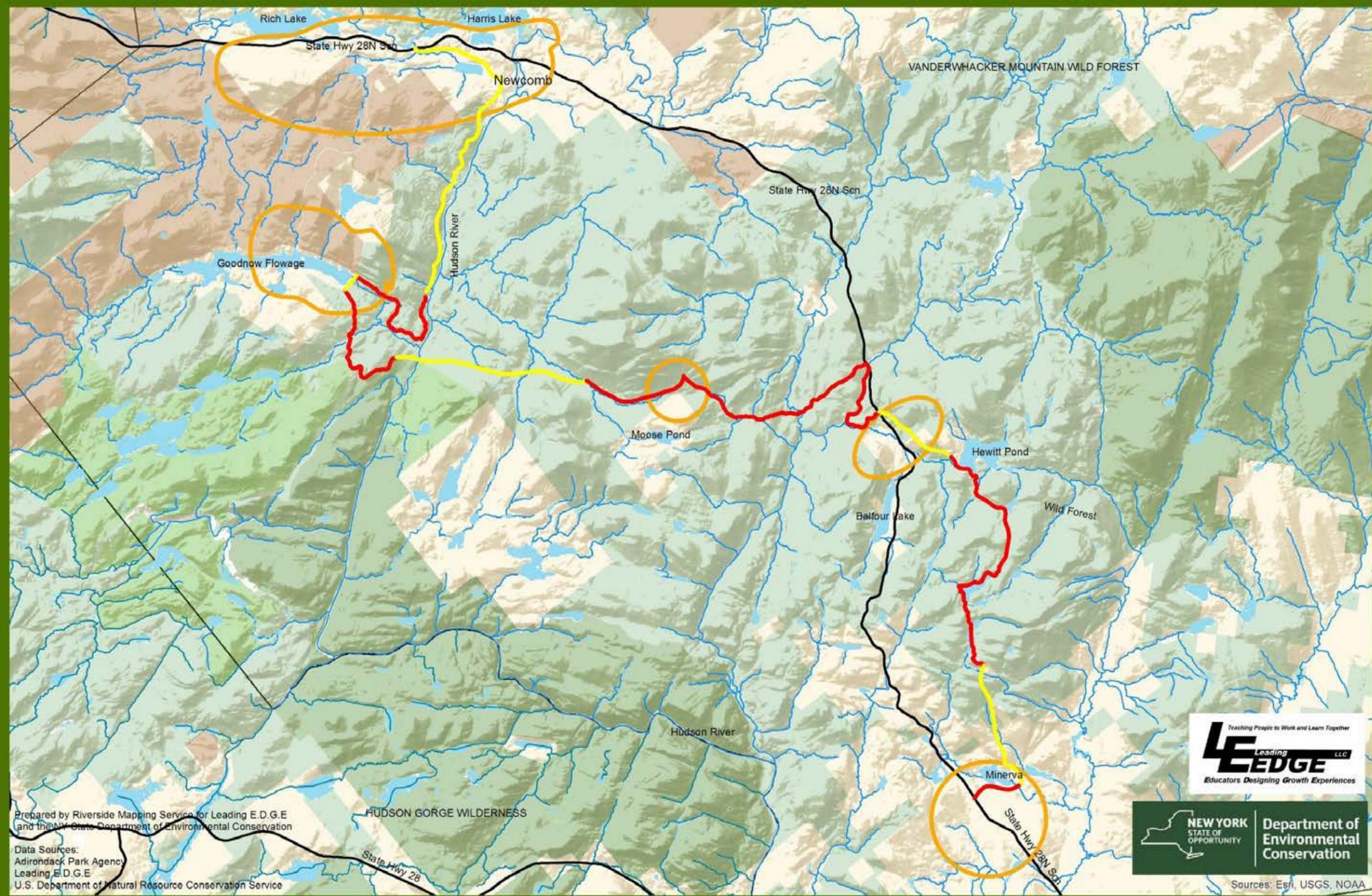


Route #19: Newcomb/Minerva Travers

Concept Plan for a Destination-Based Hut to Hut Trail System for the Five Towns of Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson

0 1 2 4 Miles

Prepared by Riverside Mapping Service for Leading E.D.G.E and the NY State Department of Environmental Conservation

Data Sources:
Adirondack Park Agency
Leading E.D.G.E
U.S. Department of Natural Resource Conservation Service



Sources: Esri, USGS, NOAA

Daily Stages - Route #19: Minerva / Newcomb Traverse

	Daily Stage Destination	Lodging in Place (1 = yes, 0 = no)	New Trail Needed, Approx. # of Miles	Difficulty Rating by Daily Stage	# of Miles	Elev. change (feet): Up Down Net
First Night	Newcomb	1				
Day 1	Near Goodnow Flowage	0	4.5	2	7	+1204 -1117 +87
Day 2	Near Moose Pond Club	0	2.0	2	9	+955 -622 +333
Day 3	Aiden Lair	0	1.0	1	7	+471 -799 -328
Day 4	Minerva	1	2.0	2	9	+1173 -1623 -450
	Lodging Facilities in Place	2				
	Lodging Facilities Needed	3				
	Total New Trail, Approx. # of Miles		9.5			
	Overall Difficulty Rating			1.8		
	Total Miles				32	
	Ave. Miles Per Day				8	
	Total Elevation Change - Feet					+3803 -4161 -358

Route #20: Minerva / North Hudson Traverse via North Country National Scenic Trail

Description:

The 4-night, 3-day Minerva to North Hudson Traverse will be the “middle leg” of a circuit connecting the communities of Newcomb, Minerva, and North Hudson. A spur trail from Minerva leads hikers west to a junction with the proposed North Country Scenic Trail (NCST); the route continues north and east into the Hoffman Notch Wilderness and a place of lodging near the Hoffman Notch trailhead. On the second day, hikers will travel north along a short section of the Hoffman Notch trail before turning east on the NCST’s proposed route to eventually cross the Adirondack Northway and the Schroon River, with a place of lodging near Route 9 and Schroon Falls. The next day’s walk is a shorter day that includes a proposed spur trail connecting the NCST to North Hudson, where an overnight stay gives travelers the opportunity to rest if they will be completing the circuit by journeying to Newcomb through the Elk Lake and Boreas Ponds region.

Natural Features & Attractions:

- [Town of Minerva](#)
- [Vanderwhacker Mountain Wild Forest](#)
- [Stony Pond](#)
- [Cheney Pond - Irishtown Trail](#)
- [Hoffman Notch Wilderness](#)
- [Big Pond](#)
- [Schroon River / Schroon Falls](#)
- [Hammond Pond Wild Forest](#)
- [Town of North Hudson](#)

Highlights & Attributes:

1. Hiking a section of what will be the nation’s longest National Scenic Trail will be appealing to many travelers.
2. The route will traverse the Vanderwhacker Mountain Wild Forest, the Hoffman Notch Wilderness, and the Hammond Pond Wild Forest.

Challenges:

1. A specific route for the North Country Scenic Trail has not been proposed or implemented through a number of sections where the maps indicate a “corridor of opportunity.”
2. Lodging facilities will likely be needed at three locations along this route.

Observations & Questions:

1. Lodging owners in the communities need to be approached and presented with the benefits of being part of the destination-trail system.
2. The trail will provide a second link to two communities on the eastern “fringe” of the Five Towns - Minerva and North Hudson - in addition to eventually linking those communities and the Five Towns’ system to Schroon Lake and Crown Point (and other communities in the eastern Adirondack Park).
3. At this time, this route has not been adequately researched and explored (field checked).
4. The natural features have not been well researched or documented.
5. How will travelers cross the Northway and the Schroon River on the NCST?
6. Could this be a hiking and paddling route if travelers could pick up canoes or kayaks at the Schroon River and proceed south/downriver at least as far as the Village of Schroon Lake or the south end of Schroon Lake, or all the way to Warrensburg?
7. This route will contribute to the completion of the NCST in the Adirondack Park.
8. An optional inner circuit utilizing the Hoffman Notch trail and the Irishtown-Cheney Pond trail could more directly connect Minerva to the Boreas Ponds tract and the High Peaks Wilderness.

Desirability & Feasibility (1 = Low, 5 = High):

Desirability: 5

Feasibility: 3

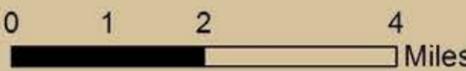
Concept Plan for a Hut-to-hut Destination-based Trail System
for the Five Towns of Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson
Prepared by Leading E.D.G.E. for the NYSDEC

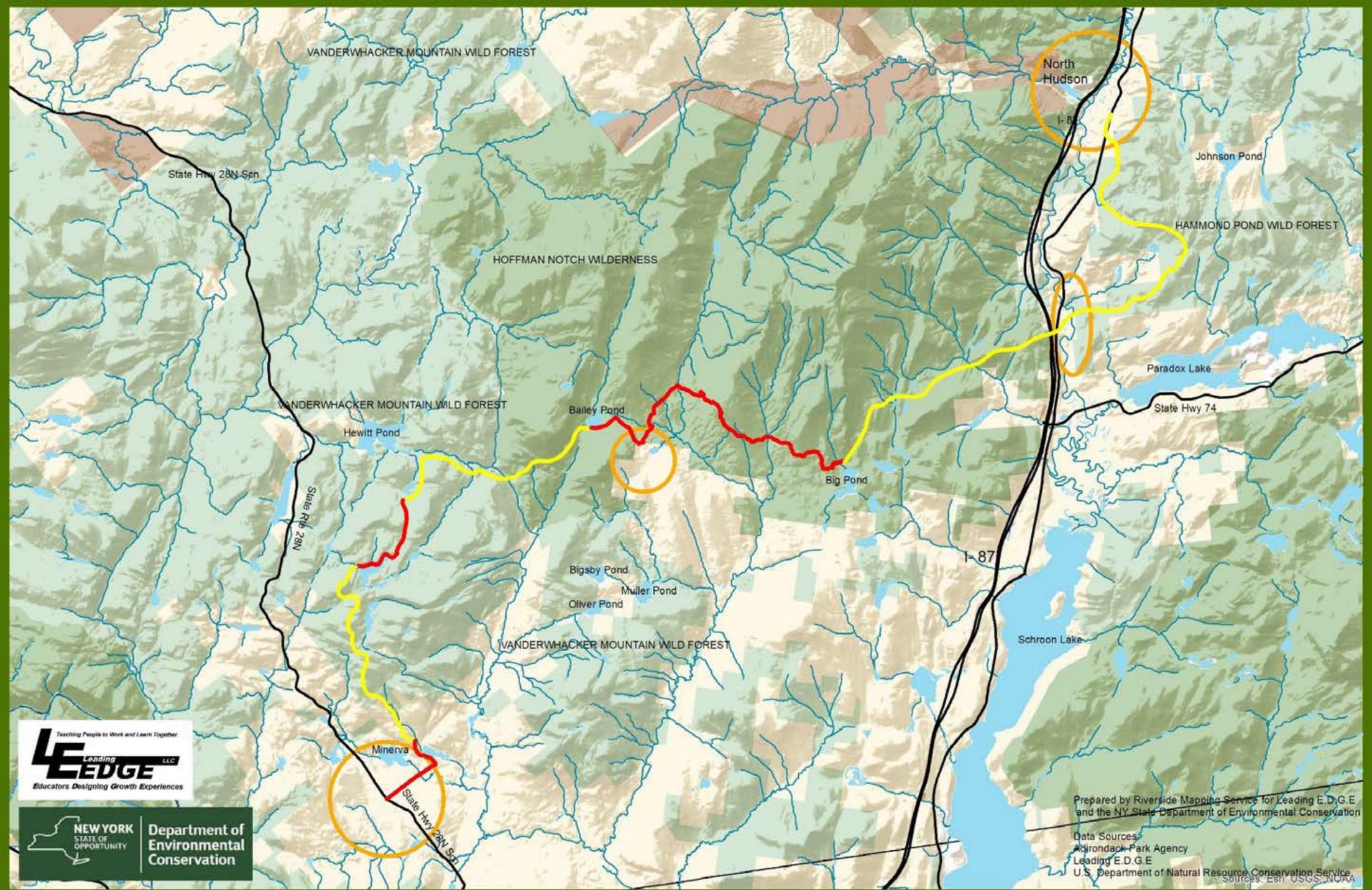
Route #20: Minerva/North Hudson Traverse
November 2015

Concept Plan for a Destination-Based Hut to Hut Trail System
for the Five Towns of
Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson

 Existing Trail	 Private
 Proposed Trail	 Wilderness
 Road	 Primitive
 Strategic Lodging Locations	 Wild Forest
 DEC Easements 2015	







Prepared by Riverside Mapping Services for Leading E.D.G.E. and the NY State Department of Environmental Conservation

Data Sources:
 Adirondack Park Agency
 Leading E.D.G.E.
 U.S. Department of Natural Resource Conservation Service
Sources: Esri, USGS, NOAA

Daily Stages - Route #20: Minerva / North Hudson Traverse via North Country Scenic Trail

	Daily Stage Destination	Lodging in Place (1 = yes, 0 = no)	New Trail Needed, Approx. # of Miles	Difficulty Rating by Daily Stage	# of Miles	Elev. change (feet): Up Down Net
First Night	Minerva	1				
Day 1	Near Hoffman Notch trailhead	0	6.5	3	13	+2291 -1843 +448
Day 2	Near Schroon Falls & Route 9	0	5.0	3	10	+1114 -1869 -755
Day 3	North Hudson	1	6.0	2	6	+1100 -1144 -44
	Lodging Facilities in Place	2				
	Lodging Facilities Needed	2				
	Total New Trail, Approx. # of Miles		17.5			
	Overall Difficulty Rating			2.7		
	Total Miles				29	
	Ave. Miles Per Day				10	
	Total Elevation Change - Feet					+4505 -4856 -351

Route #21: Grand Central Adirondack Circuit

Description:

The Grand Central Adirondack Circuit combines 6 of the Adirondack Community-based Trails and Lodging traverses into a 17-night, 16-day adventure. The route, comprised of 6 sections with nights in each of 6 Adirondack villages, takes hikers along 4 major Adirondack rivers, including the wild Hudson, up and over more than 10 mountains, including 4 summits with fire towers, and to 2 of the finest waterfalls in the state. Starting in Newcomb, the first section follows the Newcomb / Long Lake Traverse via the Fishing Brook Range (see Route #25), taking three days to journey over four peaks and into the village of Long Lake. Section two follows a portion of the Blue Mountain Lake to Long Lake Hiking Circuit (see Route #08); hikers depart the Village of Long Lake on a two-day trek along the east shore of Long Lake through the Sargent Ponds Wild Forest to the village of Blue Mountain Lake. From Blue Mountain Lake, section three follows the Blue Mountain Lake to Indian Lake Traverse (see Route #16) over two days, traveling through the Blue Mountain Wild Forest, then across the Cedar River and into the village of Indian Lake. The fourth and most ambitious section follows the Indian Lake to North Creek Traverse (see Route #23), taking hikers on a four-day hike from the village of Indian Lake into the Hudson Gorge Wilderness Area along the Hudson River and to OK Slip Falls, New York State's highest cataract, then on to the village of North Creek. The fifth section of this circuit is the North Creek to Minerva Traverse (see Route #09), which follows the Hudson River and includes a hike up Moxham Mountain. The sixth and final stage follows the Newcomb to Minerva Traverse (see Route #19), taking travelers over two days through the Vanderwhacker Mountain Wild Forest, across the Hudson River, and back to the village of Newcomb.

Natural Features & Attractions:

- [Village of Newcomb](#)
- [Adirondack Interpretive Center \(AIC\)](#)
- [Goodnow Mountain](#) & fire tower
- Fishing Brook Range
- Dun Brook Mountain
- Salmon Pond
- [Northville-Placid Trail](#)
- [Village of Long Lake](#)
- [Owls Head & fire tower](#)
- [Buttermilk Falls](#)
- [Castle Rock](#)
- Village of Blue Mountain Lake
- [Blue Mountain](#) & fire tower
- [Barker Mountain](#)
- [Stark Hills & Ledge Mountain](#)
- [Village of Indian Lake](#)
- [Lake Abanakee](#)
- [Indian River](#)
- Confluence of Indian & Hudson rivers
- [Hudson River](#)
- [Blue Ledge](#)
- [OK Slip Falls](#)
- Village of North Creek/[Town of Johnsburg](#)
- [Moxham Mountain](#)
- [Hamlet and Town of Minerva](#)
- Big & Little Sherman ponds
- Stony & Hewitt ponds
- [Aiden Lair](#)
- [Boreas River](#)
- [Vanderwhacker Mountain](#) & fire tower
- [Kettle Mountain](#)
- Goodnow Flowage

Highlights & Attributes:

1. This circuit is a world-class route that provides a great mix of natural and cultural history, mountain views, and travel along wild and scenic rivers.
2. The route will take travelers into six different Adirondack villages.
3. The trail also will take hikers to four fire towers and the summits of more than 10 peaks, most with great views.
4. This route takes hikers to two of the finest waterfalls in New York State.

5. The route provides the opportunity for hikers to learn about the history of Teddy Roosevelt in the Adirondacks.

Challenges:

1. Location of trails and lodging, if on easement land, will be consistent with the terms of the conservation easement.
2. A site for lodging will need to be identified near OK Slip Pond and Route 28.
3. A site for lodging will also need to be identified near the junction of the Northwoods Club Road and the Boreas River.
4. This route requires a considerable amount of trail building.
5. Permission from the railway will need to be granted for the construction of a cantilevered walkway that will allow human-powered travelers to use the railway trestle bridge to cross the Hudson River just above the confluence of the Hudson and Boreas rivers.

Observations & Questions:

1. Lodging owners in the communities need to be approached and presented with the benefits of being part of the destination-trail system.
2. This route over time will garner considerable national and international acclaim as a world-class destination trail, thus generating much attention and tourism revenue to four of the “Five Towns” and to six villages in the Central Adirondacks. Hikers could complete this route in sections over a longer period of time in much the same way hikers complete the Northville-Placid Trail and other similar trails in segments.
3. Additional alternatives for this route are found in the individual route descriptions.
4. What permission from the railway owners/DOT/DEC/APA will be needed to allow a hiking trail in the rail corridor?
5. All “backcountry” lodging along this route could be serviced by an adjacent road.
6. The completion of this “grand” circuit will be achieved through the collective implementation of other routes.

Desirability & Feasibility (1 = Low, 5 = High):

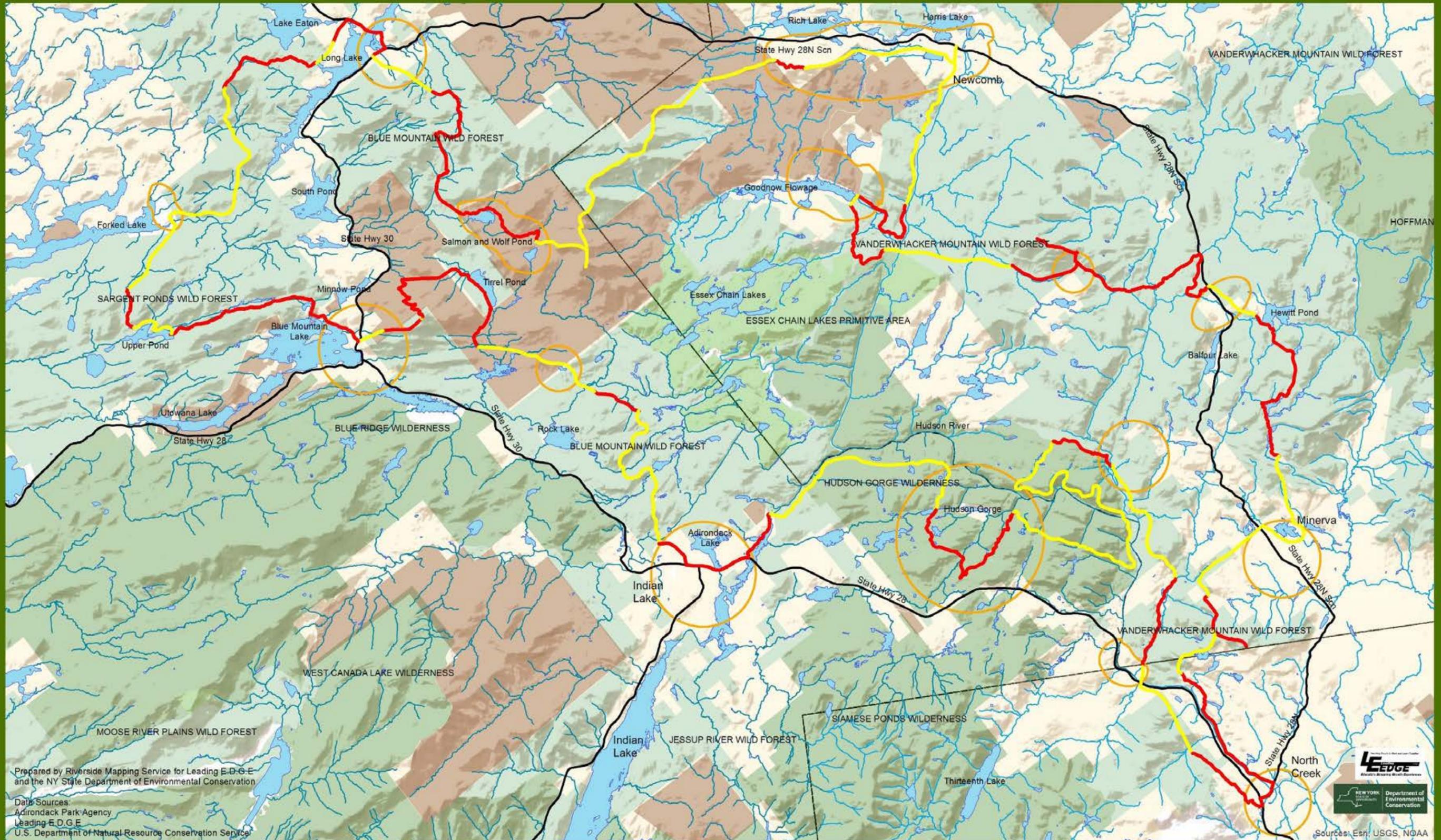
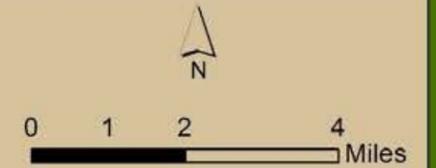
Desirability: 5

Feasibility: 2

- Existing Trail
 - Proposed Trail
 - Road
 - Strategic Lodging Locations
 - Private
 - Wilderness
 - Primitive
 - Wild Forest
- DEC Easements 2015

Route #21: Grand Central Adirondack Circuit
November 2015

Concept Plan for a Destination-Based Hut to Hut Trail System
for the Five Towns of
Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson



Prepared by Riverside Mapping Service for Leading E.D.G.E. and the NY State Department of Environmental Conservation
 Data Sources:
 Adirondack Park Agency
 Leading E.D.G.E.
 U.S. Department of Natural Resource Conservation Service

LEEDGE
 LEADING ENVIRONMENTAL EDUCATION AND GUIDED DISCOVERY
 NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
 Sources: Esri, USGS, NOAA

Daily Stages - Route #21: Grand Central Adirondack Circuit

	Daily Stage Destination	Lodging in Place (1 = yes, 0 = no)	New Trail Needed, Approx. # of Miles	Difficulty Rating by Daily Stage	# of Miles	Elev. change (feet): Up Down Net
First Night	Newcomb	1				
Day 1	Near Goodnow Mountain	0	3.5	2	6	+1461 -1303 +158
Day 2	Near Salmon Pond	0	10.0	4	12	+4171 -3771 +400
Day 3	Long Lake	0	2.5	3	7	+1149 -1569 -420
Day 4	Forked Lake Campground	0	3.0	4	11	+2293 -2177 +116
Day 5	Blue Mountain Lake	1	3.0	3	11	+1182 -1120 +62
Day 6	Near Barker Pond	0	3.0	4	10	+2750 -2707 +43
Day 7	Indian Lake	1	6.0	3	9	+1445 -1563 -118
Day 8	Near Carter Pond/OK Slip Pond/Route 28	0	7.0	4	12	+1388 -1265 +125
Day 9	Near Boreas River & Northwoods Club Road	0	10.0	5	15	+3603 -3802 -199
Day 10	North River	1	4.0	3	7	+1229 -1903 -674

Day 10	North Creek	1	2.5	1	5	+1050 -1165 -115
Day 11	Minerva	1	4.0	3	12	+2609 -2354 +255
Day 12	Near Aiden Lair	0	2.0	2	9	+1668 -1189 +479
Day 13	Near Moose Pond Club	0	1.0	1	7	+1956 -1643 +313
Day 15	Near Goodnow Flow	0	2.0	2	9	+662 -1011 -349
Day 16	Newcomb	1	4.5	2	7	+1069 -1153 -84
	Lodging Facilities in Place	7				
	Lodging Facilities Needed	10				
	Total New Trail, Approx. # of Miles		68.0			
	Overall Difficulty Rating			2.9		
	Total Miles				148	
	Ave. Miles Per Day				9	
	Total Elevation Change - Feet					+29685 -29695 -10

Route #22: Grand High Peaks Circuit

Description:

This world-class route will be fully conceptualized as part of the ACTLS NYS DOS parkwide project. The Grand High Peaks Circuit will be 18-23 days in length, connecting the Adirondack Park communities of Newcomb, Lake Placid, Keene Valley, St. Huberts, and North Hudson. The route will provide ambitious travelers an opportunity to climb half of the 46 Adirondack High Peaks and paddle three of the Park's more scenic lakes.

Route #23: Indian Lake / North Creek via Hudson Gorge Traverse (North Traverse)

Description:

The Indian Lake to North Creek Traverse, a 5-night, 4-day trip, leaves the Village of Indian Lake along the Chain Lakes Road, crossing the Indian River on a walkway (proposed) at the Lake Abanakee dam; utilizing existing and proposed trails, the route parallels the Indian River to its confluence with the Hudson and meanders to the scenic Blue Ledge in the Hudson Gorge en route to lodging in the vicinity of OK Slip Pond and Route 28. Day two's challenging route first takes hikers to scenic OK Slip Falls before continuing on proposed and existing trails to the Hudson River shoreline, where hikers utilize the rail corridor along the river, crossing the rail trestle bridge on a proposed walkway; a proposed trail then crosses Forks, Pine and Kettle mountains, with views of OK Slip Falls and the Hudson Gorge from the latter, and then along Northwoods Club Road on its way to proposed lodging near the Boreas River. On the third day, hikers go south along the Boreas River, with an optional side trip up Venison Mountain, then along a spectacular ridge to the summit of Moxham Mountain; from here, hikers return to the Hudson River and a proposed ferry to lodging in North River. On the fourth and final day, travelers are ferried back across the river and proceed into the village of North Creek.

Natural Features & Attractions:

- [Village of Indian Lake](#)
- [Lake Abanakee](#)
- [Indian River](#)
- Confluence of the Indian & Hudson rivers
- [Hudson River](#)
- [Blue Ledge](#)
- [OK Slip Falls](#)
- [Kettle Mountain](#)
- [Boreas River](#)
- Venison Mountain
- Optional hike: [Moxham Mountain](#)
- Ferry across the Hudson River
- Hamlet of North River
- [Vanderwhacker Mountain Wild Forest](#)
- Village of North Creek/[Town of Johnsburg](#)

Highlights & Attributes:

1. This route provides travelers with the opportunity to travel along and cross three major Adirondack rivers: the Indian, the Hudson, and the Boreas.
2. Trekkers have the chance to visit OK Slip Falls, one of the highest waterfalls in New York State.
3. Views of OK Slip Falls and the Hudson River will be possible with construction of a proposed trail over Kettle Mountain.
4. Optional side hikes up Venison (proposed spur trail) and Moxham mountains provide great views to the south.
5. Travelers will have the chance to cross the Hudson River via a unique ferry to their place of lodging in the hamlet of North River.

Challenges:

1. This route requires the building of a walkway at the Lake Abanakee dam (due for replacement) so that travelers can cross the Indian River.
2. New trails will need to be built for a considerable portion of this route, although a portion of the trail from the Northwoods Club Road bridge over the Boreas River to 14th Road, then down to the Hudson River, will utilize the North Country National Scenic Trail (as proposed).
3. A cantilevered walkway needs to be constructed that will allow human-powered travelers to use the railway trestle bridge to cross the Hudson River just above the confluence of the Hudson and Boreas rivers. Lodging will be needed in the vicinity of OK Slip Pond and Route 28, as well as near where the Northwoods Club Road bridge crosses the Boreas River and skirts Venison Mountain.

4. This route requires a ferry service, perhaps operated by one or more of the rafting companies or a lodging owner, to transport hikers across the Hudson River and back to lodging in the hamlet of North River.
5. Lodging will be needed in the vicinity of OK Slip Pond and Route 28, as well as near where the Northwoods Club Road bridge crosses the Boreas River and skirts Venison Mountain.

Observations & Questions:

1. Lodging owners in the communities need to be approached and presented with the benefits of being part of the destination-trail system.
2. There are two options to consider for trail routing here:
 - a. It may be more desirable to route the trail leading out of Indian Lake along Pelon Road and onto the Elm Island trail, where a new connector trail could be built to Bull Pond. Trekkers could take the Bull Pond trail to the Chain Lakes Road, then across the Lake Abanakee dam on a proposed walkway. A trail that connects the end of Pelon Road to Bullhead Pond could also contribute to the realization of a 3-night, 2-day (if users spend the first and last night in Indian Lake) ski loop that goes out along the Elm Island trail from Pelon Road to a place of lodging in the vicinity of the Outer Gooley farmhouse. The return leg of the trip could connect the Outer Gooley farmhouse to Bullhead Pond, and then back to the village of Indian Lake via Pelon Road.
 - b. If it is not possible to construct a cantilevered walkway along the railway trestle over the Hudson River (near the confluence of the Hudson and Boreas rivers), the trail from OK Slip Falls that comes down along Griffin Brook to the Hudson River could veer to the right and follow the rail line south along the Hudson to North River. This option will be less desirable than the proposed route, which will provide hikers the opportunity to travel north parallel to the Hudson River over Forks, Pine, and Kettle mountains, with the latter providing a spectacular view of the Hudson River and a distant view of OK Slip Falls on the valley's opposite side. The proposed route also provides hikers the option of enjoying lodging near, and travel along, the Boreas River, and the opportunity to hike Venison and Moxham mountains as side trips.

Desirability & Feasibility (1 = Low, 5 = High):

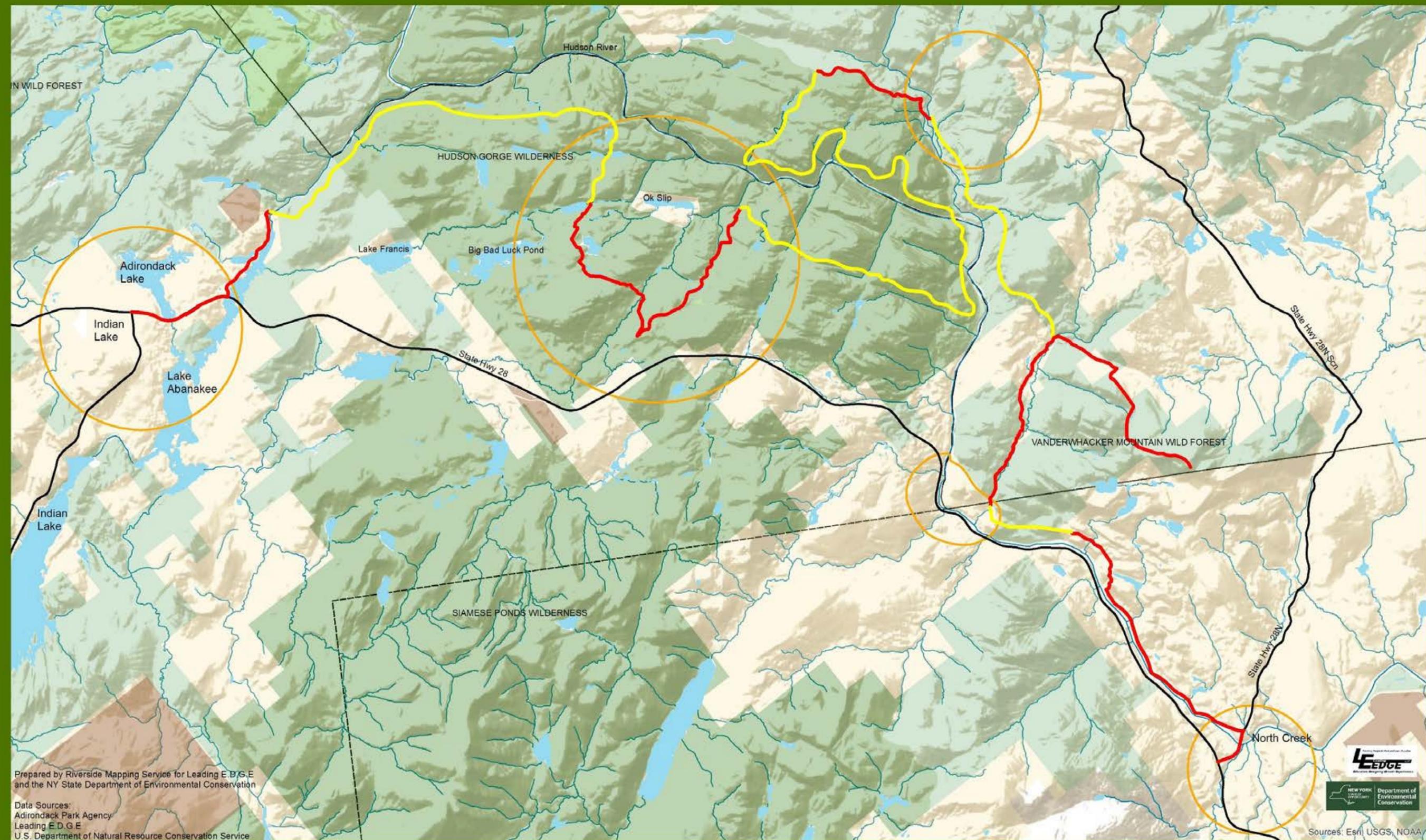
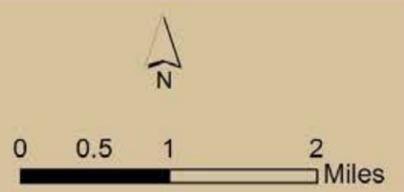
Desirability: 5

Feasibility: 2

- Existing Trail
- Proposed Trail
- Road
- Strategic Lodging Locations
- Private
- Wilderness
- Primitive
- Wild Forest
- DEC Easements 2015

Route #23: Indian Lake/North Creek - Hudson River Gorge Traverse (North)
November 2015

Concept Plan for a Destination-Based Hut to Hut Trail System
for the Five Towns of
Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson



Prepared by Riverside Mapping Service for Leading E.D.G.E and the NY State Department of Environmental Conservation

Data Sources:
 Adirondack Park Agency
 Leading E.D.G.E
 U.S. Department of Natural Resource Conservation Service



Sources: Esri, USGS, NOAA

Daily Stages - Route #23: Indian Lake / North Creek via Hudson Gorge Traverse (North Traverse)

	Daily Stage Destination	Lodging in Place (1 = yes, 0 = no)	New Trail Needed, Approx. # of Miles	Difficulty Rating by Daily Stage	# of Miles	Elev. change (feet): Up Down Net
First Night	Indian Lake	1				
Day 1	Near OK Slip Pond & Route 28	0	7.0	4	12	+1388 -1265 +123
Day 2	Near Boreas River	0	10.0	5	15	+3603 -3802 -199
Day 3	North River	1	4.0	3	7	+1229 -1903 -674
Day 4	North Creek	1	1.0	1	5	+1050 -1165 -115
	Lodging Facilities in Place	3				
	Lodging Facilities Needed	2				
	Total New Trail, Approx. # of Miles		22.0			
	Overall Difficulty Rating			3.3		
	Total Miles				39	
	Ave. Miles Per Day				10	
	Total Elevation Change - Feet					+7270 -8135 -865

Route #24: North Creek / Indian Lake / Hudson Gorge Circuit

Description:

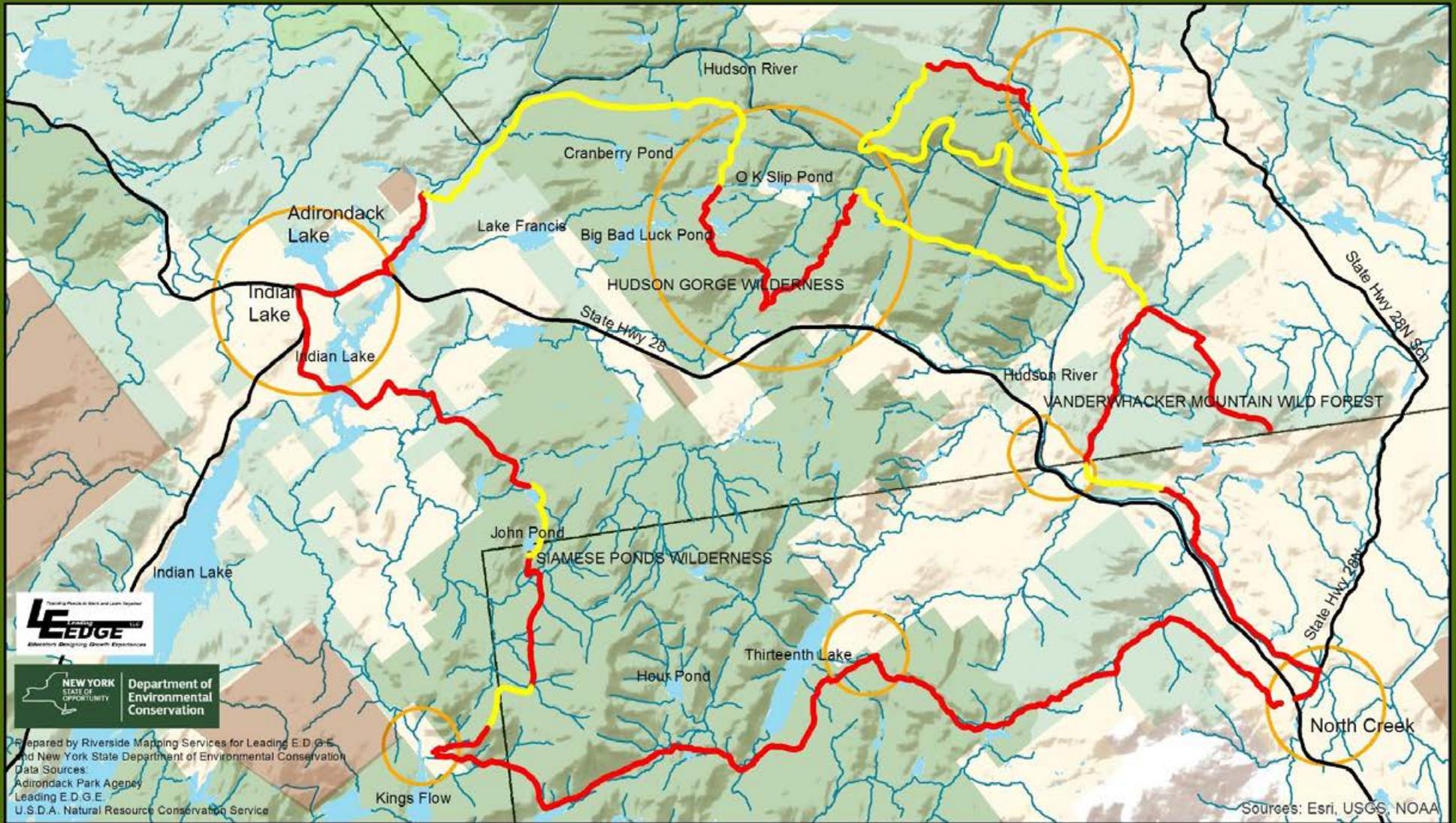
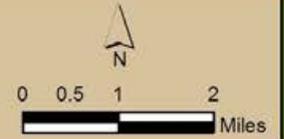
The Indian Lake / North Creek Circuit is a multi-day trip that combines the North Creek / Indian Lake Traverse (see Route #07, Page 23) with the Indian Lake / North Creek via the Hudson Gorge Traverse (see Route #23, Page 65) to create a circuit.

For another circuit that incorporates a water trail, see Route #01: North Creek / Indian Lake Circuit w/Rafting Trip (page 12).

- Existing Trail
- Proposed Trail
- Major Road
- DEC Easements 2015
- Strategic Lodging Locations
- Private
- Wilderness
- Primitive
- Wild Forest

Route #24: Indian Lake/North Creek Circuit
November 2015

Concept Plan for a Destination-Based Hut to Hut Trail System
for the Five Towns of Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson



Prepared by Riverside Mapping Services for Leading E.D.G.E. and New York State Department of Environmental Conservation
 Data Sources:
 Adirondack Park Agency
 Leading E.D.G.E.
 U.S.D.A. Natural Resource Conservation Service

Sources: Esri, USGS, NOAA

Route #25: Newcomb / Long Lake Traverse via the Fishing Brook Range

Description:

The Newcomb / Long Lake Traverse via the Fishing Brook Range is a 4-night, 3-day trip in the central Adirondacks that begins in the village of Newcomb, first taking trekkers up Goodnow Mountain to a lodge (proposed) on its western ridge. On day two, travelers go southwest over the Fishing Brook Range and Dun Brook Mountain to a lodge on Salmon Pond (proposed). On day three, hikers journey north along the Northville-Placid Trail to Long Lake, connecting with the Village of Long Lake on a proposed spur trail.

Features & Amenities:

- [Village of Newcomb](#)
- [Adirondack Interpretive Center \(AIC\)](#)
- Goodnow Mountain
- [Blue Mountain Wild Forest](#)
- Fishing Brook Range
- Dun Brook Mountain
- Salmon Pond
- [Northville-Placid Trail](#)
- [Village of Long Lake](#)

Highlights & Attributes:

1. The route connects with the Northville-Placid Trail and could readily connect with other proposed routes.
2. The route travels over the little-used Fishing Brook Range and Dun Brook Mountain.
3. Variations of this route could take you to Blue Mountain Lake or Indian Lake.
4. The route utilizes large areas of the Township 19 Easement.

Challenges:

1. The route requires construction of considerable miles of new trails.
2. The route requires building two new lodges on F&W-managed lands.
3. Location of trails and lodging, if on easement land, will be consistent with the terms of the conservation easement.

Observations/Questions:

1. Lodging owners in the communities need to be approached and presented with the benefits of being part of the destination-trail system.
2. Some trail portions of this route may need to be brought up to world-class standards.
3. This traverse could be part of the Grand Central Adirondack Circuit.

Desirability & Feasibility (1=Low, 5 = High):

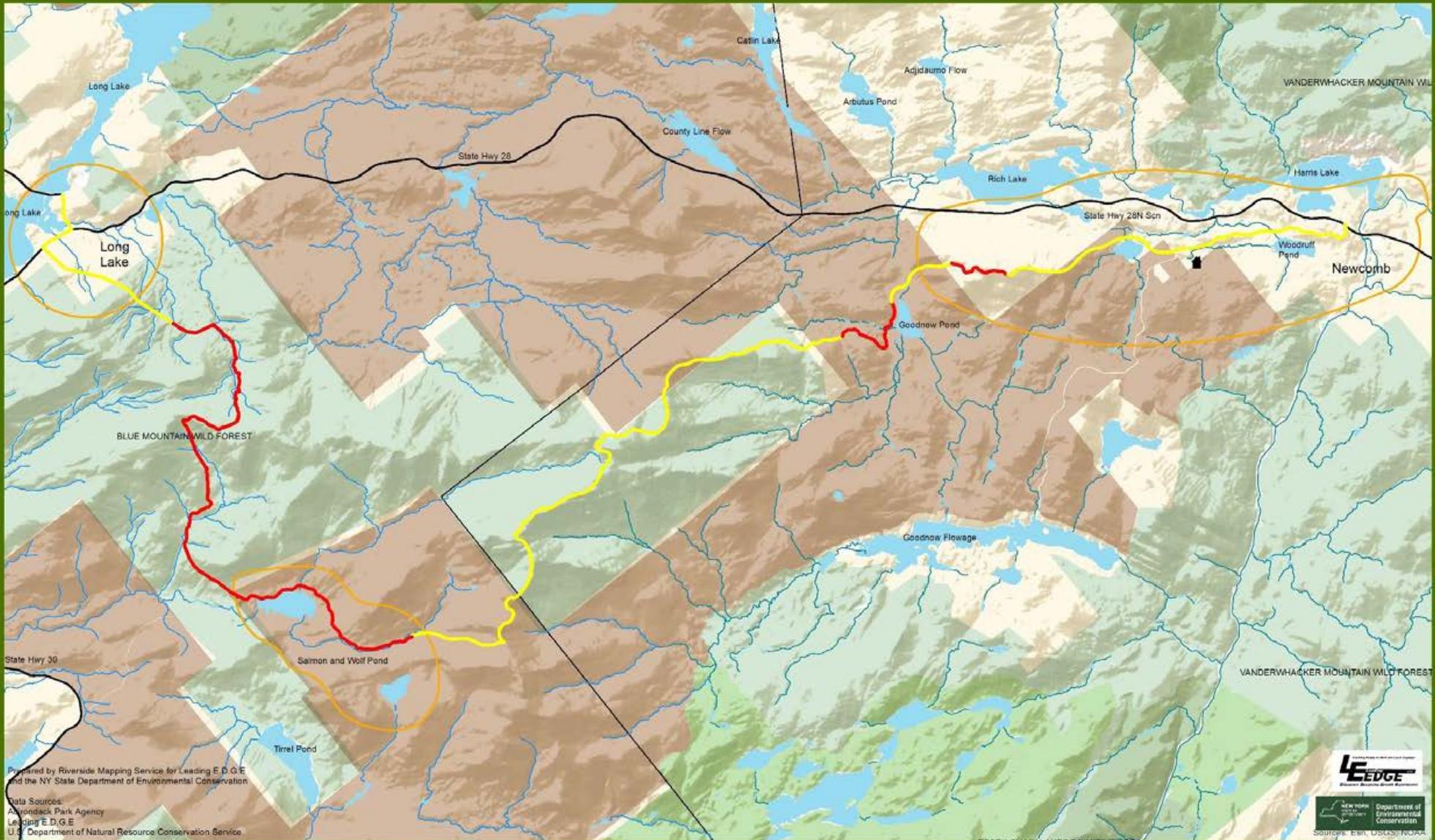
Desirability: 4

Feasibility: 3

- Existing Trail
- Proposed Trail
- Road
- Strategic Lodging Locations
- Private
- Wilderness
- Primitive
- Wild Forest
- DEC Easements 2015

Route #25: Newcomb Long Lake Fishing Brook
November 2015

Concept Plan for a Destination-Based Hut to Hut Trail System
for the Five Towns of
Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson



Prepared by Riverside Mapping Service for Leading E.D.G.E. and the NY State Department of Environmental Conservation

Data Sources:
 Adirondack Park Agency
 Leading E.D.G.E.
 U.S. Department of Natural Resource Conservation Service



Daily Stages - Route #25: Newcomb / Long Lake Traverse via the Fishing Brook Range

	Daily Stage Destination	Lodging in Place (1 = yes, 0 = no)	New Trail Needed, Approx. # of Miles	Difficulty Rating by Daily Stage	# of Miles	Elev. change (feet): Up Down Net
First Night	Newcomb	1				
Day 1	Near Goodnow Mountain	0	3.5	2	6	+1500 -1260 +240
Day 2	Near Salmon Pond	0	10.0	4	12	+3890 -3630 +260
Day 3	Long Lake	1	2.5	3	7	+1460 -1870 -410
	Lodging Facilities in Place	2				
	Lodging Facilities Needed	2				
	Total New Trail, Approx. # of Miles		16.0			
	Overall Difficulty Rating			3		
	Total Miles				25	
	Ave. Miles Per Day				8	
	Total Elevation Change - Feet					+6850 -6760 +90

Route #26: Snowy Mountain Circuit

Description:

This 3-night, 2-day excursion begins in the village of Indian Lake and takes hikers up to the summit of Crow Hill along a proposed trail where there are great views of the High Peaks to the north. The proposed trail then descends Crow Hill, crosses Bear Trap Brook, and follows a ridge up and over Burgess and Panther mountains to the summit of Buell Mountain; from Buell, the proposed trail drops steeply into the ravine below its eastern flank to a proposed lodge. On day two, the proposed trail climbs steeply to the summit of Snowy Mountain and its fire tower for great views in all directions. The proposed trail descends Snowy Mountain to the north, dropping along the “Little Great Range” with occasional good views before reconnecting with itself and going up and over Crow Hill and returning to the village of Indian Lake.

Natural Features & Attractions:

- [Village of Indian Lake](#)
- Crow Hill
- Burgess, Panther, & Buell mountains
- [Snowy Mountain](#) & fire tower
- Little Great Range

Highlights & Attributes:

1. This route provides a short but intense 2-day circuit up one mountain ridge and down another.
2. There are great views from several summits.
3. The ravine between Buell and Snowy mountains provides a unique setting for a place of lodging at a relatively high elevation.

Challenges:

1. This entire route requires considerable new trail construction.
2. Location of trails and lodging, if on easement land, will be consistent with the terms of the conservation easement.
3. Lodging will be required in the area of the ravine between Buell and Snowy mountains.

Observations & Questions:

1. Lodging owners in the communities need to be approached and presented with the benefits of being part of the destination-trail system.
2. This route is attractive because it provides a short, weekend-friendly circuit anchored by the village of Indian Lake.
3. An alternate route that includes Timberlock Lodge could be very attractive.

Desirability & Feasibility (1 = Low, 5 = High):

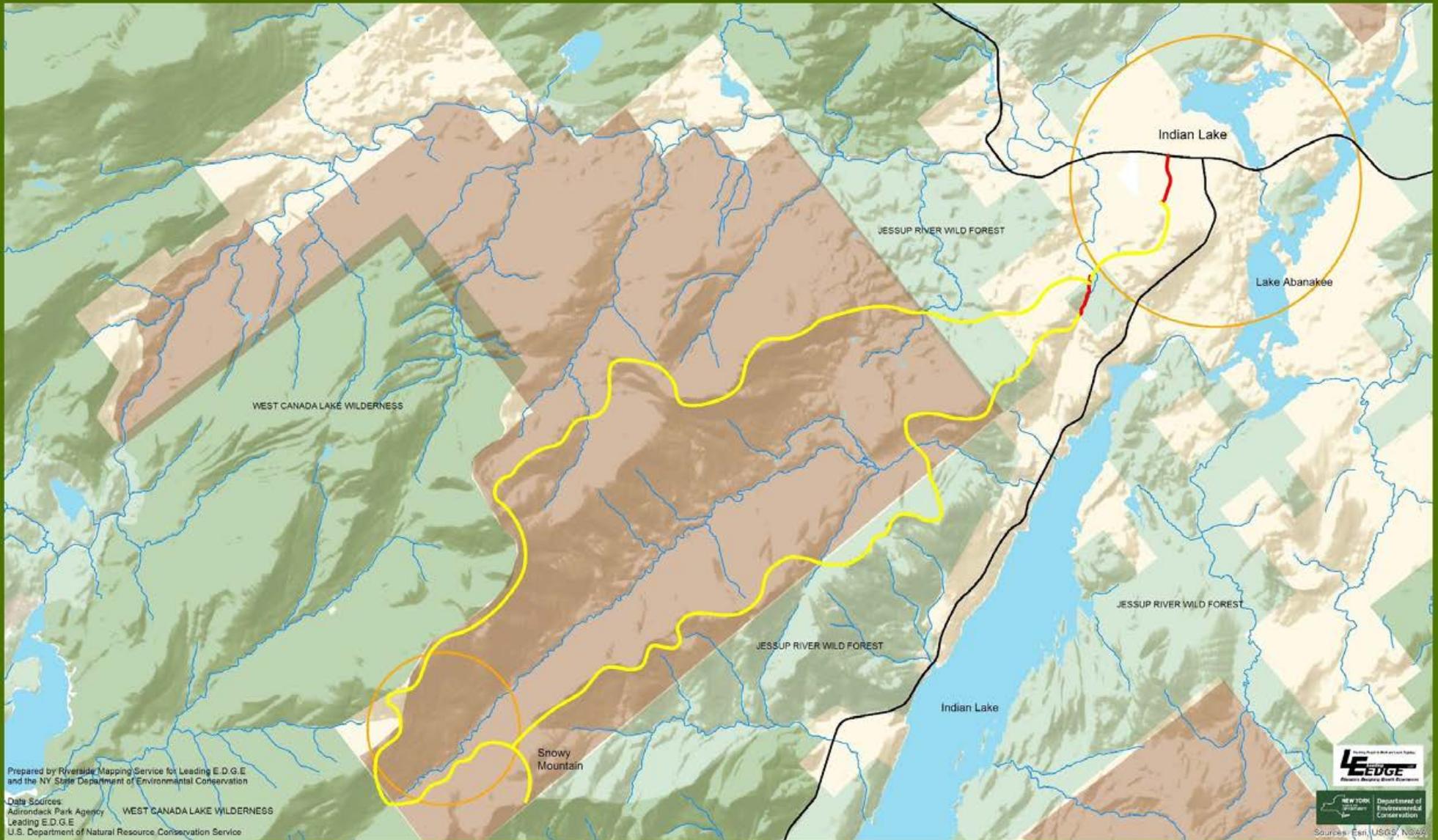
Desirability: 4

Feasibility: 3

- Existing Trail
- Proposed Trail
- Road
- Strategic Lodging Locations
- Private
- Wilderness
- Primitive
- Wild Forest
- DEC Easements 2015

Route #26: Snowy Mountain Circuit
November 2015

Concept Plan for a Destination-Based Hut to Hut Trail System
for the Five Towns of
Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson



Prepared by Riverside Mapping Service for Leading E.D.G.E. and the NY State Department of Environmental Conservation

Data Sources:
Adirondack Park Agency
Leading E.D.G.E.
U.S. Department of Natural Resource Conservation Service



Sources: Esri, USGS, NOAA

Daily Stages - Route #26: Snowy Mountain Circuit

	Daily Stage Destination	Lodging in Place (1 = yes, 0 = no)	New Trail Needed, Approx. # of Miles	Difficulty Rating by Daily Stage	# of Miles	Elev. change (feet): Up Down Net
First Night	Indian Lake	1				
Day 1	Between Buell & Snowy mountains	0	12.0	5	13	+4403 -3446 +957
Day 2	Indian Lake	1	11.0	5	12	+3747 -4861 -1114
	Lodging Facilities in Place	2				
	Lodging Facilities Needed	0				
	Total New Trail, Approx. # of Miles		23.0			
	Overall Difficulty Rating			5		
	Total Miles				25	
	Ave. Miles Per Day				13	
	Total Elevation Change - Feet					+8150 -8307 -157

General Recommendations

1. **Temporary Revocable Permits (TRPs):** Based on existing policy and practice pertaining to Temporary Revocable Permits (TRPs), permits can be issued “for the temporary use of state lands and conservation easement lands only for activities that are in compliance with all constitutional, statutory and regulatory requirements...”, we recommend that efforts be made to determine whether permits for temporary lodging for a destination-trail system could be issued and administered with a similar policy. In addition, given the existing policy and practice pertaining to hunting camp permits, we recommend that efforts be made to explore the potential of seasonal lodging permits to allow for the use of temporary lodging for a destination-trail system.
2. **Adirondack Park Eco-lodges:** The concept of “Zero Energy” or “Net Zero” (and Energy Plus) lodging is relatively new. Existing regulations fail to recognize and accommodate the value and importance of encouraging such construction. We recommend exploring what can be done to allow and encourage this type of construction.
3. **Public Transportation:** We recommend that expansion of public transportation services, public or a joint public-private venture (like Acadia National Park’s buses), be explored to help accommodate and facilitate an expected increase in demand from users of the destination-trails system. Individuals and groups may want to utilize public transportation at either end of their trip, or at some point along the way to access a particular destination for recreation, sightseeing, shopping, etc.
4. **Start Points and End Points:** We recommend that communities where routes begin and/or end have a centrally located trailhead that will serve as both “start point” and “end point.” A highly visible and easily accessible location is desirable, such as a park, with an interpretive sign that features a map and description of the route - a place where hikers can commemorate the trip’s start and celebrate the trip’s successful completion. A larger monument with the name of the route could provide the perfect backdrop for selfies and group photos.
5. **Oversight and Management of a Destination-Trails System:** We recommend that a nonprofit organization be identified or created to oversee and manage this system. This nonprofit will partner with New York State to: set criteria for affiliation; manage a common reservation system; market the program; and operate select huts within the system.
6. **Funding Considerations**

While this project’s scope did not include a financial analysis, the following aspects likely will require the commitment of funds, both long term and short term:

 - Construction of new trails
 - Rehabilitation/upgrading of existing trails
 - Increased workload for DEC Forest Rangers and Environmental Conservation Officers
 - Construction of new lodging and renovation or expansion of existing facilities
7. **Postage Stamp:** We suggest a shift in paradigm regarding the sale of private lands that will affect the approach of landowners and land conservancies, as well as New York State's negotiation of future land purchases. Prior to the State acquiring and protecting future

lands, consideration should be given to an option that allows for additional lands to be added to the New York State Forest Preserve but also provides an opportunity for willing landowners to create inholdings in strategic locations for a “postage stamp,” a small parcel to be made available to a local municipality or a nonprofit as a lodging site. This practical approach will permit the permanent protection provided by future purchases while simultaneously creating new opportunities for communities to benefit from these land purchases. In addition, these backcountry lodging facilities will likely attract a new constituency whose positive experiences will raise their awareness of the Adirondack Park, as well as increase their willingness to help conserve and protect the Park.

- 8. Quality Hospitality:** Hut-to-hut adventure travel operations, as with the tourism industry generally, are fundamentally people-oriented businesses. Their success in offering quality experiences is as much dependent on how they offer those experiences as what they offer in terms of the actual experiences. Central to the quality of how those experiences are offered is the quality of the customer service provided to the paying clients. The overall quality of a visitor’s hut-to-hut experience, quality trail and lodging included, could be magnified or tainted depending on the quality of the interaction between the lodging service providers and the guests they serve. We recommend the inclusion of hospitality training for all service providers who participate in providing hut-to-hut experiences as a critical piece in the implementation of a successful destination-trail system and operation. We also recommend the creation of effective quality control mechanisms that will ensure the deliverance of consistent and high quality customer service at every point-of-service, provider-guest interaction.
- 9. Marketing:** The successful implementation of a destination-trail system in the Adirondacks is also reliant upon an effective marketing plan containing strategies, tactics, and target market profiles informed by research on trends in adventure travel, tourism, and outdoor recreation. The marketing plan will help develop branding, messaging, and a responsive website for the lodging and trails operation. It will also initiate public relations and social media tactics, search engine marketing, and strategic paid media.
- 10. Education:** With anticipated increased use of the Forest Preserve, this will be an ideal time to institute an Adirondack Forest Preserve Education Program that will ensure that the recreating public has basic knowledge about the Adirondack Park, and about protecting the Park and themselves.

Summary

Concept Plan for a Hut-to-hut Destination-based Trail System
for the Five Towns of Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson
Prepared by Leading E.D.G.E. for the NYSDEC

In conclusion, we would like to highlight and reinforce several important aspects of this proposed destination-trail system. It is important to keep in mind the conceptual nature of the routes. We expect the report to elicit a broad range of reactions. Some routes may be generally agreed upon as is, and others may invite further discussion and research. We look forward to a fruitful discussion that contributes additional ideas, generates momentum, and helps advance the project.

The following tables provide further insights into the conceptual routes and strategic lodging locations.

- Table 1 lists the number of proposed routes that start or finish in, or intersect, a particular community.
- Table 2 shows the number of miles of existing trails and proposed trails that will need to be planned and constructed, if all the conceptual routes are developed.
- Table 3 lists the number of proposed lodging facilities, both frontcountry and backcountry, that will be found in each township if all the routes are developed.
- Finally, Table 4 shows what type of land ownership exists for each of the strategic lodging locations. The map shows all the conceptual routes, the proposed strategic locations for lodging, and our inventory of existing lodging.

Hamlet	Number of Routes that Start, Finish, or Intersect
Newcomb	10
Indian Lake	9
Long Lake	8
Blue Mountain Lake	7
Minerva	4
North Hudson	4
Raquette Lake	3

Table 1: Hamlets & Routes

Trails (all distances approximate)	Miles	%
Existing trails	381	64
New proposed trails	213	36
Total miles of trails in proposed system	594	100

Table 2: Trail Mileage

Lodgings by Township

Town	# of Lodges
Indian Lake	8
Long Lake	6
Newcomb	7
North Hudson	5
Minerva	5
Outside the Five Towns	18 in 8 Townships

Table 3: Lodgings by Township

Proposed Lodging Locations	Number
Private/Nonprofit	34
Easement	7
Forest Preserve	2
Undetermined	6

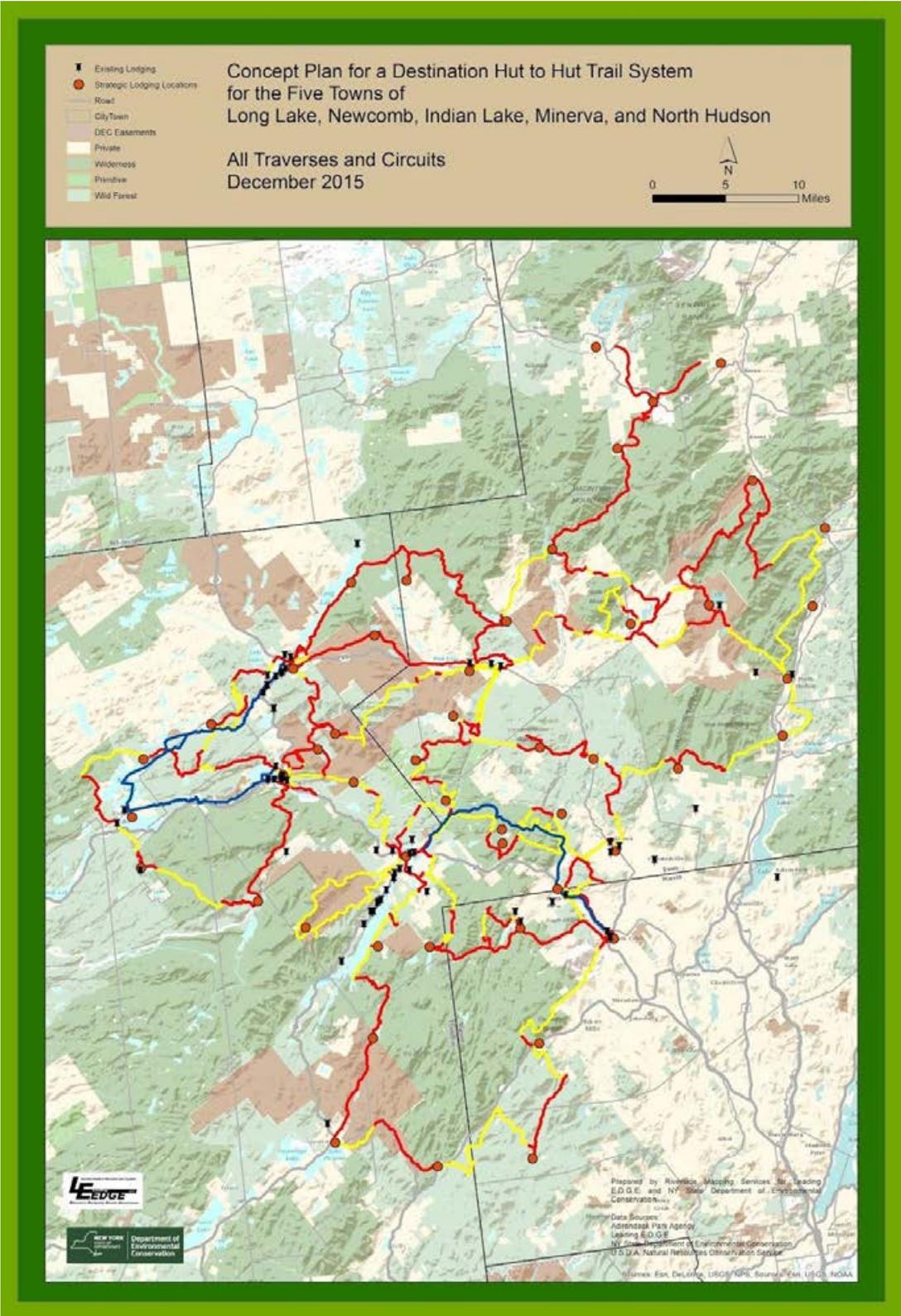
Table 4: Proposed Lodging Locations

Our research indicates that the destination trails proposed in this report are particularly appealing to those over fifty years old (particularly women), families, and those in middle- and upper-income brackets. These groups do not want an experience that is disorienting and stressful and, generally speaking, the demographic attracted to these types of routes are people who are not looking for high-risk adventures. Opportunities offered by the proposed destination-trail system to experience both the natural environment and the region’s cultural history also will appeal to twenty- and thirty-somethings.

The proposed routes are designed to start and finish in communities. By creating an expectation that visitors will spend those extra nights in one of the Adirondack Park’s hamlets, significant potential economic benefits are incorporated into the overall design of the destination-trail system.

Our research also indicates that people are seeking beautiful scenery and an unspoiled natural environment, a sense of regaining physical well-being and fitness, opportunities for discovery, and a chance to see and experience an authentic “way of life.” The Adirondacks can fill those expectations easily, but the research is equally clear that a trip becomes undesirable if an area has not been developed for that purpose. Travelers have high expectations; they want a range of types of trips, maps and itineraries, high-quality accommodations, dining options, transportation, luggage transfer, and, in many cases, guides. In order for this trails-and-lodging system effort to succeed in the Adirondacks, entrepreneurs will need to step forward, and local and state government will need to support all of the strategic elements of the destination-trail system.

Many argue that the jury is still out on whether the Adirondack Park experiment has been a success. We believe that a world-class community-based trails-and-lodging system will be a major contribution to ensuring a favorable outcome for this grand experiment by balancing economic needs with environmental protection. This conceptual destination-trails plan has the potential to have a dramatic impact on the recreation-based economy of the Adirondack Park. The next step is to develop an implementation strategy for bringing the Adirondack Community-based Trails and Lodging System to reality.



Map of all routes with existing and proposed lodging locations.

Concept Plan for a Hut-to-hut Destination-based Trail System
for the Five Towns of Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson
Prepared by Leading E.D.G.E. for the NYSDEC

APPENDICES

A. Glossary of Terms

Introduction – ACTLS is using the following definitions for our work in the Adirondack Park. These definitions are designed, to the greatest extent possible, to be user friendly and easy to understand by the recreating public. This glossary is a dynamic document where terms will be added as required.

Accessible – describes a facility or trail that complies with the Americans with Disabilities Act (ADA) Accessibility Guidelines and can be approached, entered, and used by people with disabilities.

Accommodations (Full Service, Limited Service, and Self Service) – Full-service accommodations: all meals provided or available at the lodging facility; limited-service accommodations: breakfast provided, trail lunches either included or available at extra cost; self-service accommodations, such as a hostel (see **Hostel**): overnight visitors provide and prepare their own meals. (Some facilities may provide all of these options.)

Adventure Tourism – travel with three main components: 1) physical activity, 2) takes place in the natural environment, and 3) recognizes and appreciates the local culture.

Adventure Travel – exploration or travel with perceived (and possibly actual) risk that potentially requires specialized skills and physical exertion.

Backcountry – lands that are, though generally undeveloped and difficult to access, open to the general public for specific human-powered uses and not accessible by motorized vehicles to the general public, with the possible exception of snowmobiles; backcountry may include some conservation easement lands which, though still in private ownership, are open to some public use for recreation (see **Conservation Easement**).

Circuit – a destination trail or route through the backcountry that begins and ends in the same community.

Conservation Easement – a legally binding agreement limiting development or certain uses on a particular property in perpetuity for as long as the land is in private ownership. The easement, either voluntarily donated or sold by the landowner, protects the property's resources while allowing the owner to retain many private property rights and potentially receive tax benefits. In the Adirondack Park, some easements include public access rights, others do not. [APA]

Corridor of Opportunity – (as used by the NYSDEC on maps of the North Country National Scenic Trail's proposed route through the Adirondack Park,) it indicates a general location through which a final route for a trail is yet to be determined.

Daily Stage (or Stage) – a widely used term (in Europe, the UK, and New Zealand) to describe the portion of a long-distance, destination trail completed comfortably by the average user in one day.

Destination Trail – a community-based, backcountry route that is a "world class" multi-day route (either a circuit or a traverse) whose quality, location, and amenities make it a destination for tourists; the trail itself is often the primary reason for the visit or trip, and the route's amenities (natural and aesthetic setting, wildlife, scenery, historical and cultural attributes, lodging, terrain, hotels, restaurants, etc.) add to the trail's attraction.

Drying Room – for outdoor clothing and boots, and hand-washed clothing items; it is a common amenity in many lodging facilities along world-class destination trails.

Ecohostel (see Ecolodge)

Ecolodge – a hotel or accommodation that has made important environmental improvements to its structure and practices in order to minimize its impact on the environment; in other words, it is an environmentally-responsible lodging facility that adapts green practices and is certified green by an independent third party or a government agency.

Ecotourism – "responsible travel to natural areas that conserves the environment, sustains the well-being of the local people, and involves interpretation and education."

Frontcountry – any location that the general public can readily access by motorized vehicle.

Glamping – a portmanteau of glamour and camping, it describes a style of camping with amenities and, in some cases, resort-style services not usually associated with "traditional" camping; glamping has become particularly popular with 21st-century tourists seeking the luxuries of hotel accommodation alongside the escapism and adventure recreation of camping.

Greenway – a corridor of open space managed for recreation and conservation purposes.

Hostel – an inexpensive overnight accommodation with bunkrooms or smaller, shared rooms that, although originally frequented by students, is today used by a variety of travelers; overnight guests usually have access to a kitchen in which to prepare their own meals; upscale, "boutique" hostels are a growing trend worldwide.

Hut to hut – a multi-day travel experience on a route or destination trail with overnight stays in full-service (meals provided) or self-service (visitors bring and prepare their own food) lodging facilities; huts in the Adirondacks refer to a range of lodging from temporary and rustic platform tents and yurts to eco-lodges, bed and breakfasts, and established cabins, motels and hotels.

Human-Powered – the transport of a person, or persons, and/or goods using human muscle power; modern technology has allowed machines to enhance human-power.

Kiosk – a signboard that provides information to trail users, usually found at trailheads.

Link / Linking Trail (or Access Trail) – connects destination trails (see **Destination Trail**) to each other and to communities, providing pedestrian-level transportation routes to lodging facilities, restaurants, stores, schools, village and town facilities, and other amenities.

Lodging Opportunity Spectrum (LOS) – like the Recreation Opportunity Spectrum (ROS), which helps guide resource managers as they seek to provide recreational opportunities for a wide range of users, the LOS will guide the development and implementation of a lodging plan for the Adirondack Community-based Trails and Lodging System.

Luggage (Baggage) Transfer Service – provides a fee-based service of transporting luggage from one accommodation to the next along a long-distance route.

Multi-use (Shared-use) Trail – allows several uses, such as mountain biking, hiking, snowshoeing, and cross-country skiing (see **Human-Powered**), and often restricts or bans other activities like snowmobiling or horseback riding.

Packaged Booking Service (UK) / Packaged Reservation System – usually a for-profit business, it makes all the lodging and baggage transfer reservations necessary along a long-distance route for individuals or groups.

Pick-up Transfer (Service) – provides transportation to and from a place of lodging when either the overnight accommodations are not close enough to the route or overnight guests must stay more than one night at a particular facility due to unavailability of lodging at the end of a daily stage.

Platform Tent – as a working definition at this time, we are using one developed by the National Park Service, which defines a tent platform as "a structure, usually made of manufactured timber products, constructed to provide a solid, level floor for a tent, with or without partial walls not exceeding three feet in height above the floor, and having only the tent fabric, the ridge pole and its support poles extending higher than three feet above the floor."

Postage Stamp – for the purposes of the Adirondack Community-based Trails and Lodging System, it is an inholding that is a small parcel of private land surrounded by state land, a parcel which could be used as a site for a backcountry lodging facility.

Proposed Route – as used by the NYS DEC on maps of the North Country National Scenic Trail (see **Corridor of Opportunity**), it indicates where the state agency plans to locate the trail within the Adirondack Park.

Route – a community-based, “world-class” multi-day destination trail, either a circuit (see **Circuit**) or a traverse (see **Traverse**), whose quality, location, and amenities make it a destination for tourists; the trail itself is often the primary reason for the visit or trip, and the route’s amenities (natural and aesthetic setting, wildlife, scenery, historical and cultural attributes, lodging, terrain, hotels, restaurants, etc.) add to the trail’s attraction.

Self-powered (see Human-powered)

Spur Trail (sometimes called a Linking or Access trail) – a side trail of a circuit or traverse that connects a long-distance route to a community or a cultural, historic, or scenic destination (campsite, fire tower, historic building or site, overlook, summit, waterfall, etc.); it may or may not return by the same route (such as the Appalachian Trail’s side trails to some of the summits of the Presidential Range of the White Mountains in New Hampshire).

Strategic Location for Lodging – a site in the backcountry or frontcountry along a route or destination trail where a lodging facility needs to be identified or developed (see **Destination Trail**).

Sustainable Trail – “a trail that, as the result of good design or rehabilitation, is able to endure its designed usage and is resistant to the degradation of normal environmental factors, with only minimal effort required to maintain it.” (C.L. Dundas; May 8, 2007, West Virginia Trails Conference)

Trailhead – an official trail access point that usually includes signage, parking, and a trail register.

Trail Intersection – a junction point where two or more trails meet.

Trail Network – as it applies to the Adirondack Park, a trail network consists of local and regional routes that, when interconnected, create a parkwide trail system.

Trail Network Plan – highlights existing and proposed trails that collectively create a complete and integrated trail network; the plan is based on three key principles: 1) It purposefully focuses on establishing the circuits and traverses of the destination trail network; 2) It uses spur trails as a means to connect to destinations and link destination trails; and 3) It is ambitious, yet realistic and achievable; a parkwide series of networks create a parkwide trail system.

Trail Town Program – for more information, visit: <http://www.trailtowns.org/>.

Traverse – a destination trail or route through the backcountry that begins in one community and ends in another community.

Water Trail – sometimes called a blueway or paddling trail, it is a route on navigable waterways, such as rivers, lakes, and ponds, for people using small, human-powered, non-motorized boats such as canoes, guide boats, and kayaks.

Yurt – traditionally, it is a “circular tent of felt or skins on a collapsible framework, used by nomads in Mongolia, Siberia, and Turkey”; contemporary yurts are made of synthetic fabrics with a wood lattice support frame and may include insulation, windows, doors, and skylights; these structures can be dismantled and transported as needed.

References

Adventure Travel and Trade Association (ATTA) Values Statement, February 2013

GSW Terms - SUNY-ESF-September, 2015

Concept Plan for a Hut-to-hut Destination-based Trail System
for the Five Towns of Long Lake, Newcomb, Indian Lake, Minerva, and North Hudson
Prepared by Leading E.D.G.E. for the NYSDEC

<http://trailbuilders.org/wordpress/wp-content/uploads/2013/02/IntroToSustainableTrails.pdf> Acc
October 15, 2015

[http://www.ci.lino-lakes.mn.us/vertical/sites/%7B92EFCBF5-B800-4B28-AD6A-B8C3B7009FB0%7D/uploads/Section 4 - Trail System Plan.pdf](http://www.ci.lino-lakes.mn.us/vertical/sites/%7B92EFCBF5-B800-4B28-AD6A-B8C3B7009FB0%7D/uploads/Section%204%20-%20Trail%20System%20Plan.pdf)

[https://en.wikipedia.org/wiki/Adventure travel](https://en.wikipedia.org/wiki/Adventure_travel)

<https://en.wikipedia.org/wiki/Glamping>

[https://en.wikipedia.org/wiki/Human-powered transport](https://en.wikipedia.org/wiki/Human-powered_transport)

<https://www.ecotourism.org/news/ties-announces-ecotourism-principles-revision>

https://www.google.com/webhp?source=search_app&gws_rd=ssl#q=what%27s+a+yurt. Accessed
15, 2015

www.treebonesresort.com/whats-a-yurt/. Accessed October 15, 2015.

[https://en.wikipedia.org/wiki/Water trail](https://en.wikipedia.org/wiki/Water_trail)

<http://adirondackdailyenterprise.com/page/content.detail/id/543574/ROOST-wants-to-boost-winter-tourism.html?nav=5008>

<http://www.scotlandsgreattrails.org.uk/>

<http://www.outdoors.org/amceconomicimpact/loader.cfm?csModule=security/getfile&pageid=81184>