



Trail Time

Kentucky Rails To Trails Council, Inc.

KY RT Statistics
Trails with RT sections: 30
Trail Projects: 17 (22 mi. funded)
Longest contiguous section of RT:
6 mi, Muhlenberg RT

Vol. 10, no. 2 July 2007

Brighton East RT Dedication

Keith Lovan, Chair KRTC

April 22nd was a great day for rail trails in Lexington. On this day the first rail trail for Fayette County, the Brighton East Rail Trail located in east Lexington, was dedicated and opened to the public. Approximately 200 people turned up for the dedication with their bikes, trailers, roller blades, strollers and walking shoes. Speeches were made, prizes were given away, food and games were enjoyed. This 1 mile section is not only the first rail trail in Fayette County but it is the first segment of the Lexington Big Sandy Rail Trail. With projects in Winchester, Mt. Sterling, Morehead and Olive Hill progressing we can now start devoting time to connecting each of these communities. This trail was built using highway transportation dollars and Transportation Enhancement funds. The trail cost \$525,000 and was 80% federal grants and 20% local match. Planning for the trail started in the mid 90's when the land on each side of the abandonment was undeveloped. As the area started to develop the LFUCG Division of Planning recognized that this abandonment could be a rail trail; they worked out a deal with the developers. As the development progressed, land was set aside for the trail until the entire 1 mile corridor was secured. Once the area was fully developed

funding was secured to begin the design of the trail. Public meetings for the project began in 2000-2001 and construction was completed in December 2006.



(Lexington's many runners, joggers, walkers, cyclists and rollerbladers test out the Brighton East Rail Trail, the first mile of abandoned railroad line to be transformed into a recreational pathway within Fayette County. Hamburg Journal, May 2007, www.hamburgjournal.com.)

Burn Calories, Not Carbon

Keith Laughlin, President,

Rail Trail Conservancy, Summer 2007

You can't pick up a newspaper or magazine without finding a story about the growing threat of global climate change or the obesity epidemic. But this might be the first time you've seen these two major challenges in the same sentence.

Why do I mention them together? Because in America today, a clear and troubling link has formed between the burning of gasoline in our cars and the burning of calories in our bodies. It's a kind of "energy equation," if you will. At present, the relationship is negative: More driving + less walking and biking = more tons of carbon in the atmosphere + more pounds around our collective waistline.

There are two reasons for situation. First, for the last

50 years we have designed our communities around the automobile. In many places it is difficult and even unsafe to walk or bike. Second, as walking and biking have become more difficult, driving has become second nature, so embedded in our culture and our behavior that we do it without thinking.

To punctuate this decline in mobility outside the automobile: 40 percent of the trips we take are two miles or less—well within walking or biking distance—yet 75 percent of those short trips are taken by car. While distressing, this fact is actually a source of hope. We have the opportunity to convert some of those short car trips to walking and biking ventures in our everyday travel, or what we at Rails-to-Trails Conservancy call "active transportation." By substituting human energy for gasoline, we can fight the obesity epidemic and the climate crisis simultaneously. We'll burn more calories and less carbon, creating a positive energy equation.

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Lexington—Ashland Cycling Relay

The third Lexington to Ashland Cycling relay on June 9th was a successful and safe event. The relay promotes the building of the Lexington Big Sandy Railtrail and other multi use trails in the state. Thanks to all the riders



(Signing in at the trailhead, Pleasant Ridge Park, Lexington, 2007)

and helpers who helped make the event possible. The relay had a perfect day for cycling. In contrast to the first two relays, there was good clear weather along the corridor and in the 70's and 80's all day. The relay started at Pleasant Ridge Park in Lexington at 8 AM and finished at Rush/Coalton/Princess at 6:30 PM just inside the Boyd County line. At the start, the riders could warm up by riding on the Brighton East RT, the first paved mile of railtrail over the corridor. The relay distance was 128 miles on county roads that paralleled the 109 miles of abandoned CSX right of way.

There were 69 cyclists that participated in the relay; 42 cyclists were in the first leg to Winchester. Riders were from Ashland, Berea, Cincinnati, Flemingsburg, Frankfort, Georgetown, Lexington, Mount Sterling, Morehead, Nicholasville, Paris, Richmond and Winchester. The oldest rider (at a very spry and fit 77) who also rode the most miles was Jim Hilke from Paris who rode 133 miles at an average of 15.9 miles per hour. Jim started out near Pine Grove; he, Tim Wilson & Keith Batchelor rode to Salt Lick and then back to their starting points. Our youngest rider Katiria Duff, age 7, rode on a tandem with her grandfather, Ken Duff and they traveled from Lexington to Mt. Sterling, a distance of 32 miles. 2,800 miles were ridden by the cyclists up and down the corridor.

Riders from central Kentucky who rode legs or completed loops from Lexington, Pine Grove, Winchester, Mt. Sterling and/or Salt Lick were: Terry Barnes, Malcolm Barrett, Keith Batchelor, Griff Baute,

Sara Beard, Brian Boisseau, Sherri Bradshaw, Kevin Bryant, Bill Carroll, Rand Cincho, Phil Coleman, Kenneth Cooper, Katiria Diaz, Ken Duff, Sandy Duff, Dave Elbon, At Large Councilmember Chuck Ellinger, Christian Erickson, Jay Fulton, Jerrell Goodpaster, Toni Grey, Bena Halecky, Jim Hilke, Laure Jackobsen, Mike Jackobsen, Suzanne Johnson, Dan Jordan, Chrisi Karounos, Dennis Karounos, Jill Kawoski, Dorothy Kern, Garrett Landers, Bert Layne, Mike Leemhuis, Steve Liner, Keith Lovan, Dan Marsh, Robert Martin, Marrea Matthews, Patricia McLendon, Shannon Montross, Michael Montross, Tricia Okeson, Robin Reams, Jennifer Redmond, Todd Shuey, Nedim Slijepcevic, Bridget Starr, Mindy Taylor, Keith Tolley, Shelia Tolley, Jon & Marie Walker, Patrick Wesolosky, and Tim Wilson.

Riders who rode in the leg from Salt Lick to Grahn through Morehead were Jason White, Kimberly Dawn White, Gary Williamson, William Plutnick William, Steele Hinton, Jill Karwoski. Darryl Caskey, and Diana



(Mayor Burtner of Winchester and the Cyclists, 6/9/2007)

Hubbard-Caskey.

Riders from the Ashland Cycling Enthusiasts rode the last two legs from Grahn to Hitchens on mountain bikes and from Hitchens to Rush/Coalton/ Princess on road bikes were Melanie Bailey-Riffe, Del Barker, Ed Broomall, Kent Morrison, Jim Ross, Tom Rupert and Toby Todd. They were able to stick to the railway right of way by fording a dry stream.

A very big thank you to all who participated. Without the riders we could not do the event; without the helpers the riders could not ride.

Two months before the relay George Dunn made 82 commemorative wooden spikes for the relay. Joni Kling and Kenzie Gleason helped with the sign in at the start in Lexington. Ed Stodola ran a sag wagon between

(Continued on page 4)

Time to Join or Renew Membership and Donate for 2007

Without the continued financial support from our members the volunteers would not have the resources to do the many tasks of advocacy and education that is the hallmark of KRTC. Acknowledgement of tax deductible donations will be batched and sent out through the year as donations and memberships are received. For error correction please contact the Secretary, Dixie Moore at Dixiemoore@insightbb.com or 859-227-6165. Please keep on giving because the work is always there. We can do more with more. Members who have paid their 2007 dues are listed below.

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Kentucky Horse Council
4063 Iron Works Parkway, Ste. 2
Lexington, KY 40511, 859-367-0509
www.kentuckyhorse.org

Displays

KRTC has two displays. There is a new large stand alone display board 8' by 8' and the older table display with a footprint 70" x 25" and 5 'tall.



(Large stand alone display at the 2007 Horsey Hundred Tour, Georgetown, KY)

The displays need to be in public viewing to get out the message about railtrails and greenways. If you would like to have the display in a library, an event or another location please contact dixiemoore@insightbb.com.

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Madison Co. Greenways & Trails

now has an official website!!!! Check us out at www.geocities.com/madisonkytrails/home.html

Thanks to Gail & Chris Kulp

(Continued from page 2)

Lexington and Mt. Sterling. Darryl Epperson with the Pioneer Amateur Radio Club in Clark County had three radio operators stationed at the West Bypass at Colby Road, at the Court House, and at the New Bypass at highway 15 to help the riders through Clark Co. Fred Jones manned the radio for Carter Co. Mindy Taylor set up a rest stop in her front yard on Ecton Rd for returning cyclists. Mike Leemhuis, Steele Hinton and Keith Lovan took the photographs for the photo albums on the website. Dixie Moore coordinated the relay.

In Winchester the relay was greeted warmly by Mayor Ed Burtner and Commissioner Kenny Book. In Mt. Sterling the Little Mount Trail Commission set out snacks and cold water and Gatorade under the cool shade of an overpass near their train depot and on the old right of way. Among the community well wishers were Lynda Wilson of the Tourism Department, Phillip Albright, Robin Carrington, Ollie McCormick, Barry Tanning, and Adrian Arnold, District 73 State Representative for many years.

In Salt Lick Mayor Frizzell and his granddaughter welcomed the relay with cold bottled water. Dwight and Frank Rogers met the relay in Olive Hill with a buckboard pulled by a matched set of mules along with Jesse Oney of the Eastern Hills Saddle Club and Pati Porter the Main Street Coordinator for Olive Hill. Starlene Harris and her husband opened the Grahn Community Center and served some of the best lemonade in Eastern Kentucky. Then there are the spouses, friends and parents who helped by ferrying some of the riders to their starting points and shuttling them back to their cars when they were done. country road on the abandoned right of way in Carter County.

Pictures of the ride are on the KRTC website at www.kyrailtrail.org/gallery/relay2007 and www.kyrailtrail.org/gallery/album09.

* * * * *



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Lexington Big Sandy is recommended corridor for national bike route

The proposed Lexington- Big Sandy Rail Trail over the abandoned CSX railway line between Lexington and Ashland is within the corridor that runs between Lexington and West Virginia designated by the task force that is developing a national system of bicycle routes.

The AASHTO Standing Committee on Highways in 2004 started to develop a national systems-level or corridor-level plan for use by State Departments of Transportation and other agencies in designating future U.S. bicycle routes. AASHTO stands for American Association of State Highway Transportation Officials. The Task Force's specific vision is: To encourage the development of a coordinated system of U.S. bicycle routes across the country. The Task Force is charged with developing a recommended national systems-level or corridor-level plan for use in designating potential future U.S. bicycle routes.

It's unclear if AASHTO knew about the route of the Lexington- Big Sandy or if it's just a coincidence that their proposed corridor happens to be along the same route as the old CSX railroad. Either way it could help the Lexington- Big Andy RT become a reality.

Corridors are defined in the AASHTO draft plan as "desire lines" that link urban-rural communities, attractions and recreational areas in a network. Road or trails chosen for these corridors should be within 50 miles (+/-) of the recommended corridor. Defining the corridor is the first step to defining a bicycle route and focuses on the overall direction and natural landscape features.

(Continued from page 1)

In short: More walking and biking + less driving = healthier people + a healthier planet.

That's a win-win proposition, one that is simply too good to pass up. This is why Rails-to-Trails Conservancy has launched a multi-year effort to build an active transportation movement, and not a moment too soon.

If we are going to succeed in our goal to see 90 percent of Americans living within three miles of a local trail system by 2020, we must start laying the foundation today. We have to energize the nation to support more trails and more connections to trails.

* * * * *

The top 3 recommendations of America Trails, an organization of 550 trail advocates and professionals:

- Promote Connections In Our Communities**
- Create a National Trails Network**
- Commit Sustainable Funding**

Kentucky Rails to Trails Council, Inc.

MEMBERSHIP APPLICATION , DONATION &/or RENEWAL for 2007

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The Kentucky Rails to Trails Council is always in need of volunteers, e.g. writing newsletter articles, being an officer or board member, fundraising, giving presentations, contacting landowners, checking maps, web site design, letter stuffing. *I would like to volunteer with KRTC.*

Corporate sponsorships are available: See <http://www.kyrailtrail.org/sponsors.php>

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Kentucky Rails To Trails Council, Inc. is a 501 (c) (3) non-profit tax-exempt organization founded in 1995.

The Kentucky Rails to Trails Council promotes and advocates for the establishment and use of rail trails and associated greenways in Kentucky.

Contributions and dues are tax deductible to the fullest extent of the law.

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