

RAILSTO TRAILS

INSPIRING MOVEMENT

FALL 2016 FROM RAILS-TO-TRAILS CONSERVANCY

Pathway to Prosperity

Missouri's Katy Trail State Park is making beautiful connections for commerce and tourism statewide.



rails-to-trails
conservancy

Judy Berlfein

Encinitas, California

In memory of Jean Reiss Berlfein (1924–2013) and Harold Mattes Berlfein (1918–2014)

What I do

I split my time five ways: advocating for better walking and cycling infrastructure in Encinitas; volunteering with Citizens' Climate Lobby; enjoying my family; providing medical education for a biotechnology company; and bicycling! Not enough hours in the day.

How long I've been a bicyclist

In 1968, my mother planned a five-day family biking trip in Pennsylvania's Amish country. My three older sisters, my parents and I cycled from Pottstown to Hershey, sleeping in youth hostels and eating shoofly (molasses) pie.

My parents bought me my first bike—a red 10-speed Motobécane—when I was 12. Growing up in Los Angeles, I loved the sense of independence it gave me, riding the 7 miles to the beach or taking a short spin to Westwood Village for an ice cream cone.

Why I support RTC

In high school, I wrote my first letter to the editor and spoke at my first city council meeting about improving bike infrastructure. RTC embodies all I care about: using an existing resource

to create much-needed trails and paths for young and old to cycle on safely.

A meaningful life story

Bikes had been a fixture in my parents' lives since one of their first dates in 1946 cycling in Benedict Canyon. After a 1964 bicycle trip to Dijon, France, inspired by the European norms of cycling for all, my father went against the auto-centric grain of most Angelenos and began his lifelong habit of riding 3 miles to work, fully dressed in suit and tie. Over the next decades, my folks—who were early members of RTC—rode throughout the U.S. and Europe. Even with developing signs of Parkinson's disease, my mother tackled one of the longest rail-trails in existence, the Katy Trail. Her disease did not deter them from their final cycling jaunt in 1999; she was 75 and he was 81. My husband and I joined them; together we rode the lush greenways of the Czech Republic, visiting castles and historic towns along the route.

Though the trip was full of struggles, it was amazing to tour my husband's country together—bicycling, speaking foreign languages, talking to locals, eating cabbage in all forms and experiencing a whole different world up close from the bike seat.

Inspirational quote

You won't know if you don't go.



LEIGH CASTELL PHOTOGRAPHY

My favorite rail-trail experience of all time

In 2012, my sisters and our families cycled the Route of the Hiawatha in Idaho and Montana. Riding through the Rockies far from civilization gave me an exhilarating sense of how the pioneers may have witnessed the vast expanse of this beautiful country.●

FROM THE STAFF

Memorable Trail Experience?



Donald Minor
Customer Service Coordinator

My favorite trail memory is from a trip my wife and I took on a small trail in Maryland when we first started dating. We were walking her dog along the trail as falling leaves lined our path and the sun was setting. By the end of our walk, I had a new appreciation for trails and even like to think we started falling in love that day.●



Leeann Sinpatanasakul
Advocacy Coordinator

One of my most memorable experiences on a trail was mapping the Amelia Island Trail and Timucuan Trail by bike for RTC's 2016 Florida Guidebook. Though I couldn't directly see the beach from the trails, there were many side paths leading there. Once when we stopped for a break, we were able to sneak a peek of the beach. It was so peaceful to hear the ocean waves roll in and out. What can beat that?●

FEATURED LETTER TO THE EDITOR

A Furry Trail Ambassador

I love walking the rail-trails in central and western Virginia with my dogs. I have thought about how frightening it must be for bikers to ride by a barking dog, even if he is off to the side of the trail. I taught my Australian Cattle Dog, Jacob, to sit as bikers pass. Now all I have to say is, "bike," and Jacob moves off the trail and sits. We get lots of thank yous and compliments, which are much appreciated. Common courtesy and putting yourself in other users' shoes goes a long way to adding to the fun on the trails.●
Karla Ann Deithorn, Monroe, Va.

We agree! RTC encourages everyone to "Share the Trail!" Learn more and watch our new "How-To" videos on Six Golden Rules of safe trail use at railstotrails.org/sharethetrail.



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Pathway to Prosperity

With its natural beauty, cross-state connections and dozens of trails communities, the 238-mile Katy Trail—now in its 26th year—has become a model of prosperity in Missouri and America.

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David Dahlquist—the lead creator of one of the most famous rail-trail installations in the country—discusses the inspiration for his latest project on the Raccoon River Valley Trail in Iowa.

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A View From ... The Industrial Heartland Trails Network

In this stunning pictorial, learn how the 1,450-mile Industrial Heartland Trails Network is preserving the beauty and history of the region that gave birth to the Industrial Revolution in the U.S.

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Destination Arizona: The Peavine and Iron King Trails

Boasting dramatic granite landscapes, a rich mining history and friendly communities—as well as a Rail-Trail Hall of Fame designation—the 10.3-mile Peavine and Iron King trail system in Arizona is a must-see, must-experience excursion for trail enthusiasts.

By Cindy Barks

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AARON FUHRMAN

IMAGINING A HEALTHIER FUTURE

As we wrap up the celebration of Rails-to-Trails Conservancy's 30th anniversary, I would like to shift the focus from the past to the future by asking you to join me in a thought experiment.

Imagine that we are celebrating our 50th anniversary in 2036. What do we want the world to look like? How will our lives be different? And—perhaps more importantly—what do we need to achieve over the next 20 years to make this vision a reality?

In 2036, my grandkids will be 24 and 22. I imagine them coming of age in a place much healthier than today's America. They will live in communities in which few people own a car. Cars will still be a major element of our transportation system, but they will be self-driven vehicles owned by a taxi fleet that you will summon when needed on an electronic device.

Because people will no longer need a place to park their personally owned vehicle, there will be little need for on-street parking. This will permit the transformation of parking lanes on existing roadways to separated bike lanes and widened sidewalks for pedestrians. These new separated bike lanes and sidewalks will be seamlessly connected to a national system of trails. And this system of walking and biking infrastructure will also be connected to public transportation.

How will this 2036 community be healthier? It will be economically healthier because families will enjoy improved mobility without incurring the costs of car ownership, while society at large will benefit from a dramatic reduction in traffic-related deaths. It will be environmentally healthier because these self-driven vehicles will be electric and fueled by renewable energy. Public health will be vastly improved because it will be safe and convenient for people to build walking and biking into their daily lives.

How will we transform this vision into reality? Over the next four years, RTC will focus on four major priorities to move us toward this vision:

- First, we will create a portfolio of up to 12 major projects in urban, suburban and rural communities to demonstrate how regional trail systems can increase walking and biking for the purposes of both transportation and recreation.
- Second, we will develop innovative new models to finance the creation of such systems using federal, state, local and private-sector investment.
- Third, we will deploy cutting-edge technology and data analysis to make an irrefutable economic case for such investments.
- Fourth, we will expand the broad base of support for regional trail systems by working closely with state and local governments, economic development entities, social equity advocates and the health-care sector.

Just as the amazing success we have enjoyed in the past 30 years would not have been possible without the steadfast backing of our members, our ability to achieve this vision of a healthier America will depend on the continued support of thousands of trail lovers across the U.S.

Happy trails!

Keith Laughlin, President
Rails-to-Trails Conservancy

RAILSTO TRAILS

Rails to Trails is the magazine of Rails-to-Trails Conservancy (RTC), a nonprofit organization dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.

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RTC and WABA are collaborating on a new world-class trail system in the D.C. area.



\$7.95 million federal TIGER grant will help complete a regional trail system in Cleveland, Ohio.



Hundreds of millions of dollars could go toward California trails if new bill is passed.



\$12.5 million/year allocated to Clean Ohio Fund for trail and green space construction.



RTC awards nearly \$100,000 to support development of six multi-use trail projects nationwide.

What We've Been Up To

RTC Launches Trail Expert Network

Through the generosity of the Doppelt Family, RTC has proudly launched our Trail Expert Network, a new resource designed to provide trail professionals with relevant news, enhanced tools and cutting-edge best practices for building and stewarding trails. Members are also eligible to apply for the Doppelt Family Trail Development Fund. The network is more than 5,000 members strong and continues to grow.

Learn more and sign up here:

rtc.li/TrailExperts

World-Class Trail Network Is Coming to D.C.!

RTC is proud to be collaborating with the Washington Area Bicyclist Association to form the Capital Trails Coalition, a group of stakeholders seeking to create a world-class network of multi-use trails equitably distributed in the Washington, D.C. metropolitan region. The trail network will provide healthy, low-stress access to open space and reliable transportation for people of all ages and abilities across the city. RTC will be leading the coalition's trail mapping and trail gap analysis work over the next year.

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Cleveland Metroparks Awarded Nearly \$8 Million for Bike/Ped Pathways

In July, Cleveland Metroparks in Ohio was awarded a groundbreaking \$7.95 million federal TIGER (Transportation Investment Generating Economic Recovery) grant that will help create a connection to the 85-mile Ohio & Erie Canalway Towpath Trail, and help complete and connect several other local trails into a regional network. The winning project, Reconnecting Cleveland, will ultimately create better access to jobs, transit and safe outdoor recreational spaces, and serve as a boon for economic development. RTC's Midwest Regional Office was pleased to support this effort and will continue to provide technical assistance in the next several years.

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CA Moving Ahead on Major Investment in Parks and Trails

Californians continue to advocate for a nearly \$3.5 billion investment in parks and trails. If passed in 2018, the California Parks, Water, Climate, and Coastal Protection and Outdoor Access for All Act of 2018 (AB 2444) would fund parks and habitat and provide potentially hundreds of millions of dollars for more trails throughout

the state. Signature projects like the California Coastal Trail, as well as local urban trails connecting neighborhoods to recreational areas, would benefit from the bond. The measure prioritizes investment in disadvantaged communities with scarce open space and recreation opportunities, and high rates of diabetes and obesity.

The measure is currently slated for the June 2018 ballot. RTC's Western Regional Office will continue to shepherd this important bill forward to green our communities, beautify our neighborhoods and combat climate change.

Contact: Laura Cohen,
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Cleaner, Greener Ohio

Since voters approved it in 2000, the Clean Ohio Fund has helped to preserve green space and farmland, clean up brownfields and enhance outdoor recreation in the Buckeye State—including by supporting trail construction. However, the fund had been running on "empty" for a long time. RTC Midwest Policy Manager Brian Housh worked with a broad coalition of organizations to renew and grow the fund, including his recent participation in an onsite educational event with legislators to educate them about the fund. As a result of

the coalition's advocacy efforts, legislators passed a bill to renew the Clean Ohio Fund and increase its funding. A portion of the fund set aside for trails doubled its funding to \$12.5 million per year. Gov. John Kasich signed the bill into law on May 4, 2016.

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RTC'S DOPPELT FAMILY TRAIL DEVELOPMENT FUND AWARDS NEARLY \$100,000 TO SIX COMMUNITIES

In June, RTC announced the winners of our 2016 Doppelt Family Trail Development Fund grant awards. Now in its third cycle, the program supports communities seeking to build and improve their multi-use trails. RTC received an unprecedented 166 applications this year and was able to award nearly \$100,000 to six worthy projects:

- \$7,500 to Ecology Action of Santa Cruz (California) on behalf of Santa Cruz County Friends of the Rail & Trail for the Santa Cruz County Coastal Rail Trail
- \$10,000 to the Great Shasta Rail Trail Association (California) for the Great Shasta Rail Trail
- \$20,000 to Fort Wayne Trails, Inc. (Indiana) for the Pufferbelly Trail
- \$15,000 to the Gallatin Valley Land Trust (Montana) for the Gallagher Trail
- \$20,000 to the Allegheny Trail Alliance (Pennsylvania) for the Great Allegheny Passage's Pinkerton Tunnel
- \$25,000 to the Cross Vermont Trail Association (Vermont) for the Cross Vermont Trail

Contact: Kelly Packer
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FROM LEFT: RTC/MILO BATEMAN; PAUL F. NEUMANN; BRUCE S. FORD; COURTESY SUMMIT METRO PARKS; CHRISTINA SCHMIDLIN

LEFT: U.S. Department of Transportation Deputy Secretary Victor Mendez signs a check representing a \$15 million TIGER grant awarded to Los Angeles County Metropolitan Authority in 2015 for the construction of the Rail to River project.



California's Rail to River

Rail to River will connect to two important north-south commuter routes in Los Angeles and serve a historically underserved area where more than one-fifth of households don't own vehicles.

BY LAURA STARK

TRAIL UNDER CONSTRUCTION:
Rail to River

LOCATION:
South Los Angeles, California

USED RAILROAD CORRIDOR:
Harbor Subdivision of BNSF Railway

LENGTH:
8.3 miles

SURFACE:
Asphalt

A new rail-trail project is taking shape that will improve biking and walking transportation options in an area where more than one-fifth of the households within a half mile of the project don't own a vehicle. Called "Rail to River," the project is highly anticipated for these historically underserved neighborhoods in the county of South Los Angeles, the most populous county in the nation, where nearly 17 percent of commuters get to work via public transit, bicycling or walking.

"In this part of the county, a lot of the population is low income,"

says Paul Gonzales, senior media relations officer for the Los Angeles County Metropolitan Transportation Authority (Metro), which is spearheading the project. "People with cars call this [project] active transportation. People without cars call it just getting to work."

The trail's first planned segment, a 6.4-mile paved expanse, is known as the "Rail to Rail" portion, as it will connect two light rail lines—the Crenshaw/LAX Line (under construction and more than halfway complete) and the existing Blue Line running between the downtowns of

Los Angeles and Long Beach. The two rail lines are important north-south commuter routes, and the trail, traveling east-west, will provide access to stations for both.

Currently in an engineering and environmental clearance phase, the trail's initial section, which stretches from West Boulevard to Santa Fe Avenue, is slated for completion by 2019. The trail will largely parallel Slauson Avenue, providing a much safer alternative to biking on the busy thoroughfare that has no bike lanes. Though the corridor is minimally used by BNSF Railway,

the tracks will be removed once the project gets underway.

“Metro owns a significant amount of rail right-of-way,” says Eric Bruins, former planning and policy director for the Los Angeles County Bicycle Coalition. “This corridor was one of them, and there were complaints about blight. With South L.A.’s demographics, you have overcrowded residential next to industrial areas, so Metro was wanting to be a good neighbor and turn these abandoned train tracks into an asset instead of a liability.”

True to its name, a subsequent phase, which is not yet funded, will take the trail farther east to the Los Angeles River. When finished, the trail will total 8.3 miles.

“Rail to River will connect our public transit riders to the L.A. River and other destinations, creating economic development, cultural and social benefits,” wrote Los Angeles County Supervisor Mark Ridley-Thomas in a statement provided to Rails-to-Trails Conservancy. “We anticipate the improvements to be nothing short of catalytic for the community and the region.”

For more information about the project, visit metro.net.



“RAIL TO RIVER WILL CONNECT OUR PUBLIC TRANSIT RIDERS TO THE L.A. RIVER AND OTHER DESTINATIONS, CREATING ECONOMIC DEVELOPMENT, CULTURAL AND SOCIAL BENEFITS.”

LOS ANGELES COUNTY SUPERVISOR MARK RIDLEY-THOMAS

PHOTO: Rail to River will eventually create a connection to the L.A. River, which is paralleled from north to south by the Los Angeles River Trail (shown here).



A Legacy That Connects Us All

John Ellicot is leaving a legacy for future generations with a generous bequest to Rails-to-Trails Conservancy.

By designating a portion of his IRA to RTC, John will ensure that his grandchildren and others will enjoy a healthier, safer future on the pathways he cherishes.

Learn more about how you can include RTC in your legacy plans.

Contact:
Katie Guerin – 202.974.5143
katie@railstotrails.org

railstotrails.org/heritagecircle



You can provide a healthy and safe future for American trails by naming RTC as a beneficiary in your will, trust or IRA. These gifts are non-binding, and your assets remain with you.

10 Great Pathways to History

BY AMY KAPP

With corridors that originate from some of the most poignant moments in America's past—from the days of the Revolution to the creation of the Old West, and beyond—trails are the perfect time machines to transport us back into history. These 10 pathways offer us a peek into some of the most interesting people and events that created the country.

Massachusetts

MINUTEMAN BIKEWAY



History abounds along this rail-trail, which follows part of Paul Revere's famous midnight ride of April 18, 1775 (you know—the one that alerted the colonies to the approach of the British military at the start of the Revolutionary War). But its revolutionary qualities don't stop there. The trail creates a seamless route to Cambridge, Arlington, Lexington and Bedford (with further trail/transit connectors to Concord and Boston), connecting many historical locales—such as the sites of the Battle(s) of Lexington and Concord (documented in depth at Minute Man National Historical Park in Concord), which kicked off the war, and the home of the Bedford Flag, ostensibly the oldest-known complete flag in the U.S.

Head south to savor the beautiful historical backdrop of Cambridge—which was incorporated in the 1630s—and get an Ivy League view of Harvard University.

The trail's connections make it incredibly convenient for active transportation and recreation, and today it welcomes several hundred thousand trail users annually. •

Length: 9.7 miles

Surface: Asphalt

Uses: Biking, walking, inline skating; wheelchair accessible

Virginia

VIRGINIA CAPITAL TRAIL



To learn more about these and other trails, check out TrailLink.com, a searchable database of more than 30,000 miles of trails nationwide. The website and TrailLink apps include detailed descriptions, interactive maps, photographs and firsthand ratings and reviews.

The 53-mile Virginia Capital Trail parallels the James-town River and State Route 5, creating a seamless off-road connection from historic Jamestown (shown here) and Williamsburg to the capital, Richmond, and providing numerous opportunities to explore some of the earliest history of the U.S.

The southern endpoint begins near the Jamestown settlement, which tells the story of the country's first permanent English colony, established in 1607, as well as the Powhatan Indians and Africans who converged or were brought there in the 17th century. Nearby is Colonial Williamsburg, a 301-acre historical area that provides a living record of 18th-century life in the country's most influential colony during the American Revolution.

You'll also pass by Revolutionary War battlegrounds, the homes of several U.S. presidents, the oldest plantation in Virginia and the plantation established by early English settler John Rolfe, who married Pocahontas.

The Richmond Riverfront segment, at the trail's northern end, parallels Dock Street through Shockoe Bottom, one of the city's oldest neighborhoods. •

Length: 53 miles

Surfaces: Asphalt, boardwalk

Uses: Biking, walking, inline skating; wheelchair accessible

Nevada Historic Railroad Trail**COUNTY:** Clark**ROUTE:** Lake Mead Visitor Center > Hoover Dam**LENGTH:** 3.7 miles (dirt, gravel)**CONNECTS TO:** River Mountains Loop Trail, local trails into Henderson**HIGHLIGHTS:** Lake Mead National Recreation Area; leads to Hoover Dam, completed in 1936**Ohio Great Miami River Trail****COUNTIES:** Butler, Miami, Montgomery, Warren**ROUTE:** Piqua > Fairfield**LENGTH:** 86.2 miles (asphalt)**CONNECTS TO:** 330-mile Miami Valley Trails**HIGHLIGHTS:** Intersects with Mad River Trail to reach Ntl. Aviation Heritage Area, inc. Wright Brothers Museum, Ntl. Aviation Hall of Fame, National Museum of the U.S. Air Force

*Trail is closed from Fifth Street and Helena Street in downtown Dayton until 2017.

Pennsylvania Schuylkill River Trail**COUNTIES:** Montgomery, Philadelphia**ROUTE:** Valley Forge > Philadelphia**LENGTH:** 27 miles (asphalt)**CONNECTS TO:** 750-mile Circuit Trails**HIGHLIGHTS:** Valley Forge Ntl. Historical Park; less than 2 miles from Independence Hall, Liberty Bell; Ntl. Constitution Center**South Dakota George S. Mickelson Trail****COUNTIES:** Custer, Fall River, Lawrence River, Pennington**ROUTE:** Deadwood > Edgemont**LENGTH:** 109 miles (crushed stone)**CONNECTS TO:** Custer State Park Spur**HIGHLIGHTS:** Famous Wild West town of Deadwood, Crazy Horse Monument, Mount Rushmore Ntl. Memorial**Texas Historic Battlefield Trail****COUNTY:** Cameron**ROUTE:** Brownsville > Palo Alto Battlefield**LENGTH:** 8.5 miles (asphalt)**HIGHLIGHTS:** Palo Alto Battlefield National Historical Park at northern trailhead—was site of first battle of Mexican-American War in 1846**Georgia EASTSIDE TRAIL – ATLANTA BELTLINE**

The 2.3-miles-and-growing Eastside Trail—part of the Atlanta BeltLine—stretches from Piedmont Park to Inman Park, a half mile from the Martin Luther King Jr. National Historic Site. Included are King's boyhood home; his final resting place with late wife Coretta Scott King; and Ebenezer Baptist Church, where he and his father preached. •

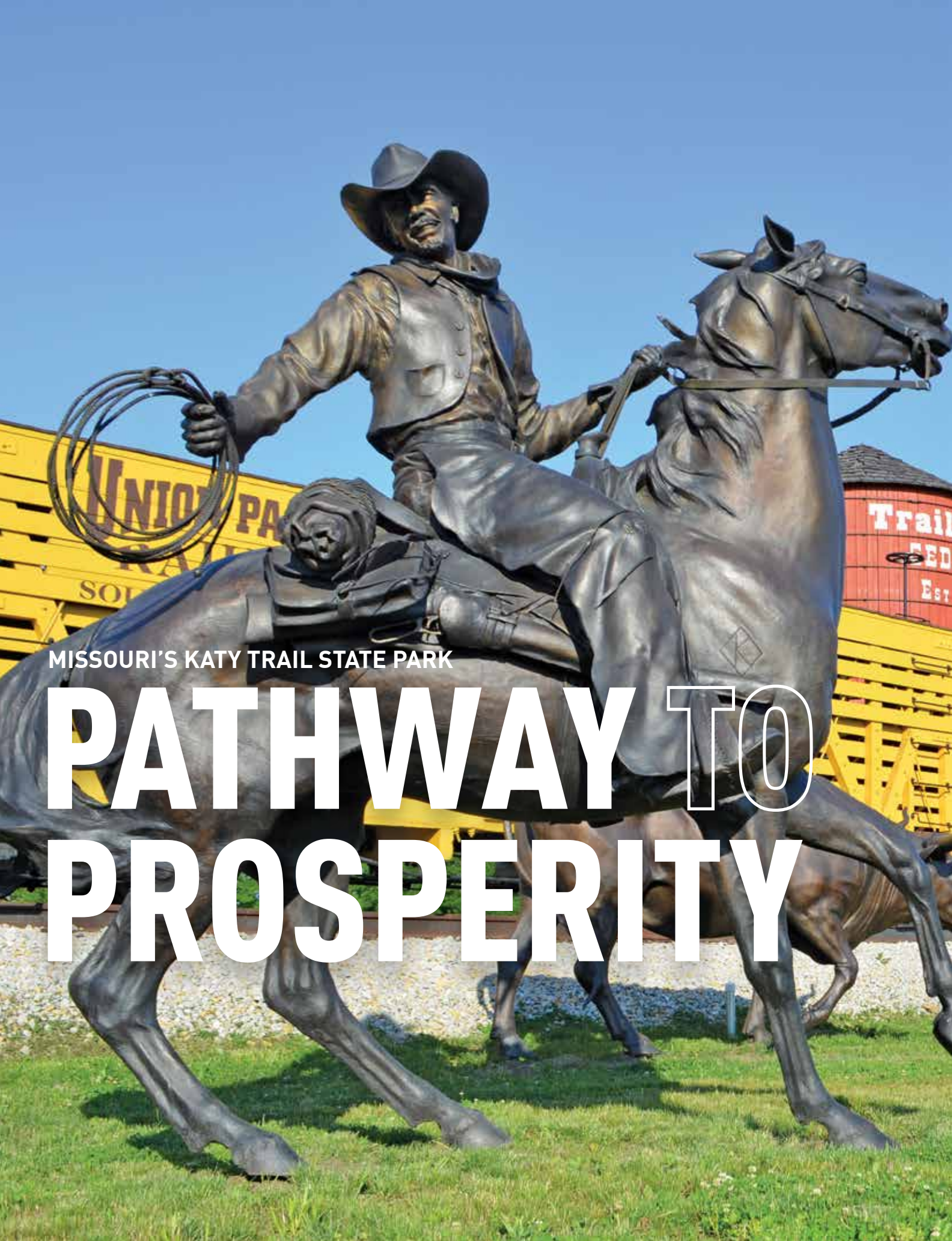
Length: 2.3 miles**Surface:** Concrete**Uses:** Biking, walking, inline skating; wheelchair accessible**New Jersey DELAWARE AND RARITAN (D&R) CANAL STATE PARK**

This V-shaped trail's western prong runs south from Frenchtown toward Trenton and past Washington Crossing Historic Park, where Gen. George Washington led his troops across the icy Delaware River on Christmas Day 1776 to beat the Hessians in Trenton. •

Length: 69.5 miles**Surfaces:** Crushed stone, gravel**Uses:** Mountain biking, walking, horseback riding, fishing, cross-country skiing; wheelchair accessible**Washington DISCOVERY TRAIL**

Stretching from Long Beach to Ilwaco in Pacific County, this trail follows part of the route of Meriwether Lewis and William Clark's famous Corps of Discovery Expedition 200 years ago. Along the path are several bronze commemorative sculptures, as well as public art, wildlife and breathtaking scenery. •

Length: 8.3 miles**Surface:** Asphalt**Uses:** Biking, walking, inline skating; wheelchair accessible



MISSOURI'S KATY TRAIL STATE PARK

PATHWAY TO PROSPERITY



Now in its 26th year, Missouri's Katy Trail supports small businesses across the state and serves as a model for other rail-trail projects nationwide. •

Miles: 237.7

Surfaces: Crushed stone, gravel

Endpoints: Machens > Clinton

Counties: Boone, Callaway, Cole, Cooper, Henry, Howard, Montgomery, Pettis, St. Charles, Warren

BY DANIELLE TAYLOR

Missouri's nickname—the "Show Me State"—reflects its residents' prudent tendency to question unsubstantiated claims, so when early proponents of the Katy Trail began advocating for its creation in the mid-1980s, it was only natural that their assertions of increased tourism and economic prosperity met with a few skeptics. However, the trail has proved its worth several times over in the quarter-century since it opened, and it now supports more than 400,000 recreational users each year as well as dozens of communities and hundreds of small businesses statewide.



408 feet

LIFT SPAN OF THE KATY BRIDGE IN BOONVILLE

The path to prosperity hasn't been without its bumps, and ongoing challenges demonstrate the continuing need for oversight and advocacy. Still, the 237.7-mile Katy Trail shines as one of the most robust rail-trail projects in America. In September 2007, Rails-to-Trails Conservancy (RTC) inducted it into the Rail-Trail Hall of Fame (railstotrails.org/halloffame), the second of only 30 trails nationwide to receive this honor.

A Celebrated Trail

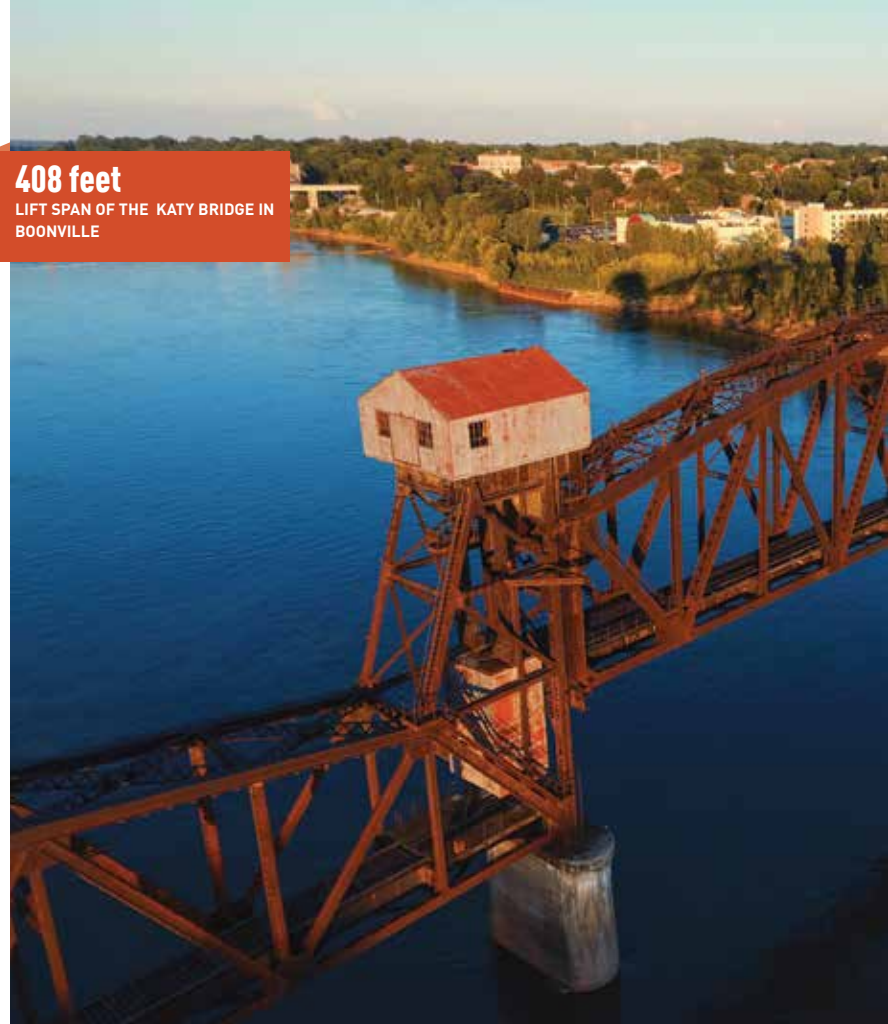
Passing through some of Missouri's most scenic areas, it makes sense that the Katy Trail would be a popular pathway with tourists and locals. The eastern portion follows the Missouri River for 165 miles, where scenic farmland, fertile floodplains and other distinctive topographic features showcase the area's natural history. Along certain sections, towering limestone bluffs—documented by Meriwether Lewis and William Clark in their famous Corps of Discovery Expedition (1804–1806)—provide an otherworldly experience, and the trail segment between St. Charles and Boonville is an official portion of the Lewis and Clark National Historic Trail.

Despite featuring many landscapes—including forests, wetlands, valleys, remnant prairies and farmland—the trail is relatively flat and convenient for many types of trail use. The Katy Trail is also part of the coast-to-coast American Discovery Trail and is designated a Millennium Legacy Trail (railstotrails.org/trail-promotion)—a testament to the trail's place in American history and culture.

The Road to Here

The Katy Trail's name comes from the rail line that once ran along its path—the Missouri-Kansas-Texas Railroad (MKT), first nicknamed the "K-T." The company incorporated in 1870, bought the Southern Branch of the Union Pacific Railway that year and then began expanding from the nearly 200 miles of track in Kansas acquired as part of the deal. Over the next 100 years, the company laid more than 3,500 additional miles of track throughout Missouri, Kansas, Oklahoma and Texas.

The portion of the MKT system between Boonville and St. Charles, Missouri, ran along the floodplains of the Missouri River. It suffered multiple washouts over the years that required extensive repairs. When an October 1986 flood severely damaged a portion of track along the route, the railroad decided against performing yet another repair and sought permission from the Inter-



The eastern portion of the Katy Trail follows the Missouri River for 165 miles past farmland, floodplains and other topographic features that showcase the region's natural history.

state Commerce Commission (now the Surface Transportation Board) to abandon the line. Fortunately, recent federal legislation in the form of railbanking (via an amended National Trails System Act in 1983)—in which a railroad can transfer management of a rail corridor to a recreation entity while preserving the line's infrastructure for potential future transportation use—had paved the way for conversion of the rail corridor to a trail, opening up a new opportunity for Missourians.

The Missouri Department of Natural Resources jumped on the opportunity to acquire the Katy's right of way and received a certificate of interim trail use in 1987—one of the first projects in the nation to benefit from the new railbanking statute. Philanthropists Ted and Pat Jones, who had lobbied the Missouri legislature for the project, donated \$200,000 toward acquisition of the right-of-way and \$2 million toward construction costs.

In April 1990, the first section of the trail opened up between Rocheport and McBaine. The Union Pacific Railroad, which purchased the MKT system in 1988, donated a 33-mile extension in 1991, and the state continued adding sections through 2011. Since then, expansion efforts have turned to the Rock Island Trail project, a separate rail-trail that will intersect with the Katy and significantly augment the state's recreational offerings.

PREVIOUS SPREAD, MAIN: DANIELLE TAYLOR; INSET: AARON FUHRMAN; THIS SPREAD, FROM LEFT: AARON FUHRMAN, DANIELLE TAYLOR



BOONVILLE BRIDGE

Much of the Katy Trail's purpose is to keep the state's history alive, and in Boonville, the Katy Bridge Coalition has worked hard to do just that. The Missouri-Kansas-Texas (MKT) Railroad built the bridge across the Missouri River in 1932. It featured a 408-foot lift span, which at the time was the longest of its kind in the U.S. The bridge carried rail traffic until 1986, when the MKT Railroad ceased operations, and in 1987 it became part of the Katy Trail railbanking agreement.

Although the Katy Trail was routed over the adjacent Highway 40 bridge, keeping the original railroad bridge intact was critical to preservation of the Katy Trail because it kept the railbanked corridor legally intact. In 2004, the Coast Guard deemed the railroad bridge a navigation hazard and instructed owner Union Pacific Railroad to demolish it. The railroad began planning to dismantle the bridge and reuse its steel on another bridge project downstream across the Osage River.

In 2009, after a long and protracted battle between trail advocates, the state and Union Pacific, Gov. Jay Nixon (then attorney general) helped save the bridge by allocating federal stimulus money for the Osage River Bridge, eliminating the motivation to dismantle the one in Boonville.

Since then, the Katy Bridge Coalition has continued to raise funds toward its renovation. The first section on the south side of the river opened in April 2016.

Economic Impact

In 2012, Missouri State Parks conducted a study to determine the economic impact of Katy Trail State Park based on user spending and found the trail had a direct impact of \$18.5 million per year. Roughly three dozen towns along the trail welcome trail users to their restaurants, shops, bed-and-breakfast inns and other businesses, and thousands of trail users plan mini-vacations each year that take advantage of these establishments.

While some businesses existed before the trail and have seen an uptick in revenue with the increased patronage, others specifically established their companies to cater to Katy traffic and have enjoyed significant success.

Todd White bought Katy Bike Rental in 2002 when it was just a small shop in the town of Defiance. He has since expanded the business to a \$500,000-per-year enterprise with multiple locations. The Defiance location includes Robin's Nest, a gift shop, and the Augusta store features Pop a Wheelie, an ice cream shop with drinks and other concessions. Today the business employs 30 Missourians.

"We've bumped up sales sixteenfold since 2002," White says, noting the consistently high demand for his services from trail users. "My gross revenue doubled between 2013 and 2015."

Many other businesses along the route have seen similar success based largely on their proximity to the trail. "Over a three-day weekend, we'll get anywhere from 20 to 100 bicyclists, weather depending," says Mike Sloan, owner of the Hermann Wurst Haus, which sits about 2 miles from the trail. "You can tell they're from

18.5

Millions of dollars per year of direct economic impact generated by the Katy Trail

PHOTO: Hermann Wurst Haus owner Mike Sloan shares his award-winning sausages with a customer. The popular establishment sits 2 miles from the Katy Trail.



237.7 Length of the trail in miles

5

Average number of days required to bike the trail's full length

the trail by the way they're dressed and their cleats clicking as they walk across the floor."

Terry Heisler, owner of Augusta Brew Haus just a few steps from the trail in Augusta, attributes the bulk of his revenue to cyclists and other trail users. "We get 80 to 85 percent of our weekend business from the Katy Trail," he says. "This place wouldn't survive without it."

Rock Island Connection

While the Katy Trail is groundbreaking enough on its own, the in-progress Rock Island Trail is poised to connect with it and give Missouri a rail-trail system unlike any other in North America.

The Rock Island line's history stretches back to 1847, when the Rock Island and La Salle Railroad Co. incorporated in Illinois. During the mid-1960s, the company pursued a complicated merger with Union Pacific Railroad, and it entered its final bankruptcy in 1975. Union Pacific purchased the corridor, and as the rail line changed hands, community support emerged for a proposed trail along the Rock Island line similar to the Katy Trail.

Rock Island Trail supporters had reached a tentative agreement with Union Pacific to railbank the trail in 1993, but the Surface Transportation Board canceled that plan when outside investors bid on the corridor. In 1999, Union Pacific sold some of the trackage rights to the Missouri Central Railroad Co., a subsidiary of Ameren UE.

Members of communities along the corridor began meeting again in 2009 to renew the trail proposal. Ulti-

mately they organized to form the nonprofit group Missouri Rock Island Trail, Inc. As grassroots momentum built, the state of Missouri acquired the rights from Ameren UE to build a trail alongside the rail line from Windsor to Pleasant Hill. This later led to Ameren UE agreeing to railbank that 47.5-mile corridor. Missouri State Parks began construction on the line in winter 2015, and it's scheduled to be complete in December 2016.

At Windsor, the Rock Island Trail will connect with the Katy Trail, lengthening the continuous passage for trail users almost the whole way to Kansas City.

Further west along the Rock Island line, Jackson County recently purchased from Union Pacific 17.7 miles of line, stretching from Arrowhead Stadium in Kansas City, Missouri, to Lee's Summit. The county expects to complete trail construction on this portion by spring 2018. A 7-mile gap will remain between Lee's Summit and Pleasant Hill; Missouri State Parks, the city of Pleasant Hill and Jackson County have vowed to complete that trail section.

East of Windsor, the Rock Island Trail's greater potential emerges, and recent developments foretell a promising future. The corridor crosses the Katy Trail at Windsor and then continues east for another 144 miles, where it approaches the Katy again near the Beaufort/Washington area. Following a massive community effort involving leadership from RTC, Ameren UE agreed to railbank this segment and expects to turn over the corridor to Missouri State Parks by late next year.

Development of this segment will likely take several decades, but once it's complete and the connection to the Katy Trail has been established, Missouri will have a rail-trail loop with spurs covering more than 450 miles and connecting Kansas City and St. Louis on opposite sides of the state.

Continuing Challenges

Like many rail-trail projects, the Katy Trail had early opponents among rural residents who thought the trail would bring crime and other problems to their homes, farms and communities. But the economic benefits brought by the Katy combined with the near-absence of any mischief has changed people's minds.

"There was a lot of social upheaval and opposition at first," says Missouri State Parks Director Bill Bryan, who worked as a lawyer on Katy Trail property compensation litigation during the railbanking process. "Farmers parked their tractors on the line to block us at the time,

PHOTO: A 19th-century French village house along the Katy Trail in Marthasville commemorates a stop of the Lewis and Clark Expedition in 1804 and 1806.



THIS PAGE: AARON FUHRMAN. OPPOSITE PAGE: MAP ILLUSTRATION BY DANIELLE MARKS



but those same people see the economic and recreation and lifestyle benefits now. One of the most ardent [former] opponents of the Katy Trail stood up in a meeting about the Rock Island proposals and told folks who live along that line that 99 percent of people on the Katy Trail are good people. No one's stealing watermelons or leaving litter like they feared."

Still, challenges come up from time to time that threaten the Katy's future. One state legislator recently proposed a bill to allow all-terrain vehicles and golf carts on the Katy Trail. The same legislator proposed another bill that would require cyclists to attach a 15-foot-tall pole with an orange flag to their bikes before operating on county roads, many of which feed into the trail. Jodi Devonshire, co-owner of the Bike Stop Café & Outpost in St. Charles, wrote in an April post on the Missouri Bicycle and Pedestrian website, "We've had ... folks telling us they will not make a vacation trip for fear of running into ATVs or the unfavorable trail conditions they will likely cause." Both bills failed to make it out of the House, but challenges continue to surface.

Model for Others

As one of the nation's earliest railbanking projects,

the Katy Trail has been studied extensively by rail-trail proponents around the country who wish to repeat its success. Recently, a group from the Arkansas Parks and Tourism Department came to visit the Katy Trail as they consider an 87-mile rail-trail project of their own along the Mississippi River. Kansas sent a delegation last year to take notes for a rail-trail conversion that may one day connect with Missouri's system in Kansas City.

"They came because the Katy Trail is in the RTC Hall of Fame, and there's a great opportunity here to understand what it takes," Bryan says of the Arkansas visitors. "When they left, we asked if they had any feedback for us, and they said this is exactly what they want to do."

Former Columbia Mayor Darwin Hindman says, "The Katy Trail should be seen as a teacher, and as an example of serendipity." Hindman, whose 20-plus years of advocacy for the trail earned him a Doppelt Family Rail-Trail Champion Award (railstotrails.org/trailchampions) from RTC, explains, "If you do something that reaches as many people in a positive way as the Katy Trail does, good things are going to follow. You may not know what they will be, but good things are going to follow." •



Danielle Taylor, a freelance journalist who covers outdoor recreation, conservation, public lands and travel, spent a week on the Katy Trail in June to research this story.

To learn about her work and travels, visit adventureeditorial.com.

The 9/11 memorial trail project is a fusion of three themes: pilgrimage and remembrance, nation-building and resilience, and trail connectivity.

SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL

TRAIL OF TRIBUTES

BY MAUREEN HANNAN



The September 11th National Memorial Trail is a journey of remembrance to honor the fallen heroes and first responders of the 2001 tragedy. •

Length: 1,326 miles (est.)
Links: Flight 93 Ntl. Memorial (Pennsylvania), Ntl. 9/11 Pentagon Memorial (Washington, D.C.), Ntl. September 11 Memorial & Museum (Ground Zero) (New York)

On a bright June afternoon, Debby Borza leads a small group of visitors along a footpath overlooking hundreds of acres of green fields in Somerset County, Pennsylvania. She reflects on the once-scarred land of this abandoned strip mine, pointing out the newest changes to the landscape: 40 groves of 40 young maples. The groves were planted in memory of the 40 flight passengers and crew members who lost their lives here on the morning of September 11, 2001.

One of those people was Borza's 20-year-old daughter Deora Bodley, a student on her way to begin her junior year in college. The Pennsylvania strip mine—one of three sites marking the worst terrorist attack in U.S. history—is where Borza and the other family members of the 40 people on Flight 93 came to mourn their loved ones. It's a place she now returns to several times a year to focus her thoughts and energies on renewal.

This place of grief and hope so personal to Borza and the other Flight 93 family members has also become part of America's collective national memory. It's a site that is preserved now by the National Park Service as the Flight 93 National Memorial.

As Borza turns to head back to the visitors' center, she spots a couple of weary-looking cyclists crossing the parking lot. The two women are coming from the main park entrance—which means they must have ridden Route 30, a dangerous stretch of road for bikes. She introduces herself and asks if they need help or directions.

"Is there trail access to the memorial now?" one of the cyclists asks. "We rode in off the GAP to remember Flight 93, but we weren't sure if the new trail was open yet."

Connections Across 1,300 Miles

The brand-new trail connection that Borza pointed out to the riders that day is far more than a day-trip spur off

the Great Allegheny Passage (GAP). It's a critical link in a 1,300-mile triangle of trails connecting the Flight 93 memorial to the Pentagon outside Washington, D.C., and New York City's Ground Zero.

The September 11th National Memorial Trail (NMT) is a multi-use circuit born of many different kinds of connections—among trail advocates, communities, existing trails and even moments in history. Its first leg runs northwest from the Pentagon Memorial, following the Chesapeake & Ohio Canal National Historical Park to the GAP at Cumberland, Maryland. It links to the Flight 93 memorial via a newly acquired rail right-of-way from Garrett, Pennsylvania. The second leg extends east from the Flight 93 memorial to New York City's National September 11 Memorial, piggybacking along many rail-trails and community trails in Pennsylvania and New Jersey. The third leg, from New York City to the Pentagon Memorial, follows the East Coast Greenway south through five states.

The founders of the NMT, a corps of trails advocates who conceived the idea just days after 9/11, describe the project as a fusion of three distinct themes. First, it is a secular pilgrimage experience, a journey of remembrance of the fallen of 9/11 and of tribute to its first responders. Whether it's traveled by foot, bike, motorcycle or car, the route offers opportunities to reflect on the events that changed the nation's course and consciousness. Second, the trail is a tour of landmarks that focuses on themes of American nation-building and resilience. It's this thematic emphasis that shapes the new east-west trail alignment between Pennsylvania and New Jersey.

Finally, the September 11th National Memorial Trail marks a bold new experiment in trail connectivity. The wiggly lines of the route map bear witness to the hun-

THE 9/11 TRAIL IS A MULTI-USE CIRCUIT BORN OF MANY DIFFERENT KINDS OF CONNECTIONS AMONG TRAIL ADVOCATES, COMMUNITIES, EXISTING TRAILS AND MOMENTS IN HISTORY.

PHOTO: (Left) Rendering of the Flight 93 National Memorial. (Above) Debby Borza (left) leads the author and her son along a footpath near the site in Somerset County, Pennsylvania, where 40 people lost their lives during the September 11, 2001, attacks. Borza's 20-year old daughter Deora Bodley was one of the passengers, on her way to begin her junior year in college.

dreds of partners—big and small, public and private—that made the vast triangle complete.

A Grand National Pilgrimage

The project was born four days after 9/11. The visionary behind it, David Brickley, is a former Virginia lawmaker and longtime champion of linear parks. Then director of the Virginia Department of Conservation and Recreation, Brickley had planned a multi-state conference for Sept. 15, 2001, to promote trail connectivity among state, federal and local entities.

Despite the bad timing, 700 trail managers gathered for the conference, only a few miles from the Pentagon. “We decided to show our resilience,” Brickley says. “And while we were there, we hatched this idea of commemorating the fallen and first responders by connecting the three sites into a giant trail.” Thus the September 11th National Memorial Trail Alliance was born.

The concept of linked memorials had never before driven a U.S. trail project. As Brickley and his board quickly discovered, the commemorative goal would unify trail stakeholders at all levels.

“The idea of remembering 9/11 gave tremendous impact to the whole effort,” says Karl King, vice president of Rails to Trails of Central Pennsylvania. While the growing interest in connectivity spurred interest in the project, he explains, “the overriding interest was the desire to commemorate 9/11 and honor the victims and first responders.”

The mission was compelling enough to draw prominent trail leaders to the cause. For example, East Coast Greenway’s Mid-Atlantic Coordinator Andy Hamilton joined the Alliance board and organized charrettes for the trail in communities across New Jersey and Pennsylvania.

“The response to the 9/11 trail,” Hamilton remarks, “is always of an emotion, not just a trail.”

Lifelong cyclist Eric Brenner, who chairs Maryland’s Bicycle & Pedestrian Advisory Committee, agrees. He describes it as a politically diverse effort characterized by a spirit of cooperation he’s never before experienced.

“For example,” Brenner explains, “the Susquehanna River U.S. Route 40 toll bridge near Havre de Grace [Maryland] has always been a pretty big gap in the East Coast Greenway. But as of July 1, bikes will be allowed [by the Maryland Transportation Administration]. This is a group everyone pays attention to.”



While the growing interest in connectivity spurred interest in the project, “the overriding interest was the desire to commemorate 9/11 and honor the victims and first responders.”

Rails to Trails of
Central Pennsylvania
Vice President
Karl King

PHOTO: (Above)
National 9/11
Pentagon Memorial

A New Kind of Heritage Tour

It was trail architect Robert Thomas’ job to plot the NMT’s east-west trail alignment from the GAP to the Delaware Basin. As important as the commemoration of 9/11 is to the project, Thomas observes, the route transcends recent historical events.

It’s the only leg that is not already determined by large, established trail routes, so Thomas was, in a sense, starting with a blank canvas.

Rather than aim for the most direct route, Thomas proposed a path that zigged and zagged through other heritage corridors such as the Johnstown Flood Memorial, Gettysburg National Military Park and Main Line Canal—seeking out community input as he mapped the alignment.

King, who assisted in mapping the east-west route, says the trail highlights pieces of American history unfamiliar to many. The tiny town of Berlin, in Somerset County, Pennsylvania, for example, was the headquarters of the 1794 Whiskey Rebellion. And Main Line Canal lock ruins, visible from the Lower Trail in Blair County, Pennsylvania, testify to 19th-century feats of engineering.

Overall, Thomas stresses, the trail’s alignment does more than link historical sites. “[It] also reflects themes of the trail like tenacity, ingenuity and resilience.”

An Experiment in Connectivity

The September 11th National Memorial Trail is by no means the country’s first super trail. In fact, it would not exist at all if not for the connections already forged by such trails as the GAP and East Coast Greenway. What is unique about the NMT is that its founders sought



to piggyback along existing trails rather than merge them.

Morris County, New Jersey, offers a striking example of this kind of partnership. County Assistant Trails Superintendent Russ Nee manages Patriots' Path, a section of the Liberty Water Gap Trail that includes Revolutionary War sites such as Jockey Hollow.

Nee first heard about the NMT project through a local colleague. "He asked if I'd like to get involved. I said, 'Are you kidding? Of course!'"

Nee says the trail partnership works because local trails are showcased, not drowned out, by the national memorial theme. "One of the most important things about the trail," he states, "is that it

respects local wishes and work."

Where connections did not exist, the Alliance requested donations of land and rights-of-way. The most important of those donations, a 130-acre right-of-way connecting the Flight 93 memorial to the GAP, came just this year from the railroad company CSX.

Congressman Bill Shuster (R-Pa.), who represents the district that includes Somerset County, advocated for the NMT in discussions with CSX. "A project of this magnitude," Shuster observes, "does not get done without government and nongovernment entities working together with the common goal of honoring our heroes."

Fifteen Years After 9/11

This year marks the 15th anniversary of the 2001 attacks. The vision of a completed triangle of memorials has become a reality, though parts of the trail still await signage and improvements.

"The response to the 9/11 trail is always of an emotion, not just a trail."

East Coast Greenway
Mid-Atlantic
Coordinator
Andy Hamilton

SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL MILEAGE

Without Spurs

New York City to Pentagon Memorial, D.C.
(East Coast Greenway): 337 miles

Pentagon Memorial to C&O Canal
(in Georgetown): 3 miles

C&O Canal Trail
(D.C. to Cumberland, Md.): 184 miles

Great Allegheny Passage
(Cumberland, Md., to Garrett, Pa.): 36 miles

Great Allegheny Passage to Flight 93 Memorial: 21 miles

Flight 93 Memorial to New Jersey
(Delaware Water Gap): 485 miles

Delaware Water Gap (Liberty Water Gap Trail)
to New York City: 130 miles

TOTAL: 1,196 miles

With Spurs

Garrett, Pa., to Rockwood, Pa.: 8 miles

Rockwood, Pa., to Pittsburgh, Pa.: 104 miles

Pentagon Memorial, D.C., to Mt. Vernon, Va.
(Mt. Vernon Trail): 18 miles

GRAND TOTAL: 1,326 Miles



PHOTOS: (Top) National September 11 Memorial in New York City; (bottom) Inaugural September 11th National Memorial Trail Alliance ride, Liberty State Park, Sept. 10, 2015





THIS PAGE, FROM TOP: MAP ILLUSTRATION BY DANIELLE MARKS; CLEO FOGAL

The inaugural trail ride left Garrett (where the GAP connects with the Flight 93 memorial) for New York on Sept. 10 last year. As Alliance board members Brenner and Hamilton pedaled across Pennsylvania and New Jersey, they encountered an outpouring of small-town welcomes—invitations to memorial dedications and potluck dinners, as well as conversations with first responders and others affected by the events of 9/11.

Brenner believes memorial trips like his inaugural ride will become common, beginning with long-distance cyclists and widening to include day-trippers, hikers, motorcycle groups and drivers.

The trail, he says, is a work in progress, and like the Appalachian Trail, it will continue to evolve. He predicts the communities it passes through will see economic and cultural revival as towns along the GAP have.

Trail founder Brickley also believes the trail will bring new life to the communities along its

path—and cites plans to seek a federal trails designation and pursue funding for more improvements. Most of all, Brickley (like every other person interviewed for this article) expresses hope that the contagious spirit of unity and cooperation will continue, in a national mission that uses the power of trails to point to shared remembrances and heritage. •



Maureen Hannan is a writer, editor and lifelong trail wanderer. She lives in Purcellville, Virginia—just a few steps from the W&OD Trail.

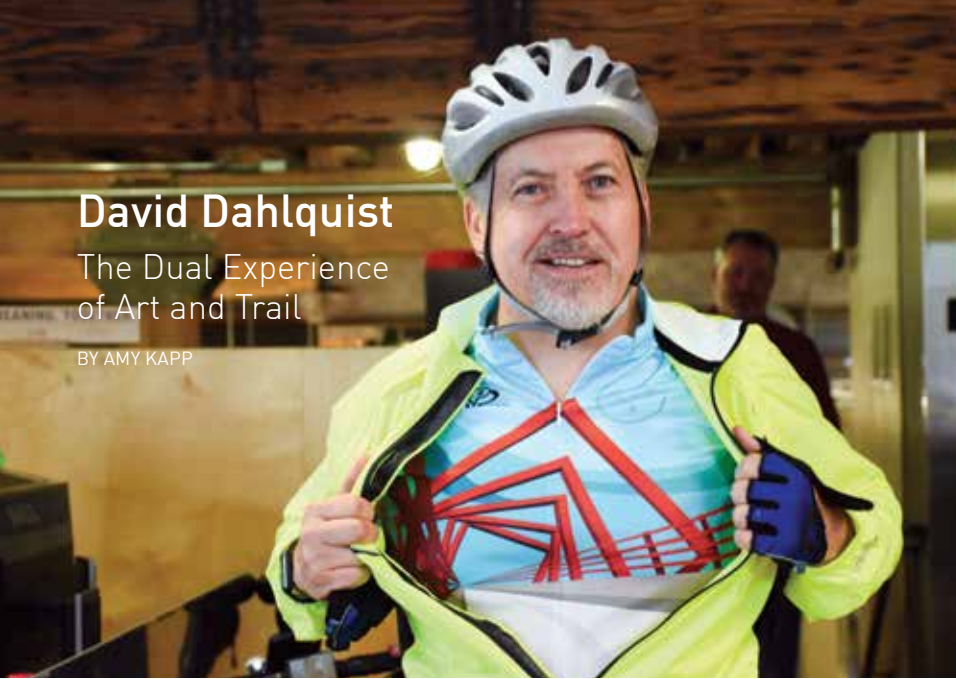


PHOTO: Great Allegheny Passage

David Dahlquist

The Dual Experience of Art and Trail

BY AMY KAPP



Rails to Trails magazine recently talked with David Dahlquist, creative director of Dahlquist Art Studio at RDG Planning and Design. A professional artist for more than three decades and an avid cyclist, Dahlquist is responsible for leading the creation of one of the most famous rail-trail installations in the country, “From Here to There,” on the High Trestle Trail in Iowa. In this interview, Dahlquist discusses his team’s large-scale art installation project on the Raccoon River Valley Trail. The piece (scheduled for completion in 2017)—a ceramic and steel pergola arbor structure with LED lights—will serve as a regional attraction for West Central Iowa.

What is your professional approach to creating public artwork?

I call it artistic fact-finding. We go through a discovery process that combines history, site visits, interviews and photography. We also get a lot of public input. An idea becomes a spark, and then there’s a moment of ignition. We ask ourselves, “What is the story?” Then it becomes a collaborative process to develop that story.

What about creating trail art appeals to you?

If you like bikes: everything. There’s been so much out about how we’re disconnected from nature. On a trail, you are connected to your own memory, to the outdoors; you’re very much in the moment. It’s a special feeling.

How did you get involved in the Raccoon River Valley Trail project?

The local trail committee knew of our work on the High Trestle Trail and selected us because of our process. They liked our approach.

I also ride the trail all the time—from Des Moines to Lake Panorama (50 miles)—sometimes with my son. It

provides one of the most unique trail experiences in the country; [economic and community development] is happening no one would have imagined years ago.

What type of user experience do you wish to create with the Raccoon River Valley Trail installation?

Because it’s at a trailhead [the western edge of Waukee], we were conscious of it being a magnet. The committee was also interested in something iconic and colorful. It will frame a gateway to the community and animate the trail. At the golden hour, dusk, the lighting element will give this piece a whole new character and significance.

The High Trestle Trail installation has quickly become an iconic rail-trail piece. How did you get the inspiration for its design?

It’s based on the concept of taking people through a mine shaft. During the planning process, while I was researching local mining history, I started to meet people that are third- or fourth-generation offshoots of Italian immigrants who worked in the mine. We tapped into a story people could embrace: mining history, geology, time.

When we did that project, I never imagined there’d be so many midnight picnics and full-moon rides and weddings—people celebrating life—on that bridge.

Why is art powerful to the trail experience?

A bike ride in and of itself is a work of art. It’s a performance. So I see a clear connection between art and the trail. The intent of art is to transport us to another time, place or connection. Artwork helps us make those connections in our lives every day. •

Amy Kapp is editor-in-chief of *Rails to Trails*.

PHOTOS: (Left) David Dahlquist; (top right) “From Here to There” installation on the High Trestle Trail; (bottom right) rendering of the in-progress art installation for the Raccoon River Valley Trail

“IT’S ONE THING TO COME UP WITH AN INTERESTING IDEA, BUT THERE ARE A LOT OF PEOPLE INVOLVED WITH HOW THAT IDEA IS MANIFESTED INTO SOMETHING REAL: THE PUBLIC, DIFFERENT TALENTED ARTISTS AND MANY OTHERS ... LIGHTING DESIGNERS, PROJECT MANAGERS ... IT’S A TEAM APPROACH.”

David Dahlquist, creative director of Dahlquist Art Studio at RDG Planning and Design

The Industrial Heartland Trails Network

BY LAURA STARK

“I Heart Trails” is an appropriate slogan for the developing Industrial Heartland Trails Network, a collection of nearly three dozen pathways featuring scenic wilderness, dramatic railroad tunnels and trestles, welcoming trail towns and historical sites from the birthplace of America’s Industrial Revolution. The system is ambitious and breathtaking in scope: 1,450 miles of trail spiraling out across four states: Pennsylvania, Ohio, West Virginia and New York. Here is a sampling of the beauty to be found within the network. Discover more at ihearttrails.org. Check out a map of the IHTC network on the inside back page of this issue!

For an extended article with more great trails and images, check out “A View From ... The Industrial Heartland Trails Network” on our TrailBlog: rtc.li/view_from_ihearttrails.

This rail-trail in the northwest corner of Pennsylvania provides a journey through the oil boom era of the 1860s. Paralleling a sinuous, wooded creek, the paved pathway offers natural beauty around every bend, historical sites to explore and interpretive signage about the region’s history. Even better, travelers can combine their nearly 10-mile bike ride with an excursion through the park on vintage 1930 train cars operated by the Oil Creek & Titusville Railroad.

Pennsylvania

OIL CREEK STATE PARK TRAIL



THIS PAGE: YANN C. DEXCOTÉ; OPPOSITE PAGE, FROM TOP: WALLY GOBETZ, CC BY 2.0; BRUCE S. TORP, COURTESY SUMMIT METRO PARKS.

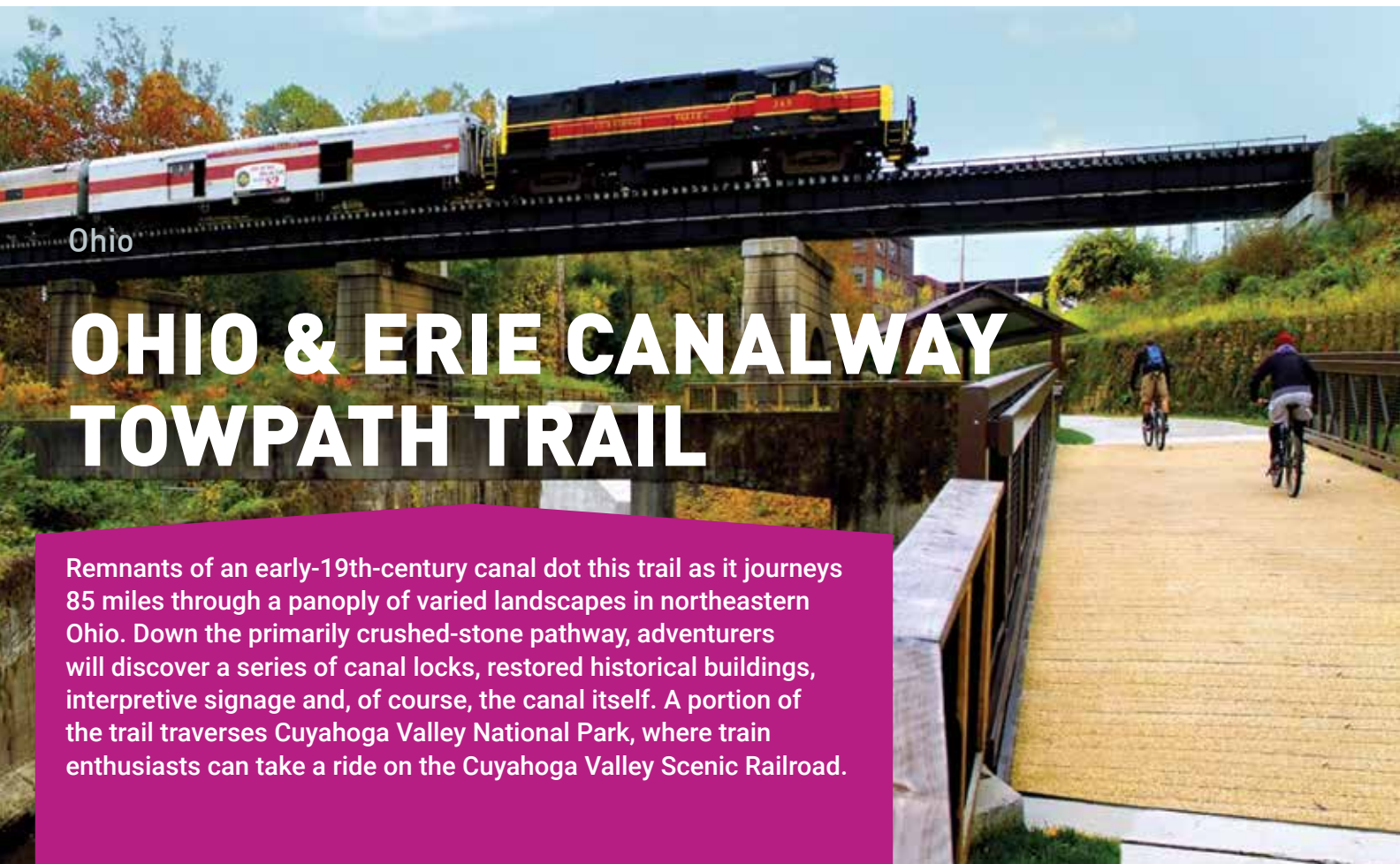
TO LEARN MORE ABOUT THESE AND OTHER TRAILS, CHECK OUT TRAILLINK.COM, A SEARCHABLE DATABASE OF MORE THAN 30,000 MILES OF TRAILS NATIONWIDE. THE WEBSITE AND TRAILLINK APPS INCLUDE DETAILED DESCRIPTIONS, INTERACTIVE MAPS, PHOTOGRAPHS AND FIRSTHAND RATINGS AND REVIEWS.



Pennsylvania

THREE RIVERS HERITAGE TRAIL

Lining the shores of the three major rivers that meet in Pittsburgh—the Allegheny, Monongahela and Ohio—this paved rail-trail provides access to some of the city’s most dynamic views and attractions. Numerous bridges over the waterways offer expansive vantage points and connections to an eclectic mix of industrial, commercial and residential neighborhoods.



Ohio

OHIO & ERIE CANALWAY TOWPATH TRAIL

Remnants of an early-19th-century canal dot this trail as it journeys 85 miles through a panoply of varied landscapes in northeastern Ohio. Down the primarily crushed-stone pathway, adventurers will discover a series of canal locks, restored historical buildings, interpretive signage and, of course, the canal itself. A portion of the trail traverses Cuyahoga Valley National Park, where train enthusiasts can take a ride on the Cuyahoga Valley Scenic Railroad.

The beauty of West Virginia's Mon River Trails network, which is centered in Morgantown, is that visitors have access to four trails—and four unique experiences—all in one interconnected system spanning nearly 50 miles. Head away from town and quickly become immersed in dense woodlands, where the quiet is broken only by the splash of small waterfalls along the crushed-stone pathway. Or stay in town and enjoy access to a number of city parks as well as great dining and shopping opportunities on the paved, urban portion of the trail system.

West Virginia

MON RIVER TRAILS

New York

CHAUTAUQUA RAILS-TO-TRAILS

This interconnected collection of unpaved rail-trails in the southwestern corner of New York offers nearly 30 miles of serene pathway through pine and hardwood forests, wetlands and wildflower-filled meadows. Along the way, travelers will cross old railroad bridges, traverse quaint communities and skirt the shores of Lake Chautauqua.

FROM TOP: STEVE SHALUTA, COURTESY MON RIVER TRAILS CONSERVANCY; CHRIS ANDERSON



New York

2016 Rail-Trail Hall of Fame: We Have a Winner!

Rails-to-Trails Conservancy (RTC) congratulates the 30th inductee into the Rail-Trail Hall of Fame—New York’s Hudson Valley Trail Network—selected this past summer via a public vote held in honor of RTC’s 30th anniversary.

Of the 19,885 votes cast, the Hudson Valley Trail Network received a whopping 54 percent—demonstrating the incredible support for the trail by the local community and nationally. The New York trail system vied for the honor along with four other renowned pathways: the Rio Grande Trail in Colorado, Banks-Vernonia State Trail in Oregon, GHS Swamp Rabbit Trail in South Carolina and Shelby Farms Greenline in Tennessee.

The Hudson Valley Trail Network covers 18 miles and connects three rail-trails, stretching from Highland, over the Hudson River and through Poughkeepsie, to Hopewell Junction. On the west side of the river, the flat, paved Hudson Valley Rail Trail travels nearly 4 miles through hardwood forests, over Black Creek and under two spectacular stone-arch bridges.

THE HUDSON VALLEY TRAIL NETWORK RECEIVED ALMOST 54 PERCENT OF THE 19,885 VOTES CAST IN THE 2016 RAIL-TRAIL HALL OF FAME COMPETITION!

THE TRAIL NETWORK COVERS 18 MILES AND CONNECTS THREE RAIL-TRAILS: THE HUDSON VALLEY RAIL TRAIL, WALKWAY OVER THE HUDSON AND WILLIAM R. STEINHAUS DUTCHESS RAIL TRAIL.

It then connects to the Walkway Over the Hudson—the longest elevated pedestrian bridge in the world—which runs 212 feet above the river along the steel cantilever truss Poughkeepsie-Highland Railroad Bridge. Drawing a half-million visitors annually, the walkway provides dramatic views of the New York countryside and the iconic Hudson River.

The William R. Steinhaus Dutchess Rail Trail runs through what seems like a perpetually green landscape of dense tree cover, linking Poughkeepsie at the Hudson River with smaller towns to its southeast.

“The way that the Hudson Valley Trail Network seamlessly connects three unique trails is a prime example of how integrated trail systems can produce important benefits for communities—for transportation, tourism and economic development,” said RTC President Keith Laughlin. “We’re thrilled to induct the Hudson Valley Trail Network as our 30th Hall of Fame rail-trail.”

Learn more about the Hudson Valley Trail Network in RTC’s March 2016 Trail of the Month: rtc.li/hudson_totm.

Pennsylvania

Walking the Path to Wellness

What are great paths to wellness? Rail-trails, of course! Just ask the walking club at Maria Joseph Continuing Care Community in Danville, Pennsylvania, which walks every Thursday, May through September, on campus and once per month on local rail-trails, including the 2.8-mile Robbins Trail and the 1.5-mile Bloomsburg Rail-Trail.

“My goal is to keep our residents engaged, active and healthy while enjoying the beauty of nature and some of the history behind the area,” said club creator Denika Keefer, wellness coordinator at Maria Joseph.

Keefer says the local rail-trails have beautiful scenery, are of reasonable distances for the residents and are well kept, making them popular with the 10 participants, which are well over 70 (some are even in their 90s!).

“We don’t do the club for people to lose weight; rather, it’s more for them to enhance their mood, maintain or gain cardiovascular fitness, maintain mobility, socialize with their neighbors and lead more active, healthy lifestyles.” She adds, “They certainly feel satisfied after the walks. They all look forward to going—even when the weather may be questionable!”



FROM TOP: FRED SCHAEFFER; DENIKA KEEFER

Maine

EAST PROMENADE TRAIL, MAINE NARROW GAUGE RAILROAD CO. & MUSEUM

The 2.1-mile Eastern Promenade Trail, or “East Prom,” offers access to the cultural charm of Portland, Maine, including the Old Port waterfront district, war relics, beaches and the historic Maine Narrow Gauge Railroad Co. & Museum, an excursion railroad that offers rides on restored two-foot gauge railroad equipment. Special fall programs include the fall Pumpkin Train, which is offered Oct. 22-23 and 29-30, 2016, and includes a museum visit, pumpkin decorating, and complimentary hot cider and cookies. The railroad museum is located inside a massive brick complex that was once a locomotive foundry and, according to the museum website, draws more than 35,000 visitors annually (mainenarrowgauge.org).



Minnesota

DULUTH LAKEWALK, NORTH SHORE SCENIC RAILROAD

The 7.3-mile Duluth Lakewalk in Duluth, Minnesota, is accompanied for 3 miles by the North Shore Scenic Railroad, which operates excursions along the historic Lakefront Line between Duluth and Two Harbors. The train station in downtown Duluth is located within close proximity of multiple civic attractions, including Bayfront Festival Park, the Duluth Entertainment Convention Center and Great Lakes Aquarium, and its route along the trail offers beautiful views of Lake Superior and the local waterfront.

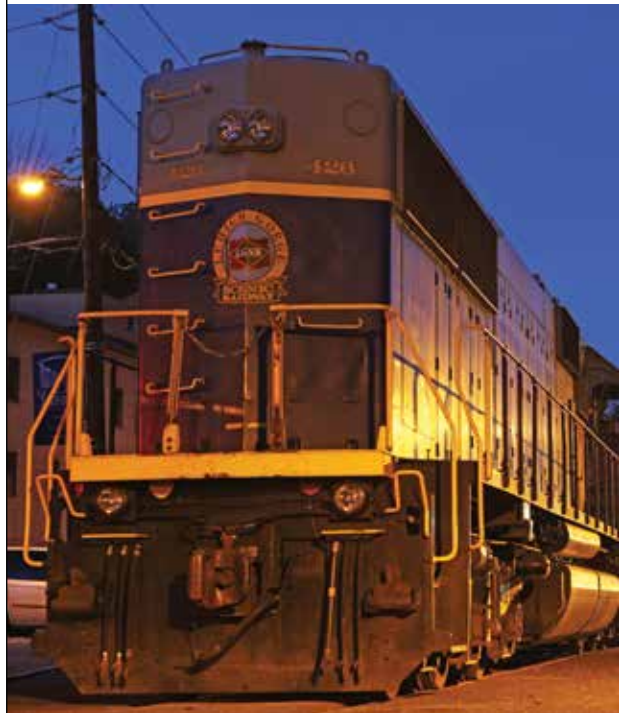
The Fall Colors Tour, which operates weekends in September and October (beginning Sept. 16 this year), treats travelers to the changing colors of historic Two Harbors, Minnesota. Admission to the depot and Lake Superior Railroad Museum is half price with the purchase of a train ticket. CNN hailed the train tours as being the “Top 5 of the Top 10 in America” (northshorescenicrailroad.org).

Pennsylvania

D&L – LEHIGH GORGE STATE PARK TRAIL, LEHIGH GORGE SCENIC RAILWAY

Located in the “gateway to the Poconos”—Jim Thorpe, Pennsylvania—the 25.7-mile Lehigh Gorge State Park Trail is the ideal spot for a fall foliage train adventure. The trail itself is built on a former canal route used to serve the logging and coal industries, but the still-active Reading and Northern Railroad parallels the trail for 7 miles. The Lehigh Gorge Scenic Railway, in conjunction with the Reading and Northern, offers train rides that originate at the restored 1888 train station, where the town’s visitor center is located. Dubbed the best scenic railroad in the U.S., it offers vintage coaches built as early as 1917 and showcases the finest forest, mountain, cliff and river views the area has to offer.

Rides, which span from Port Clinton to downtown Jim Thorpe, include regularly scheduled June–December trips as well as special event/seasonal excursions. On eight days in October 2016 (1-2, 8-9, 15-16, 22-23), the railway offers special two-hour Autumn Leaf rides. You can enjoy the natural beauty of the area and experience why the town often makes the lists of top places to visit and live in the U.S. The first three weekends also coincide with Jim Thorpe’s popular Fall Foliage Festival, which features crafts, musicians, artists and food (lgsry.com).



FROM LEFT: COURTESY RAILS-TO-TRAILS CONSERVANCY; TIM SCHANDEL, COURTESY LAKE SUPERIOR RAILROAD MUSEUM; SCOTT STARK



Arizona

Through Time and Terrain: The Peavine and Iron King Trails

BY CINDY BARKS

The setting sun casts a mellow glow on the granite spires of Point of Rocks as I approach.

Gorgeous in any light, the iconic spot along the Prescott Peavine National Recreation Trail in Prescott, Arizona, is especially captivating on this warm evening. I stop walking for a moment at the interpretive sign, which reads, “We hope you enjoy your journey back through time.”

A photo on the sign shows an old locomotive rolling into the rocky junction. The sign explains that this is what you might have seen here a century ago. Positioned at the very spot where the photographer may have stood, the picture is enough to produce a shiver. The rocks are the same; only the railroad workers, tracks and trains are gone.

As a frequent visitor to the Peavine trail, I like to imagine the passengers on those early trains—necks craned, jaws dropped—when they ap-

proached the stunning Point of Rocks. Legend has it bandits once hid out in those shelves of granite, waiting to take advantage of the remote location and vulnerable passengers. That possibility must have lent some fear to traveling the scenic route.

Not so anymore. For me and thousands of other regular users of the Peavine trail, coming upon the Point of Rocks is pure pleasure. Depending on the time of year, or even time of day, the slanted rocks can take on a hue anywhere from soft pink to dark rose. Always, they are breathtaking.

Ever-Changing Terrain

Though beautiful and intriguing, Point of Rocks is just one piece of a beloved trail system that encompasses both the Peavine and the Iron King trails. Abandoned as train routes decades ago, the Santa Fe, Prescott and Phoenix Railway and

the Prescott and Eastern Railroad railbeds now provide more than 10 miles of recreational trail through diverse terrain in the central Arizona communities of Prescott and Prescott Valley. The 6.1-mile Peavine runs north and south, while the Iron King branches off to the east, adding another 4.2 miles. The two trails intersect at Point of Rocks, located roughly at the halfway mark of the Peavine’s length.

Start at the main Peavine trailhead at the south end off Prescott’s Sundog Ranch Road, and you’re immediately in the midst of the 126-acre Watson Woods Riparian Preserve, a thicket of old-growth cottonwoods and willows running alongside Granite Creek.

The woods offer a shady respite from the otherwise sunny Peavine and Iron King trails. On a recent hike, I detour off the old railbed onto side trails that wind through the woods.

PHOTO: The Beautiful Granite Dells along Watson Lake

10.3

Mileage of the Peavine and Iron King trail system

Under an old railroad trestle, still thick with the scent of creosote, I soak up the atmosphere of lush greenery, leaves shimmering and birds chirping all around me.

Back on the Peavine, I continue on toward Watson Lake, a beautiful manmade reservoir that once held irrigation water for the farms of Chino Valley to the north. The city of Prescott bought the lake and surrounding open land in 1998 and has developed recreational uses along the shore.

The Peavine and accompanying single-track trails that branch off to the massive rock formations of the Granite Dells are among those amenities. The rail-trail route runs along the eastern shore of Watson Lake, offering stellar views of the blue water against the ruddy rock. I often venture off the wide, flat surface of the Peavine onto the narrow up-and-down trails that fan out through the spectacular Granite Dells.

An ingenious system of white dots guides hikers through and over the top of the granite formations. Just when I think I may have lost my way, I always spot another white dot up ahead and know I'm on track.

For another change of pace, I head east from Point of Rocks along Prescott Valley's Iron King Trail. Almost immediately the landscape changes again, transitioning from green-tinted granite walls to rolling rangeland. Taut barb wire fences bracketed by squared-off wooden gates border the rugged area—all framed by the gentle slopes of massive Glassford Hill.

In commemoration of the railroad's past link to the Iron King Mine, rusty old train cars are scattered along the route. Surrounded by browning cacti and faded thistles, the weathered relics can take on a slightly forlorn look. Still, the vast landscape approaching Prescott Valley is classic desert highlands, with gnarly piñon oak, brittle



tumbleweeds and sweeping views.

The surroundings transform again heading north on the Peavine from Point of Rocks. Here Black Angus cattle dot the landscape, and far-off creek canyons break up the undulating browns with layers of green. The northbound trail ends about a mile north of Highway 89A at a rundown wooden railroad trestle that once crossed Granite Creek but has long since been washed out.

A Family Atmosphere

Along with the sheer beauty, the Peavine and Iron King routes are well known in the community for their user-friendliness. On this sunny weekday morning, I've arranged to meet up with Prescott Valley resident Cleave McKeller. As he joins me, he is quick to say that he will be turning 80 years old soon. He doesn't look 79, and I tell him so. That prompts him to fill me in on how his regular rides on the Peavine

and Iron King (along with a weight-lifting regimen and healthier eating) have taken him from 267 pounds eight years ago to his current 195.

"This trail has been a blessing, because I can't ride on the single-track," McKeller says, referring to the steep, rugged trails common in the Arizona mountains. On the Peavine and Iron King, he regularly puts in 15 to 20 miles a day.

After a passing cyclist shouts, "Hey, Cleave," McKeller explains that he is far from the only regular user of the Peavine. "We have a Peavine alumni club," McKeller says, noting that a group of 50 to 100 regulars meet up at Watson Lake each fall. "It's a real family atmosphere here—especially on the weekends."

Kathy Carpenter, who volunteers to help maintain the Peavine, says the written comments she collects attest to the affection locals and visitors have for the rail-trail route. In the words of reviewers: "Absolutely beautiful!" "Very enjoyable," and "Great trail for easy morning walk."

Carpenter says, "Everybody loves the Peavine Trail. It has good access to the Watson Wood riparian area and it has great views. Also, it's flat, and great for all ages." •

Learn more about the Peavine and Iron King trails at TrailLink.com.



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PHOTOS: (Above) An old railroad car on the Iron King Trail. (Right) Point of Rocks along the Peavine and Iron King Trails.



MAP ILLUSTRATION BY DANIELLE MARKS

GETTING THERE

The main access to the Prescott Peavine National Recreation Trail is from the paved parking lot off Sundog Ranch Road in Prescott, via Highway 89 and Prescott Lakes Parkway. The daily parking fee is \$3. The Iron King Trail can be reached from a parking lot near Prescott Valley’s Glassford Hill Road/Santa Fe Loop intersection. Parking is free.

WHERE TO STAY

The 1920s-era Hassayampa Inn (hassayampainn.com) sits on Gurley Street, downtown Prescott’s main artery. Within a five-minute drive of the Peavine is the bike-friendly Residence Inn Marriott (marriott.com/hotels/travel/prcri-residence-inn-prescott). The Prescott Resort (prescottresort.com), a hotel casino complex, is located on the nearby Yavapai-Prescott Reservation (Highways 69 and 89). A basic camping option is available at the city of Prescott’s 19-space campground at Watson Lake (cityof-prescott.net/services/parks/rentals/?rental=campsite). Open Thursday through Monday nights, April through October (dry camping only).

Options in Prescott’s downtown range from the house-brewed beers and pub fare of the Prescott Brewing Co. (prescottbrewingcompany.com) to the rustic Italian offerings of Rosa’s Pizzeria (rosaspizzeriaprescott.com/pg2.html) to the casual pizzas and sandwiches of the Park Plaza Liquor and Deli (928.541.9867), a favorite of local mountain bikers.

WHERE TO EAT

Downtown Prescott’s shady Courthouse Plaza is home to frequent outdoor festivals and concerts. Across the street is the famed Whiskey Row, once dominated by raucous frontier drinking establishments and now featuring bars, restaurants and shops. For genuine Western nightlife, check out The Palace Restaurant and Saloon (historicpalace.com). Upstairs at Jersey Lilly Saloon (jerseylillysaloon.com), the outdoor balcony overlooks Courthouse Plaza. Down the row is Matt’s Saloon (mattssaloon.com), known as the spot to two-step the night away.

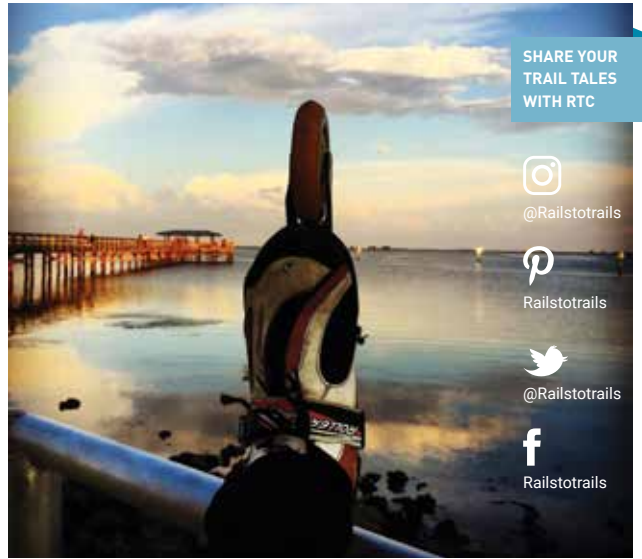
WHAT TO SEE/DO

Prescott’s history is on display at Sharlot Hall Museum (sharlot.org), a grassy open-air complex that includes the territorial Governor’s Mansion and a memorial rose garden. Fans of Western art should check out the Phippen Museum (phippenartmuseum.org).

BIKE RENTALS
Ironclad Bicycles (ironcladbicycles.com) rents bikes by the hour, three-hour period or day. Manzanita Outfitters (manzanitaoutfitters.com) rents by the day.



Cindy Barks is an Arizona newspaper reporter who also writes a travel and hiking blog at nearandfaraz.com.



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Health Battle Turns to Life Passion on America's Trails

BY LAURA STARK

Technicolor sunsets, wave-drenched beaches and moss-draped trees; these images were how we first came to know Florida native Britte Lowther. The medical student—turned physician this summer!—enjoys inline skating and posting photos of her trail adventures on **TrailLink.com**. Occasional selfies make an appearance, and it's clear that the 31-year-old's bright smile goes bone deep.

Although her love of skating was born from a somber place—as a way to stay healthy during chemotherapy treatments—it has become a lasting passion, with Lowther now having skated on dozens of trails since her first serious trail outing in 2014.

"I was getting treatment for leukemia at the time, getting lots of chemo," says Lowther, who was blindsided with a cancer diagnosis during her third year of medical school. "It lowered my hemoglobin, so I couldn't jog more than 50 yards without falling into a pile on the ground.

I thought walking was boring, and skating didn't require as much energy as running; it was the perfect amount of cardiovascular activity."

Recalling one of her first rail-trail experiences, which took place in Gainesville, Florida, she says, "I was going to [UF Health] Shands Hospital, and they're by the Gainesville-Hawthorne [State] Trail. I started taking pic after pic [of the trail]. It was November, and the leaves were changing. I was in awe of how beautiful it was. It was the most pivotal moment. I was looking for trails after that."

After spending two and a half years in and out of hospitals, today Lowther feels "over the big hump." The leukemia has not relapsed, though she can't officially be declared cured until she has remained cancer-free for five years.

When asked which is her favorite trail, she hesitates. "I appreciate them all for different things. For some it's memories, for others fun or sight-seeing, and some have really good pavement for skating."

As a last hurrah before graduating, moving into a new apartment

and settling into her medical career, Lowther decided to take a solo road trip this past May, hitting trails in 16 states from Florida, through the South and Midwest, and on to northern Minnesota. One of her happiest memories from the journey was a spin down the Paul Bunyan State Trail, where she met up with a skating friend from North Dakota.

"It was drop-dead gorgeous," she gushes about the nearly 120-mile trail winding through the lush forests of the North Star State. "And it was fun doing a trail with somebody else; it was a social experience. We skated for eight hours and got pizza coming back. It was so sad to say goodbye. It was one of the best days of my life."

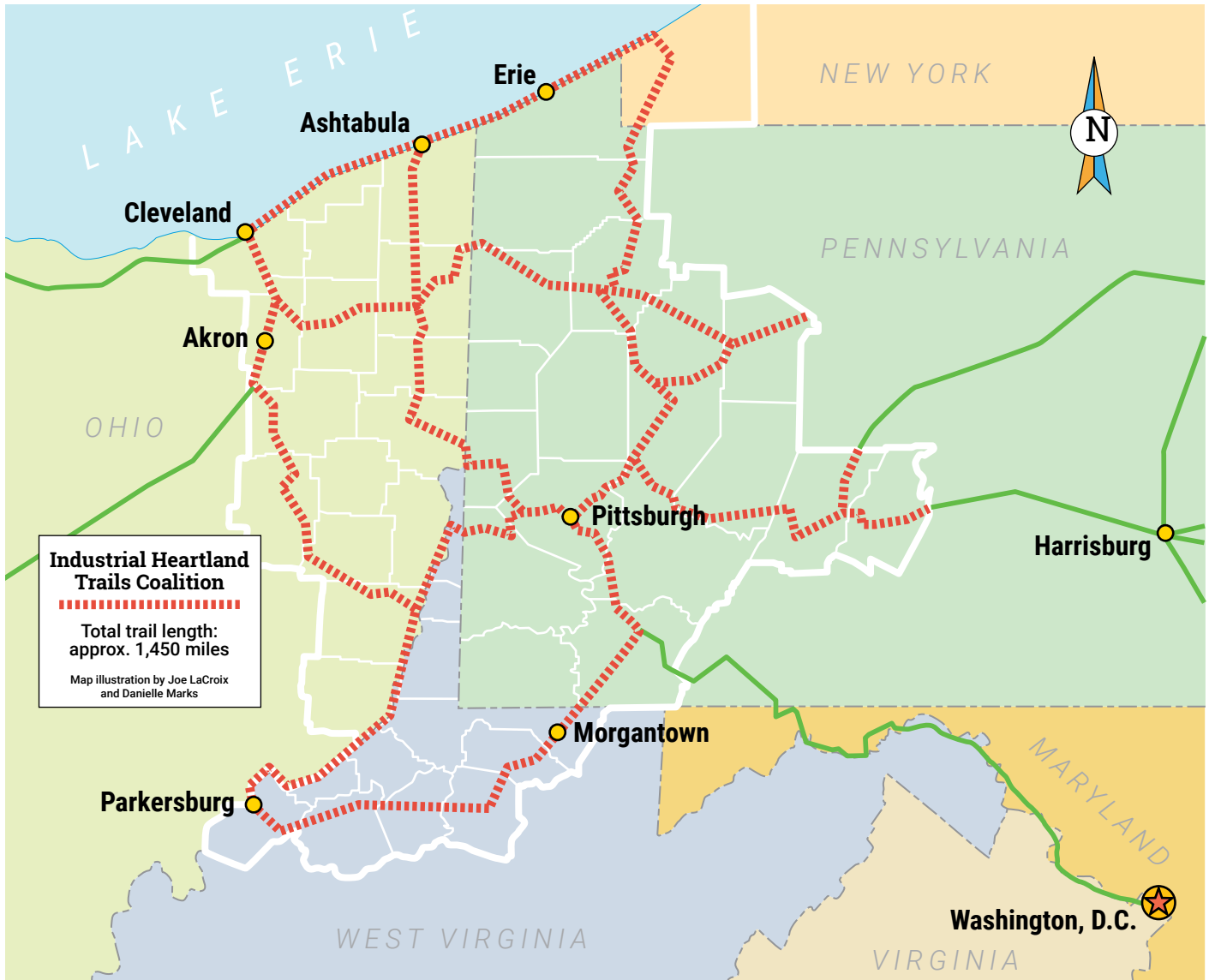
For those wanting to give inline skating a try, Lowther recommends practice and patience, as there is a learning curve to it, especially in figuring out how to stop appropriately (she chuckles at the memory of diving into the grass after a steep downhill and hoping for the best). But the effort is worth it. "I did exercise before, but it was never fun. Have fun with it!"

PHOTOS: (From left) On a trail in Orange City, Florida; on the Paul Bunyan State Trail in Minnesota; view from Ream Wilson Clearwater Trail in Florida.

As a medical student, Britte Lowther starting inline skating on trails as a way to stay healthy during chemotherapy treatments.

"I WAS GETTING TREATMENT FOR LEUKEMIA AT THE TIME, GETTING LOTS OF CHEMO. I THOUGHT WALKING WAS BORING, AND SKATING DIDN'T REQUIRE AS MUCH ENERGY AS RUNNING; IT WAS THE PERFECT AMOUNT OF CARDIOVASCULAR ACTIVITY."

FROM LEFT: BRITTE LOWTHER; TAVIS TROSEN; BRITTE LOWTHER. OPPOSITE PAGE: MAP ILLUSTRATION BY DANIELLE MARKS



INDUSTRIAL HEARTLAND TRAILS NETWORK

The vision of the Industrial Heartland Trails Coalition (IHTC) is to establish America's Industrial Heartland as a premiere destination offering a 1,400+ mile multi-use trail network experience. The network will span 48 counties in Western Pennsylvania, northern West Virginia, eastern Ohio and the southwestern corner of New York. For more info, go to ihearttrails.org.

Parkersburg to Pittsburgh Corridor:

- North Bend Rail Trail - WV
- Harrison North Rail Trail - WV
- West Fork River Trail - WV
- McTrail - WV
- Mon River Trail - WV
- Sheepskin Trail - PA
- Three Rivers Heritage Trail - PA

Cleveland to Erie Corridor:

- Cleveland Lakefront Trail - OH
- Great Lakes Seaway Trail - PA

Pittsburgh to Harrisburg Corridor:

- Apollo's Kiski Riverfront Trail - PA
- Roaring Run Trail - PA
- West Penn Trail - PA
- Ghost Town Trail - PA
- Path of the Flood Trail - PA
- Lower Trail - PA

Erie to Pittsburgh Corridor:

- Great Lakes Seaway Trail - PA
- Chautauqua Rail-Trail - NY
- Corry Junction Trail - PA
- East Branch Trail - PA
- Queen City Trail - PA
- Oil Creek State Park Recreational Trail - PA
- McClintock Trail - PA
- Oil City Trail - PA
- Samuel Justus Trail - PA
- Allegheny River Trail - PA
- Armstrong Trail - PA
- Three Rivers Heritage Trail - PA

Ashtabula to Pittsburgh Corridor:

- Western Reserve Greenway - OH
- Mill Creek MetroParks Bikeway - OH
- Little Beaver Creek Trail - OH
- Three Rivers Heritage Trail - PA

Cleveland to Pittsburgh Corridor:

- Ohio and Erie Canalway Towpath Trail - OH
- Wheeling Heritage Trail - WV
- Brooke-Pioneer Trail - WV
- Yankee Trail - WV
- Panhandle Trail - PA/WV
- Montour Trail - PA
- Three Rivers Heritage Trail - PA

PA Wilds Connector:

- Sandy Creek Trail - PA
- Clarion Highlands Trail - PA
- Summit County Hike & Bike Trail - OH
- Portage County Hike & Bike Trail - OH

PA Wild, Wild West Connector:

- Redbank Valley Trail - PA

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