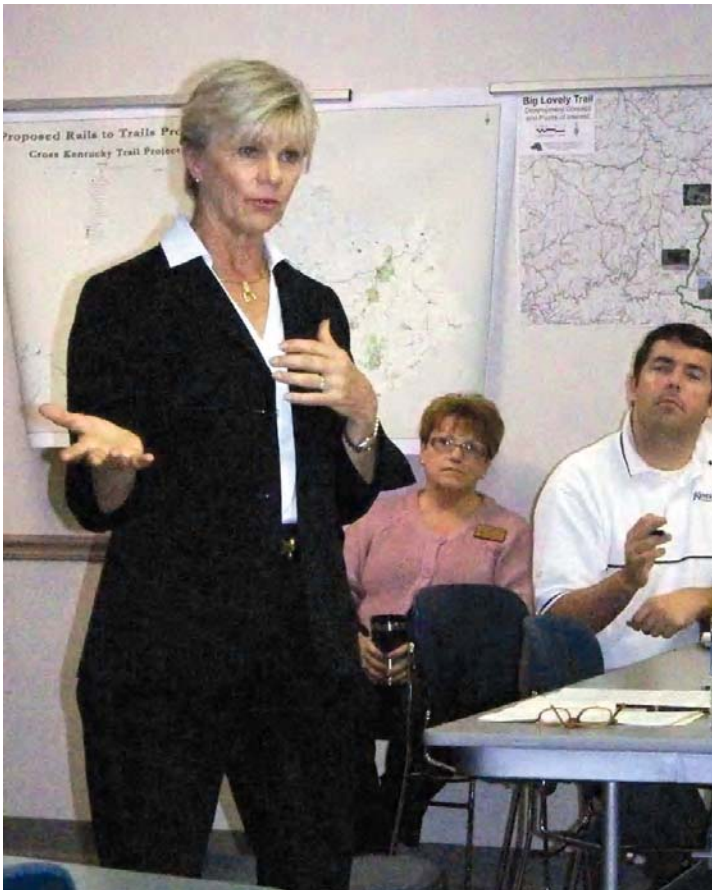


Adventure Tourism Meeting on the Dawkins Line

The Big Sandy Area Development District hosted a meeting with Adventure Tourism and the Johnson County Fiscal Court in Prestonsburg on October 8th. In attendance were First Lady Jane Beshear, Marcheta Sparrow, Secretary of the Tourism Arts and Heritage Cabinet, Bill Burger and Matt Osborne, representatives of Adventure Tourism.

Beshear, an equestrian, is a proponent of building adventure tourism possibilities in the Eastern Kentucky region,



(First Lady Jane Beshear speaking at the Adventure Tourism Meeting at the Big Sandy ADD. Sandy Runyon, Executive Director of the Big Sandy ADD, and Matt Osborne of Adventure Tourism to the right. 10/8/08, Paintsville Herald.)

most especially those which involve the development of trails for horseback riding, biking, and hiking. Beshear says that the trails, once established, will bring an economic

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boom to the region as well as opening up a vast potential for a variety of small businesses.

Judge-Executive Tucker Daniel of the Johnson County Fiscal Court, said plans to develop interconnecting trails throughout Johnson, Magoffin and Breathitt counties through the use of abandoned railroad lines, “makes sense.” “It’s something that’s already here and already established. Other states have done it, those people are no smarter than we are and they got it done ... I think I’d be remiss if I didn’t try to explore the opportunities.”

First Lady Beshear pointed out that “we have the abandoned railroads and they contain the advantage of being able to withstand the weight of the horses ... my dream is to have a cross-Kentucky trail ... (across) miles of beautiful land that could prove to be a big economic boom to Johnson, Magoffin and Breathitt counties.” Beshear said she would like to see the Rails to Trails project completed by 2010.

Thanks to the Paintsville Herald for permission to use excerpts from their article posted at www.kyrailtrail.org.

Lexington to Versailles Rail with Trail Feasibility Study

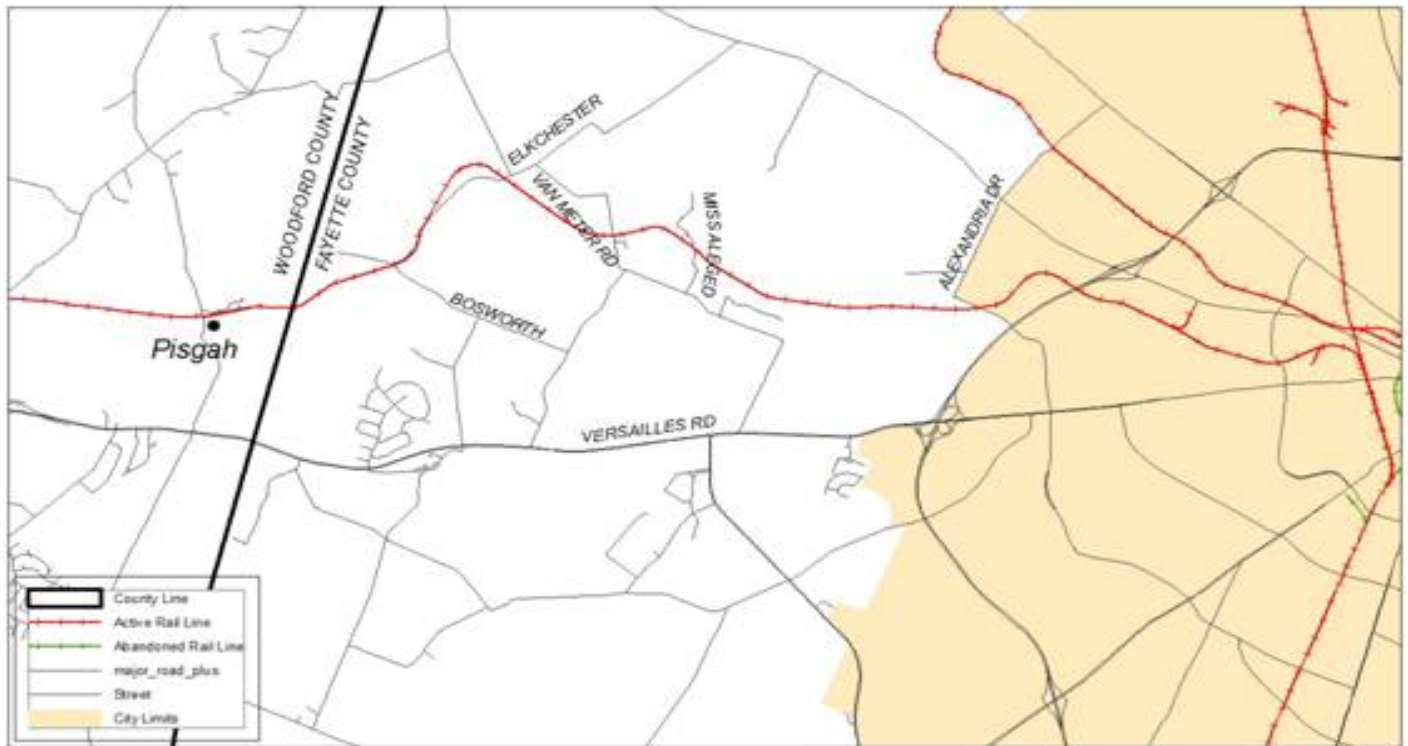
The Lexington Fayette Urban County Government has hired CDP Engineers Inc to conduct a feasibility study for a rails with trail along the Lexington Versailles rail line.

R. J. Corman owns the short-line railroad, known as the Versailles Line, which runs approximately 15 miles from Versailles to the interchange with the Norfolk-Southern Rail Yard in downtown Lexington.

A rail trail from Lexington to Versailles would have a

tremendous impact on both communities and would be a major tourism draw to the Central Kentucky region. The trail would be the longest in the state and has the potential to pass by some of the most prestigious horse farms in the world (including Calumet Farm), Keeneland Race Course and through the village of Pisgah. The question is how to make this project a reality.

This study will investigate the availability of right-of-way and potential access, recommend methods to protect adjacent farmland, and estimate the costs of design and construction. The study should be completed by the end of the year. K. Lovan.



Federal Transportation Bills

Though often invisible to the casual trail user, federal funding is central to building rail-trails and other active transportation facilities. While the federal funding is absolutely critical to trail development, you might be surprised to learn that just a tiny fraction of the vast transportation bill is spent on walking and biking. Less than two cents on the transportation dollar is shared nationally among all the trail, walking and biking facilities we enjoy every day.

But, with crippling high gas prices, mounting concerns about climate change and sobering obesity rates, that tiny fraction must be increased to meet rising transportation needs.

Today's "T"

Shortly after the expiration of the successor to the first TE program, TEA-21 in 2005, Congress passed the current

transportation bill, the "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users." SAFETEA-LU broke new ground with innovative programs designed to promote active transportation: One of these programs is Safe Routes to School, to encourage children to safely walk and bike to school.

Elkhorn Creek Corridor Trail Project Funded

The city of Georgetown has been awarded \$183,000 in TE Funds for the construction of a trail that runs on the old Frankfort-Cincinnati Railroad bed. Part of the project will involve construction of a bridge to replace an old railroad trestle in order to continue the trail without having it climb around a ravine. The project will link the F&C trail to other trails.

Funding for Brighton Rail Trail Bridge

On September 25, 2008, Governor Steve Beshear announced that the Lexington-Fayette Urban County Government would receive \$448,150 from federal Congestion Mitigation and Air Quality Funds for the construction of the Brighton Rail Trail Bridge over Man O' War Boulevard. The Brighton East Rail Trail is the first rail trail in Fayette

County. This 184 foot pedestrian bridge, to be constructed in 2011, would connect railtrails on each side of Man O' War Boulevard. The bridge will link several neighborhoods to Liberty Elementary School, parks, shops and offices in the area.

Construction of the first phase of the Brighton East Rail Trail began in August 2006 and was completed in December 2006. This one mile paved trail from Bryant Road to Pleasant Ridge Drive is the first phase of a 5 mile trail in the area. Construction of Phase 2 from Pleasant Ridge Drive to Deer Haven Lane is expected to begin in 2009. A trail head is located at Pleasant Ridge Park, 1350 Pleasant Ridge Drive with another trail head planned at Liberty Park, 2500 Flying Ebony. The Brighton Rail Trail is one section of the proposed 103 mile rail trail between Lexington and Ashland following the route of the old CSX line.



(Official presentation of the grant for the Brighton RT Pedestrian Bridge. Left to Right, Cindy Deitz and Phyllis Hasbrouck, KRTC Members, Larry Ridenour, Sierra Club Member, Keith Lovan, Chair KRTC and LFUCG Engineer, Brad Flowers, Cycling Advocate, William Gorton, Kentucky Bicycle and Bikeway Commission (KBBC) and KRTC Legal Advisor, Kenzie Gleason, Lexington Bike/Ped Coordinator, David Stevens, Jay McCord and Chuck Ellinger, LFUCG Council Members, Lexington's Mayor Newberry, Rep. Susan Westrom, 79th District, Rep. Carl Rollins, 56th District, Rep. Kathy Stein, 75th District, Governor Beshear, Shane Tedder of Mayor Newberry's Bicycle Task Force, Mike Galbraith, Bill Fortune, Barbara Ridenour.)

Active Transportation for America:

A Case for Increased Federal Investment in Bicycling and Walking

"Active Transportation for America" is a 48 page report available for downloading from the Rails-to-Trails Conservancy website. It was written and produced by the Rails-to-Trails Conservancy whose mission is to create a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people. It is chock full of good information. The report makes the case and quantifies the national benefits—for the first time—that increased federal funding in bicycling and walking infrastructure would provide tens of billions of dollars in benefits to all Americans." A must read (or skim) for all trail advocates. At http://www.railstotrails.org/resources/documents/whatwedo/atfa/ATFA_20081020.pdf.

- ◆ For the price of a single mile of a four-lane urban highway, approximately \$50 million, hundreds of miles of bicycle and pedestrian infrastructure can be built, an investment that could complete an entire network of active transportation facilities for a mid-sized city.
- ◆ Half of the trips in America can be completed within a 20-minute bike ride, and a quarter of trips are within a 20-minute walk. Yet, the vast majority of these short trips are taken by automobile.
- ◆ The enormous benefits from bicycling and walking justify federal expenditures at least several times greater than the status quo. Investment in bicycle and pedestrian infrastructure is a highly cost-effective means for meeting a sizable portion of our transportation needs, while positively contributing to the solution of
- ◆ important problems—such as oil dependence, climate change, and the obesity epidemic—that have been exacerbated by past transportation policies.

Hopkinsville Rail Spur Meeting

Helen Siewers, Professor of Landscape Architecture at Western State University and KRTC board member spoke to the Hopkinsville Rail Spur Advisory Committee on 11/13/08. Her audience reported she made an outstanding, informative presentation. Hopkinsville has an opportunity to convert the abandoned 5 mile Fort Campbell railroad spur into a multi-use trail. The gravel base of the rail line offers an excellent footer for a trail and as Helen pointed out,



(Hopkinsville Rail Spur, New Era Newspaper, Alan Reed, Staff Writer, Nov.14, 2008.)

property values increase with construction. She added that trails bring economic, health, environmental, educational and transportation benefits to a community. She gave some good insight into organizations that can help fund portions of the project (grants, matching funds, in-kind gifts.) Following her presentation there was a Public Hearing at 7 pm that drew about 40 people with lots of good discussion.

Some of the residents present expressed support and others were not in support. Residents expressed concern over privacy, security and safety along the trail. Burglaries, and thefts have happened on the abandoned rail line and it is seen as a conduit for criminals. Proponents favored the trail for transportation and health benefits, with many agreeing that development could deter crime.

Rails-to-Trails Advisory Committee vice-chair Carter Hendricks presided over the hearing and reported that the committee was in "information gathering mode," hoping for feedback from the community.

Alan Reed of the New Era newspaper reported on the public hearing. The article is at www.kentuckynewera.com/articles/2008/11/14/news/free/doc491dc5c1b8ebb725711302.txt. Thanks to Gary McIntyre and Kim Schippers, for their input on the joint meeting.

Carter County Trails

In July of 2008, the Carter County Fiscal Court passed a resolution authorizing the creation of multi-use trails on former CSX right-of-way which is now county property. This resolution has allowed RT supporters to begin work on some 3.9 miles of trail in the Hitchins - Leon - Fultz Fork area. Carter County has been giving the RT group wonderful support in the way of machinery, manpower and material for this trail segment. They are presently awaiting GOLD funding for the re-decking of three trestle bridges so that they may be crossed by bicycle and equestrian users.

They are negotiating the donation of a large tract of land in Olive Hill which would allow the building of a one mile trail from the Olive Hill Depot east to the Tygart Creek. The land donation will allow the construction of extensive side trails through beautiful creek-side wooded areas which abut the main trail. Pictures of the area and the old ROW are at http://www.rootsweb.ancestry.com/~kycarter/Rails_to_Trails/Rails_to_Trails_index.htm. The "Hayes", the "Brooks" properties and the "Aden - Fultz Fork" segment that includes a tunnel are under consideration. Photos



(Overgrown ROW in Carter Co., in the Rails to Trails Photo Gallery at <http://www.rootsweb.ancestry.com/~kycarter/>)

of the CSX ROW are also on the Kentucky Rails to Trails Council website, www.kyrailtrail.org.

The terrain that the abandoned railroad line passes through in Carter County is some of the most visually stunning natural scenery along the CSX corridor between Lexington and Ashland. It has the potential to become a destination trail and draw equestrians and cyclists from a wide regional area to Carter County.

Thanks to John Grace in Carter County who provided the information and to the local RT supporters in Carter County.

Kentucky Rails to Trails Council Needs Your Support

KRTC needs the continued financial support of our members. Our volunteers need resources to do the many tasks of advocacy and education that is the hallmark of KRTC. Please give for the first time or keep on giving because the work is always there. Community education as to the advantages of railtrails has never been more important. KRTC is supporting the conversion into multi use railtrails of several abandoned lines; the Dawkins Line in Breathitt, Magoffin and Johnson Counties, segments of the CSX line in Carter and Rowan County, the Tyrone Bridge Railtrail and the Hopkinsville Rail Spur. We can do more with more. An envelope is attached for your convenience. Members who have contributed since the last listing in a newsletter are listed below.

Several of our members have used their employer's matching gift program; this is great!! These programs usually double your contribution. If your work place has this option please check it out. Those who renew at the Promoter level or higher will receive a green tote bag made from recycled material and embossed with a KRTC logo.



You can give a membership in KRTC as a holiday gift that benefits many. The recipient will receive the 2009 newsletters. To give a membership as a gift contact the Secretary, Dixie Moore at dixie@kyrailtrail.org or 859-227-6165.

Benefactor (\$100-\$249)

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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.*

Check if you would like to be taken on the mailing list for the newsletter and only receive notification when the newsletter is posted on the website. []

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

Please make check payable and mail to: Kentucky Rails to Trails Council, Inc.

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(11/08)

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Kentucky Rails To Trails Council, Inc. is a 501 (c) (3)
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The Kentucky Rails to Trails Council promotes and advocates for the establishment and use of rail trails and associated greenways and multi use trails in Kentucky.

Contributions and dues are tax deductible
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