list-style-type: none"> • Guided rides of different lengths along groomed trails to scenic Prospect Mountain
Mountain Road Carriage Company	<ul style="list-style-type: none"> • Year-round, horse drawn carriage limousine service to local restaurants and scenic carriage rides in and around Lake Luzerne and Rockwell Falls area.
Painted Pony Rodeo	<ul style="list-style-type: none"> • Live championship rodeos and BBQ buffet
Parabolic Bow Bridge	<ul style="list-style-type: none"> • Constructed in 1885, this is the only remaining example of a semi (or half) deck Lenticular Truss bridge, and only one of three that are thought to have been built.
Pavilion Park	<ul style="list-style-type: none"> • Summer concerts
The Pagenstecher Pulp Mill Museum	<ul style="list-style-type: none"> • 150 visitors annually • Museum of industrial machinery, photos. Houses the first American made grinding machine made by Bagley & Sewell of Watertown.
Wild Waters Outdoor Center	<ul style="list-style-type: none"> • White water rafting on the Hudson River Gorge or Sacandaga River • Average 8,000 annual visitors
River Ridin'	<ul style="list-style-type: none"> • Trak-yak paddler, stand-up paddle board, kayak, tube, Jet Ski, and boat rentals for use on the Sacandaga and Hudson Rivers. Guided trips available.
Rockwell Harmon Cottage and Visitor Center	<ul style="list-style-type: none"> • Visitor center for Lake Luzerne in historic remnant of the Rockwell House Hotel property
Ruggerio's Public Horseback Riding	<ul style="list-style-type: none"> • One-hour guided trail rides for beginner to experienced riders, ages 7 and older. Pony rides for ages 6 and under.
Sacandaga Outdoor Center Kayak Shop	<ul style="list-style-type: none"> • Whitewater rafting excursions, tubing, and rentals • 30,000 annually - all excursions with rafting companies using their launch; plus: • 20,000 annually – public bringing own boats to use the public launch on their site [<i>data from 2005 study</i>]
Smead Memorial Park	<ul style="list-style-type: none"> • Local park offering weekly outdoor concerts
South Warren Snowmobile Club	<ul style="list-style-type: none"> • Snowmobile trails in southwestern Warren County including Prospect Mountain. One of 4 area snowmobile clubs.
Tubby Tubes	<ul style="list-style-type: none"> • Amusement park in Lake Luzerne offering downhill tubing in all seasons, plus river tubing trips & raft rentals

HADLEY/LUZERNE STATION SUPPORT FACILITIES

Lodging

- HIDE-A-WAY LAKEFRONT COTTAGES – 138 Hidden Valley Rd, Lake Luzerne, NY 12846
- KASTNER'S MOTEL – 188 Hidden Valley Rd, Lake Luzerne, NY 12846

- LAKE GEORGE/SARATOGA KOA – 564 Lake Ave, Lake Luzerne, NY 12846
- LAKE VANARE CABINS – 1331 Lake Ave, Lake Luzerne, NY 12846
- LAKESIDE COTTAGE RENTAL – 1315 Lake Ave, Lake Luzerne, NY 12846
- LAMPLIGHT INN – 231 Lake Ave, Lake Luzerne, NY 12846
- LUZERNE STATE CAMPGROUND – 892 Lake Ave, Lake Luzerne, NY 12846
- MOUNTAIN AIR CAMPGROUNDS – 1265 Lake Ave, Lake Luzerne, NY 12846
- PINE POINT COTTAGES & MOTEL – 1369 Lake Ave, Lake Luzerne, NY 12846
- RIVERROAD CAMPGROUNDS – 5254 NY-9N, Corinth, NY 12822 [*Equidistant to Corinth*]
- STEWARTS POND CAMPSITES – 4405 S Shore Rd, Hadley, NY 12835
- THE ELMS WATERFRONT COTTAGES & LODGE – 1 Bay Rd, Lake Luzerne, NY 12846
- WOODSIDE MOTEL & CABINS – 551 Lake Ave, Lake Luzerne, NY 12846

Food & Beverage

- CIROS RESTAURANT – 1439 Lake Ave, Lake Luzerne, NY 12846
- LEDGE ROCK HILL WINERY & VINEYARD – 41 Stewart Dam Road, Corinth, NY 12822
- MOLLIE'S MASON JAR/9north Wood Fired Pizza – 13 Park Avenue Ext, Hadley, NY 12835
- ROCCO'S II – 98 Lake Ave, Lake Luzerne, NY 12846
- THE LONGHORN RESTAURANT & PUB – 1379 Lake Ave, Lake Luzerne, NY 12846
- UPRIVER CAFÉ – 29 Main St, Lake Luzerne, NY 12846
- WATERHOUSE RESTAURANT – 85 Lake Ave, Lake Luzerne, NY 12846

Shopping/Retail

- BRUNO LAVERDIERE ART STUDIO – 497 A Stony Creek Road, Hadley, NY 12835
- CHICKEN COOP FORGE (Ornamental Ironwork) – 992 E River Dr., Lake Luzerne, NY 12846
- GRANTS CERAMIC STUDIO – 45 Second Ave, Hadley, NY 12835
- HADLEY GENERAL STORE – 4123 Rockwell St, Hadley, NY 12835
- SOME FAVORITE THINGS – 315 Old Corinth Rd, Hadley, New York, NY 12835
- VILLAGE VIEW VARIETY SHOPPE – 11 Bridge Street, Lake Luzerne, NY 12846

CORINTH STATION PRIMARY ATTRACTIONS

Attraction/Agency	Description & Estimated Visitor Counts (if available)
Adirondack State Park	<ul style="list-style-type: none"> • State Park area on the north side of the Hudson River
Corinth Reservoir Recreation Area	<ul style="list-style-type: none"> • A four-season multi-use recreation area offering hiking, fishing, snowshoeing, mountain biking, etc.
Corinth Museum	<ul style="list-style-type: none"> • Town Museum
Hudson River Beach	<ul style="list-style-type: none"> • Public beach offering public boat docks and launch; boat charters including pontoon boats, canoes, kayaks and rowboats; area offers water-skiing, jet-skiing, swimming, a large picnic area, a restaurant and ice cream fountain
Jessup Landing Pathway	<ul style="list-style-type: none"> • Paved walkway along Hudson River, leading past Palmer Falls
Ledge Rock Hill Winery & Vineyard	<ul style="list-style-type: none"> • The North Country's premium winery, Ledge Rock Hill is a family-run winery known as "The Winery in The Woods"

Pagenstecher Park	<ul style="list-style-type: none"> • Park on Hudson River with views of the waterfalls and a “high rise” picnic area above palisades
Palmer Falls at Adirondack State Park	<ul style="list-style-type: none"> • Scenic overlook of a 70-foot waterfall along the Hudson River; a paper mill was built here in 1889
The Barn	<ul style="list-style-type: none"> • 1800s homestead and barn renovated into an ice cream shop, eatery, gift shop and offering summer music events

CORINTH STATION SUPPORT FACILITIES

Lodging

- A&E BNB – 765 Co Rd 24, Corinth, NY 12822
- ALPINE LAKE RV RESORT – 78 Heath Rd, Corinth, NY 12822-2306
- RIVER ROAD CAMPGROUNDS – 5254 NY-9N, Corinth, NY 12822 [*Equidistant to Hadley*]
- RUSTIC BARN CAMPGROUNDS – 4748 NY-9N, Corinth, NY 12822

Food & Beverage

- AMORE ITALY – 265 Main St, Corinth, NY 12822
- BISCUITS BAKERY – 3 Oak Street, Corinth, NY 12822
- GOLD DRAGON – 100 Maple St, Corinth, NY 12822
- LEDGE ROCK HILL WINERY & VINEYARD – 41 Stewart Dam Road, Corinth, NY 12822
- MAIN STREET DOGS – 225 Main St, Corinth, NY 12822
- ROCCO’S PIZZERIA – 119 Main St, Corinth, NY 12822
- SUBWAY – 92 Main St, Corinth, NY 12822
- THE BARN (Eatery and live music) – 8 Mallery St, Corinth, NY 12822-1049
- VILLAGE CAFÉ & TAVERN – 429 Palmer Ave, Corinth, NY 12822

Shopping/Retail

- CAVALL ART WORKS (Art Gallery) – 2 Mallery St, Corinth, NY 12822
- MEME’S FLORISTS & GIFTS – 118 Main St, Corinth, NY 12822
- THE BARN (Gifts) – 8 Mallery St, Corinth, NY 12822-1049

SARATOGA SPRINGS PRIMARY ATTRACTIONS

Attraction/Agency	Description & Estimated Visitor Counts (if available)
Caffe Lena	<ul style="list-style-type: none"> • America’s longest-running folk music coffee house hosts world-class performers
Canfield Casino & Congress Park	<ul style="list-style-type: none"> • Set in Congress park, the historic Canfield Casino houses the Saratoga Springs History Museum
Home Made Theater	<ul style="list-style-type: none"> • Saratoga’s resident theater company. Four show season, Oct.-May, in residence at the Spa Little Theater in the Saratoga State Park
National Museum of Dance & Hall of Fame	<ul style="list-style-type: none"> • Only museum in the nation and one of the few in the world that is dedicated entirely to the art of dance; located in the former Washington Bathhouse, a historic building in the Saratoga Spa State Park

National Museum of Racing & Hall of Fame	<ul style="list-style-type: none"> Interactive programs, rare memorabilia, a fine equine art collection, tour of Saratoga's "Oklahoma" training track, and more tell the colorful story of three centuries of Thoroughbred racing
NYS Military Museum & Veterans Research Center	<ul style="list-style-type: none"> Historic armory that hosts artifacts that relate to NYS military forces, military history and contributions of NY veterans
Opera Saratoga	<ul style="list-style-type: none"> Professional opera company performing an annual summer festival
Saratoga Arts Center & Gallery	<ul style="list-style-type: none"> "Dedicated to bringing the arts to Saratoga County." Films, classes, exhibits
Saratoga Casino and Raceway	<ul style="list-style-type: none"> Watch and bet on standard bred harness horse racing or play on one of 1,700 video gaming machines
Saratoga Farmers Market	<ul style="list-style-type: none"> Located at High Rock Park Pavilions
Saratoga Film Forum	<ul style="list-style-type: none"> Showing quality films in downtown Saratoga Springs
Saratoga Golf & Polo Club	<ul style="list-style-type: none"> Private club
Saratoga Springs Food Tours	<ul style="list-style-type: none"> Cultural walking tour meets at the Saratoga Farmers Market and pairs delicious food with tales of Saratoga
Saratoga Springs Heritage Area Visitors Center	<ul style="list-style-type: none"> Saratoga Springs Visitor Center
Saratoga Springs History Museum	<ul style="list-style-type: none"> The Saratoga Springs History Museum, located in the Canfield Casino in Congress Park, tells the story of Saratoga Springs from its beginnings to modern day
Saratoga National Golf Academy	<ul style="list-style-type: none"> Newest addition to Saratoga National Golf Club is the Training Studio located in Downton Saratoga Springs
Saratoga National Golf Club	<ul style="list-style-type: none"> Golf club offering golfing facilities, dining, music and events
Saratoga Performing Arts Center (SPAC)	<ul style="list-style-type: none"> On the ground of the Saratoga Spa State Park, SPAC is a large amphitheater, home to the New York City Ballet and the Philadelphia Orchestra. SPAC also hosts concerts for popular music and music festivals
Saratoga Polo	<ul style="list-style-type: none"> Saratoga Polo Association produces the polo tournament season
Saratoga Race Course	<ul style="list-style-type: none"> Visit the oldest sporting venue in the country while you try your luck betting on thoroughbred horseracing 461,000 overnight visitors [<i>Camoin 2015</i>]
Saratoga Shakespeare Company	<ul style="list-style-type: none"> Saratoga's longest running professional theater company
Saratoga Spa State Park	<ul style="list-style-type: none"> "Saratoga Spa State Park, distinguished by its classical architecture and listed as a National Historic Landmark, is noted for its diverse cultural, aesthetic and recreational resources. In addition to the nationally-known Saratoga Performing Arts Center, the Spa Little Theater, the National Museum of Dance, the Saratoga Automobile Museum, the Gideon Putnam Resort and Roosevelt Baths and Spa, the park offers a multitude of traditional recreation opportunities."

Schick Art Gallery at Skidmore College	<ul style="list-style-type: none"> • Faculty, student & featured artist work
Tark's Indoor Golf Club	<ul style="list-style-type: none"> • Year-round golf entertainment and training facility
The Arthur Zankel Music Center at Skidmore College	<ul style="list-style-type: none"> • A regional resource for music, the performing arts & educational programs
The Children's Museum at Saratoga	<ul style="list-style-type: none"> • Museum dedicated to creating an interactive community that inspires curiosity, sparks imagination and nurtures discovery
The Frances Young Tang Teaching Museum & Art Gallery	<ul style="list-style-type: none"> • Museum and art gallery at Skidmore College; nationally known for its architecture and holdings
Universal Preservation Hall	<ul style="list-style-type: none"> • Community Performing Arts Center
Yaddo Gardens	<ul style="list-style-type: none"> • Yaddo is a retreat for artists located on a 400-acre estate in Saratoga Springs, New York.

SARATOGA STATION SUPPORT FACILITIES

Lodging

- Over two dozen diverse options for lodging within a 3-mile radius of the train station, ranging from motels and established hotels to elegant inns and spa hotels such as the Gideon Putnam.

Food & Beverage

- Over 70 restaurants and bars can be found within a 3-mile radius of the Saratoga Springs Station. Many establishments are clustered in downtown Saratoga along Broadway Street, 1.5 miles from the station.

Shopping/Retail

- Over 70 retail shops within a 3-mile radius of the train station, ranging from small boutiques and men & women's apparel to bookstores to specialty food products and gift shops.

Services

- SPAS: Over 10 spas and wellness centers are located within 3 miles of the station.