

## Hoptown Update

The Ft Campbell 5 mile abandoned rail spur has been in place and relatively undisturbed for many decades. The non profit Pennyryle Rail Trail Foundation formed in November 2001 has been advocating for several years the conversion of the spur into a multi use trail. The Pennyryle Rail Trail Foundation recently paid for a preliminary design study for the trail by Darren Henson, a landscape architect from Springfield, Tenn. The Foundation is congratulated on their persistence in supporting this project and gathering wide community support.

The Pennyryle RT Foundation will hold their 8th Annual Turkey Trot on Thanksgiving Day to maintain public awareness and momentum for the trail. All proceeds will go toward conversion expenses. Supporters are encouraged to write to their local representatives in support of the trail and financial donations are always appreciated. More information about the Pennyryle RT foundation can be found at <http://www.hoptownrailtrail.org/events.html>

Henson presented his report to the July meeting of the Hopkinsville Rail Spur Advisory Committee appointed by Mayor Kemp. Henson estimated it would cost \$2.56 million to convert the old Army railroad bed into a recreational trail that with additions would run about 12 miles through Hopkinsville.

The Committee unanimously voted to issue a report recommending the conversion of the abandoned Department of Defense rail spur to a greenway trail beginning at the Northernmost end of the spur, The trail will be a recreation connector to the downtown and planned and established parks.

Henson proposed splitting the project into three phases. Phase I would link to existing downtown trails. It would have trail heads, or entrances, near the North Drive Recreation Complex and at a proposed passive park in the Pardue Lane area. The estimated cost would be \$817,447 for 2.1 miles.

Phase II would go from the Pardue Lane park to the area of Tie Breaker Park, covering 2.6 miles at an cost of \$977,597.

Phase III is 7.4 miles and would go from the Tie Breaker Park area to the Hopkinsville Campus of Murray State University. The estimated cost of the third phase is \$763,307.

The estimates included a 10-foot-wide walking, run-



(Fort Campbell rail spur, Pennyryle Rail Trail Foundation)

ning and biking trail, trail heads and minimal landscaping. Lighting would not be included at locations since trails usually close after dark. Other security and privacy features would be considered later.

Henson said Phases I and II would both have bridges to cross roads. By using prefabricated bridges, the project would be as cost effective as grading down former railroad overpasses.

The master plan concept is now posted to the website: [www.hoptownrailtrail.org](http://www.hoptownrailtrail.org) Information from Kim Schippers of the Pennyryle Rail Trail Foundation and excerpts from articles by Alan Reed in the New Era newspaper in Hopkinsville.

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## Big Sandy Adventure Tourism Conference & Expo

This first Adventure Tourism Conference was held June 6-8, 2009 at the Mountain Arts Center Prestonsburg sponsored by the Big Sandy Area Development District.

Participation for the 3 days was estimated at 650 persons and is considered a success for a first-time event. Recreational and field activities included a water trail float trip on the Levisa Fork, a saddle club ride, an ATV ride in Knott County and a Jenny Wiley bike tour. Around 85 individuals attended workshop sessions on adventure tourism-related topics including the Big Sandy regional adventure tourism plan, trail maintenance and development, rails to trails, interpretive trails, funding sources, recreational use agreements, water trails, ATV trails, volunteers, and wildlife projects.

## Stepping Down

By Dixie Moore, Secretary

At the end of this calendar year I will retire after 8 years as the Secretary for Kentucky Rails to Trails Council and the editor of the newsletter, Trail Time. I have been part of local, regional and state wide initiatives, publicity events and trail rides to promote railtrails and multi use trails in Kentucky . Along the way I have met many wonderful people; to work with KRTC has been a pleasure.

Kentucky continues to need multi use trails to connect our communities. Our need for trails and their benefits increase every day as we face more health problems related to obesity and a sedentary life style and our environment continues to degrade with fossil fuel use.

Supporting trails is totally green. Over the past 8 years I have seen an increase in public support in Kentucky for multi use trails and the beginning of trail networks. I am disappointed that the Dawkins Line in Breathitt, Johnson and Magoffin Counties has still not become a reality and that the proposed rail trail along the old Lexington - Ashland CSX corridor that originally sparked my interest in trails exists only in a few one mile segments. I am tired of having to respond to in state and out of state inquires that the closest and best rail rails for cycling are in Ohio on the Little Miami or in West Virginia on the Virginian Creeper or Greenbrier.

I am heartened however, by related developments that may pave the way for city, regional and statewide trail networks. To mention a few:

The Kentucky Bicycle Commission, Kentucky Horse Council and the health care industry are supportive and more involved in trail building. There is the Legacy Trail in my own Fayette County which will connect downtown Lexington to the horse park in time for the WEG 2010 games. There is the slow but steady progress on the Brighton East Rail Trail which will connect the eastern part of Fayette County with downtown Lexington. Louisville and Owensboro are developing a network of cycling and walking trails that include rail trail segments that ring their cities and connect public spaces, schools and parks. Smaller communities such as Hopkinsville, Morehead, Winchester and Mt. Sterling and Carter and Muhlenberg Counties have viable nonprofits and local civic groups supporting trail building. They should be justifiably proud of their cooperative efforts to create walking trails and make safe corridors for children to walk or bike to school and parks.

KRTC has continued to rail bank significant abandoned corridors such as the Dawkins Line that if not preserved intact will be lost irrevocably for future use as trails or as

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## Thanks to KRTC Members

Thanks for the continued support through your donations and renewals. The Council will use your contributions to continue to do the many tasks of advocacy and education that is the hallmark of KRTC. If you have not sent in your membership renewal or contribution please visit us online at [www.Kyrailtrail.org](http://www.Kyrailtrail.org) or mail in your donation.

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(BRTF worked with the School Board, the Department of Transportation and Palmer Engineering to make a safer path for walkers and bikers to the well used Lykins Park in Winchester. Photo by Mindy Taylor)

The Lexington-Fayette Urban County Govt has received a \$75,000 for the Recreational Trail Program within the Department of Local Government for a rail trail project. This abandoned rail line is located in downtown Lexington and is part of much larger project called the Legacy Trail.

## BRTF in collaboration with local groups promotes health and fitness

The downtown Walking Trail in Winchester called the "Downtown Mile" or the Main Street Mile was officially dedicated this summer. Jared Fogle, Subways' Weight Loss Advocate came for the Ribbon Cutting. This Downtown mile long loop was a group effort by Bluegrass Rails to Trails, Winchester First, the Clark County Activity Coalition and the American Heart Association.

Jared "The Subway Guy" Fogle shared his amazing life story with the large crowd gathered at the theater and later was at the dedication for the trail. Jared lost 245 pounds in one year on a diet of Subway sandwiches and went from being just an extremely overweight 20-year-old college student to the face of the restaurant chain.

Fogle's story shows what is possible when a person becomes dedicated to improving his life. He began walking, 15 minutes at first, then adding five minutes a week, up to 45 minutes per day, and he was able to walk into buildings and up stairs he was never able to tackle before.

A major benefit of local multi use trails and railtrails is providing places to safely walk and exercise.

Based on an article in the Winchester Sun by Bob Flynn and information from Gina Lang, BRTF.

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a return to a RR corridor. There are now Share the Road signs which make bicycle use safer and Share the Road license plates which bring attention to non motorization transportation. KRTC Council meetings are now held by conference call creating more state wide participation.

The money is there in recreational trail grants and transportation funds. What has been difficult for local communities to do is to maintain the momentum, develop or hire the expertise and have the confidence to carry out the execution of a plan. We seem to be scared of change or else very, very cautious. A big drawback is the NIMBY (not in my back yard) reaction. As residents and local politicians see and visit trails I hope more will realize that trails are a huge win win benefit for communities. As I watched how local efforts have struggled in the last decade I am more convinced that a state agency such as the Transportation Department or the Parks Department should take the lead in developing regional rail-trails.

There is always more to be done...to "promote and advocate for the establishment and use of rail trails and associated greenways and multiuse trails in Kentucky."



(Downtown Winchester, Main St. Mile, Mindy Taylor, 8/2009)



(Jared Fogle at the Main Street Mile dedication, Winchester Sun, 2009)



Phone: (270) 442-0751  
809 Joe Clifton Dr., Paducah, KY 42001  
info@bikeworldky.com



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Post Office Box 597, Lexington, KY 40588-0597  
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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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Newspaper Editor, Dixie Moore  
8A, 121 Prosperous Pl., Lexington, KY 40509  
dixie@kyrailtrail.org

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### Kentucky Rails to Trails Council, Inc.

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