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Office of Legal Counsel

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USSF —
MILLENNIUM BUDGET CUTS —
IT LOOKS LIKE THE ORIGINAL ESTIMATES WERE $10 – $15 MILLION. I'LL FAX THESE TO ELLEN — THX,
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Office of the First Lady
Press Office
Files of Lissa Muscatine

Deputy Assistant to the President and
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THURSDAY, OCTOBER 21, 1999



RICHARD LEE/Detroit Free Press

Katie Macom of Rochester Hills, left, and Katie Wick of Lake Orion take a walk on Paint Creek Trail in Rochester. The greenways plan would link trails and land in seven area counties.

Greenways plan gets boost

White House recognition will make it easier to raise money

➤ Editorial: Everyone must get involved. 12A

By DAN SHINE
FREE PRESS STAFF WRITER

The architects of an ambitious plan to connect hundreds of miles of trails and green spaces through seven southeast Michigan counties — from pastoral settings in St. Clair County to the industrial hub of Detroit's riverfront — will now have a bit more clout when they go looking for funding.

The Southeast Michigan Greenways Trail, an initiative that began in 1990, will be named the state's Millennium Legacy Trail today at a White House ceremony hosted by Hillary Rodham Clinton.

No money is awarded with the Millennium Legacy Trail designation, but it will give the project more ammunition when applying for state and federal funds. More than $30 million is needed to implement the initiative.

"We need visibility to raise money," said Nancy Krupiarz, director of the Michigan chapter of the Rails-to-Trails Conservancy.

Please see TRAILS, Page 8A

KNIGHT RIDDER

TRAILS | Legacy designation is a boost

From Page 1A

"Our No. 1 appeal will be for the money it takes to fund it and the money it takes to operate it."

In the next 10 years, organizers of the greenways plan hope to purchase land and construct trails. When it is completed, trails and green space from St. Clair, Macomb, Oakland, Livingston, Washtenaw, Wayne and Monroe counties would be connected.

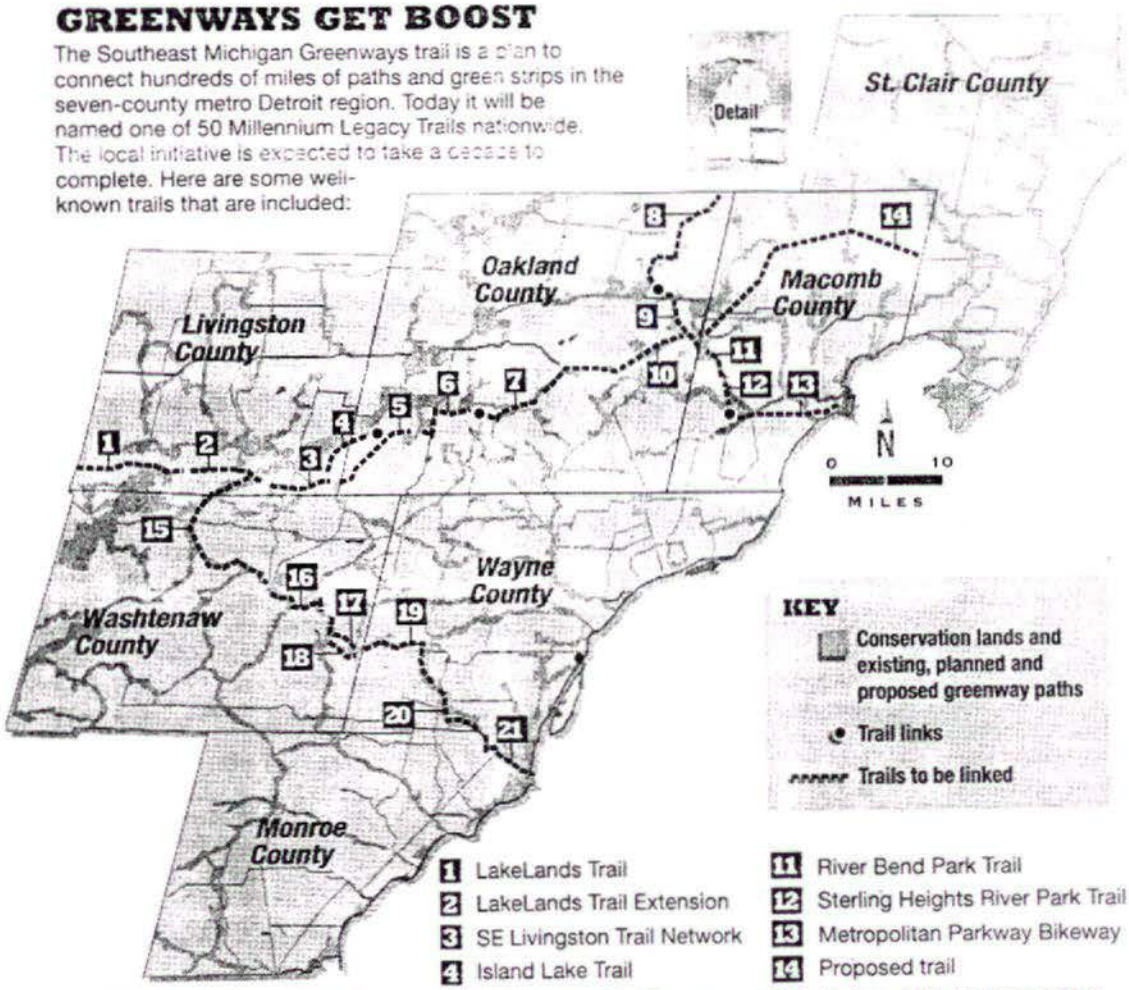
The initiative will connect a system of trails and green spaces ough southeast Michigan. The ails will twist and turn, transporting users through tree-lined parks and picturesque small towns, along suburban roadways and into an urban medley of manufacturing plants, skyscrapers and a waterfront views. "We have a lot of in-line skaters and bikers frustrated that they're stuck in traffic heading up north," Krupiarz said. "They'd like to be able to have trails closer to home instead of driving miles and hours away. We have great resources here and great assets here.

"We should be able to open these up."

When completed, the initiative

GREENWAYS GET BOOST

The Southeast Michigan Greenways trail is a plan to connect hundreds of miles of paths and green strips in the seven-county metro Detroit region. Today it will be named one of 50 Millennium Legacy Trails nationwide. The local initiative is expected to take a decade to complete. Here are some well-known trails that are included:



Source: Southeast Michigan Greenways

1. LakeLands Trail
2. LakeLands Trail Extension
3. SE Livingston Trail Network
4. Island Lake Trail
5. Huron Valley Trail Project
6. Local trail
7. West Bloomfield Trail
8. Polly Ann Trail
9. Paint Creek Trail
10. Proposed trail
11. River Bend Park Trail
12. Sterling Heights River Park Trail
13. Metropolitan Parkway Bikeway
14. Proposed trail
15. Hudson Mills Metropark Trail
16. Ann Arbor Riverfront Trail
17. Ypsilanti Riverfront Trail
18. Ford Lake Loop
19. Willow Metropark Trail
20. Oakwoods Metropark
21. Lake Erie Metropark

Detroit Free Press
An Independent Newspaper

600 W. Fort St.,
Detroit, Michigan 48226
313-222-6400

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KNIGHT RIDDER

IN OUR OPINION

Greenway

Special trail can enrich, connect southeast Michigan

Today the longstanding vision of a Southeastern Michigan Greenway gets a big boost. The planned seven-county network of hike-and-bike trails will be officially designated by the White House as Michigan's Millennium Legacy Trail. That will give the project greater visibility and should make it even more attractive to state, federal and private funding sources.

That's a nice distinction. But what will really make the plan work is for it to get priority attention from every local government and interested citizen. The greenway can touch people's lives in so many ways, combining recreation, history, learning, a broadened sense of community, a fresh way to look at the landscape.

Think of it: hundreds of miles of trails and walkways threading through metro Detroit, from the rural fringes through wooded parks and countryside, along river banks and old rail beds, past historic sites and churches, through urban streets and plazas, all the way to southeast Michigan's spectacular front porch, the Detroit River. Most of the trails will be the traditional green. Some of them will pass in the shadow of industrial facilities that are also part of the history and fiber of the region.

Much of the network is in place or planned. It needs more funding and more connector segments. It needs more communities to think green.

Anyone who has traveled the Paint Creek Trail from Rochester to Lake Orion knows how immensely popular a well-planned trail can be. By midday on a weekend, the lower reaches of the trail are cheery with joggers, walkers, baby strollers and trikes. In quieter times and places, cyclists and runners speed in and out of the trail's leafy tunnels, following the meandering creek, testing the muscles and lifting the spirit.

The more this region is urbanized, the greater need for places for respite and recreation. Greenways provide them close to home, not a day's drive away. They beckon people outdoors, knit the region together, refocus attention on the river. If the millennium is a moment to create something of enduring value, the Southeast Michigan Greenways Project is a fine way to begin.

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Volunteers reroute Buckeye Trail

• For the past 40 years, a state association has kept 1,235 miles open for hikers.

Monday, October 25, 1999

By Donna Glenn
Dispatch Staff Reporter



Vince Pugliese / *For The Dispatch*

Kaye Erlenbach and Clyde Ernsberger of Columbus help move a quarter-mile of the Buckeye Trail near the Burr Oak Reservoir in Morgan County. Ohio's hiking trail, designated a Millennium Legacy Trail by first lady Hillary Rodham Clinton, is the nation's longest continuous-loop trail.

Trail map

Bedraggled by a weekend of constant rain and hard work, the volunteers shouldered their Pulaskies and MacLeods and trudged up the muddy hill.

Their purpose was to reroute a quarter-mile section of the Buckeye Trail through the rutted hills overlooking the Burr Oak Reservoir in Morgan County. Future flooding likely would swamp the path.

They enlarged blisters grown the day before as they hacked, hoed and raked the soil -- dry under a thin, moist layer -- into a narrow pathway through Burr Oak State Park.

Trail crews use tools developed more than a century ago to fight forest fires. They are named after their inventors. A Pulaski is a combination ax and hoe, and a Mac Leod is a combination rake and hoe.

"These tools are just as perfect for what we do," said Jim Sprague, state trail coordinator.

Sprague, 70, a retired chemist, spends three or four days a month camping and plotting new routes that will improve existing sections of trail or take it away from roads.

During the past 40 years, an organization of volunteers across the state has logged hundreds of thousands of hours creating and maintaining the 1,235 miles known as the Buckeye Trail. It encircles Ohio.

Last week, first lady Hillary Rodham Clinton honored their efforts by designating the Buckeye Trail a Millennium Legacy Trail, giving it national recognition within a system of trails that connect the East and West coasts.



Vince Pugliese / *For The Dispatch*

Norm Gillmore, 77, of Waverly, Ohio, has made friends while tending the trail.

The Millennium Trails initiative is sponsored by the White House Millennium Council, the U.S. Department of Transportation and the Rails-to-Trails Conservancy.

Fifty trails in 47 states, the District of Columbia, Puerto Rico and the Virgin Islands were selected for the honor.

A $500,000 donation by American Express will seed expansion of the trails, and a $520,000 grant from the National Endowment for the Arts will encourage communities across the nation to create public artworks, exhibitions, interpretive works or preservation projects on the trails.

"Every marsh, wilderness, meadow or trail we chose to protect is an act of community storytelling," said David Burwell, president of Rails-to- Trails Conservancy, a national group that promotes transforming old railroad beds into hiking trails.

To Bob Pond, a 16-year member of the Buckeye Trail Association, Ohio's trail is an environmental and historical bequest to its citizens.

Pond, 61, of Heath in Licking County, is writing a guidebook to the trail, which describes its path from Lake Erie to the Ohio River through the rugged terrain of Ohio's Appalachian foothills, along rural, graveled roads and down the cement walkways of Cincinnati, Dayton, Akron and Cleveland.

Some pathways are millenniums old, created by the state's first inhabitants in search of food, water and shelter, and later traveled by American Indians, Pond said.

The trail, which his research indicates is the nation's longest continuous-loop trail, winds through the state like a historical road map. It guides travelers down once-bustling canal towpaths, through reclaimed coal-mining regions and along sections of the Great Trail that once linked Fort Pitt in Pennsylvania to Detroit.

That trail was built by the steady traffic of French traders, Northwest Territory settlers, pioneers bound for untamed regions, and even -- many believe -- John Chapman, known as Johnny Appleseed.

"It covers most of the geological areas of Ohio, the unglaciated areas, the southeast glaciated plateaus and the lake plain," Pond said.

To the people who tend the Buckeye Trail, it is something that gives back more than it extracts.

"I'm out here because my wife passed away a couple of months ago, and I'm lonesome," said Norm Gillmore of Waverly in Pike County. "I'm looking for the friendship I find here."

Gillmore, 77, has been a member since 1992, the same year he hiked 200 miles of the Appalachian Trail. In the hierarchy of trail maintenance, he is a maintainer who regularly tends 1.8 miles between Rt. 23 and Prussia Road in Pike County.

Most maintainers are assigned 1- 10 miles of trail and are asked to walk their sections at least twice a year to prune weeds, bushes and limbs that overgrow the trail. They also freshen the sky-blue blazes painted on trees, fences and power poles that guide travelers.

"I'd like to have a maintainer for every mile of trail," Sprague said.

Joe Schetter, 45, of St. Marys, in Auglaize County, supervises maintainers for the Delphos and St. Mary's sections, which mostly run along the historical Miami-Erie Canal towpath in western Ohio.

"What drives me? I don't know," said Schetter. "I guess I just like to get out and work."

Mary Hamilton, 61, who supervises the Bowerston and Massillon sections in

eastern Ohio, is a registered nurse at Union Hospital in Dover in Tuscarawas County. She works the trail to relieve stress. And as a counselor with the local court system, she often oversees people assigned to the trail to work off fines and sentences through community- service projects.

"They get out there and find out how good physical labor feels when it's for some purpose other than committing a crime," she said.

Mark Rechsteiner, 36, of Granville in Licking County, regards his trail labor as a donation to the future.

"I grew up in Boy Scouts, and they always use trails," said Rechsteiner, who maintains a section of trail in Burr Oak State Park. "I'm trying to give back to what I used to use all the time."

Buckeye Trail maintainers are among the best trail workers to be found, said Philip Stanley, Burr Oak park ranger for more than four years.

"If it wasn't for the Buckeye Trail Association, I don't know that our trails would survive," Stanley said.

Park-maintenance positions at Burr Oak have dropped from 21 full- time workers to five full-time and four part-time.

Volunteer trail maintainers allow Stanley's crews to keep up with other duties. And the organization's reputation for excellence is recognized in any state park graced by the trail, he said.

"They're the specialists," Stanley said. "They're such experienced trail people. I've never had them come to me with a proposal that I didn't approve."

For more information about the Buckeye Trail Association, visit its Web site at www.buckeyetrail.org or call 1-800-881-3062 in Ohio.

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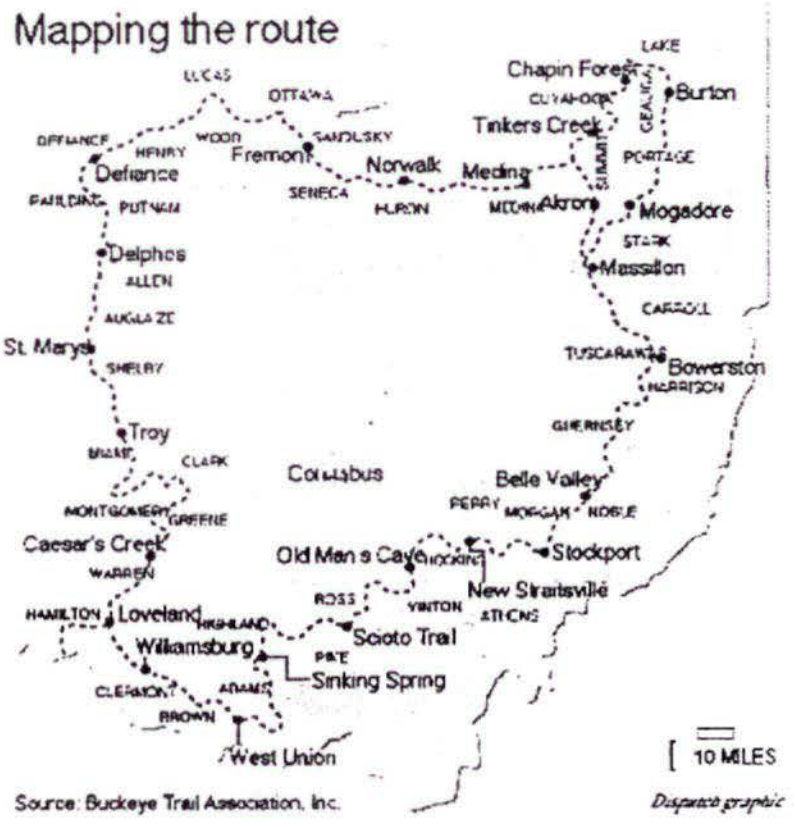
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The Columbus Dispatch

Buckeye Trail map

Oct. 25, 1999

Back to the main story: Volunteers reroute Buckeye Trail



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The Moment?

We've Already Missed It.

By James Reston Jr.

Sunday, October 24, 1999; Page B01

It is abundantly clear that this country has already missed out on the glorious opportunity that was the Millennium. In the endless blather about Y2K, in the correctly or incorrectly spelled commercialization of the word, in the trivial topic of whether the new age begins in 2000 or 2001, in the worry about champagne supplies and the focus on the big bashes in Times Square and on the Mall, there will be no meaningful millennial experience for the American people. The failure of imagination is total and across the board: from the political leadership to the scholars, from the priests to the media. Look abroad if you want something for the mind or the soul or the heart. Go to England or Rome or Israel or even Canada.

The turning of a millennium should be a time of grand reckoning. Symbolic dates call for symbolic acts, and these dates and acts can acquire real, concrete meaning if they are used as an excuse--and an opportunity--for innovative thinking. What better reason than the passing of 1,000 years in the calendar will we ever have for grand dreams about the future and for a solemn reevaluation of the past? Coming to terms with the past can position a society for the future; it frees the imagination and allows us to dream.

This millennial season should have been the time for American artists and visionaries, builders and thinkers to take center stage, but there has been no effort to mobilize them. As a result, the wealthiest, most powerful nation on Earth will leave little permanent behind to mark the moment. American politicians speak as if the millennium were a decaffeinated Bicentennial, with cheap renamings of existing projects as "millennial." To official Washington this seems to be a time yet again to boast about American political institutions. Talk about Old Glory and the Declaration of Independence is safe and palatable, even if it really has nothing to do with a 1,000-year block of time.

Potentially, the millennium is the greatest teaching moment of our times, but who's doing the teaching? Where are the historians and the philosophers, the poets and the priests who might guide and inspire

us? We have a president whose personal disgrace and corruption so degraded the level of polite conversation in America that he can scarcely be expected to transport the nation through a glorious and uplifting moment of history. We have no minister of culture or influential endowments for the arts and humanities to fill Clinton's vacuum; and Hillary Clinton, who was supposed to be in charge of America's millennium and launched the White House Millennium Council to "encourage a wide variety of projects and events that celebrate our historical and cultural legacy," is now preoccupied with sewers in Schenectady, N.Y.

A steely-eyed look at the last 1,000 years of American history, as a whole, might have been part of our millennial experience. Look at what a "divine" institution is doing. The Roman Catholic Church is engaged in a process it calls historical purification as part of its solemn celebration. For its spiritual well-being at this jubilee year, and to position itself for the Third Millennium, the Church has intentionally revisited the darkest episodes of its past: the cases of Galileo, Jan Hus and Joan of Arc as well as its sorry record of acquiescence in the antisemitism during World War II.

Couldn't this country use a touch of historical purification itself? Would it be so difficult for America to confront its own dark side, slavery and the genocide of the American Indian, and to find some mechanism, at the year 2000, to absorb those scourges once and for all into our national consciousness? Perhaps a Japanese-style apology is not the American way, but, with a little will and imagination, some form of consequential recognition and acknowledgment could be found.

Several weeks ago, we had a good example of an acknowledgment that can lead to renewal and resolution: the groundbreaking for a museum on the Mall devoted to the American Indian. This may in fact be the most important single millennial act of this year, since, after all, 600 of the past 1,000 years in America belong to Native Americans. But no one thought to tie the event to the millennium, and the Clinton administration has made no effort to include Native American in its celebration activities. A museum to the American Indian on the Mall honors the victims and recognizes with admiration and respect the richness of the native culture and the diversity of the peoples who were destroyed. That is an opportunity to teach, and to lay to rest long-standing animosities.

To view our history and world history through a 1,000-year lens forces the mind toward new and original pathways. But precious little scholarship on the millennium has emerged from the American academic community. The books that have been published on the millennium are, for the most part, few and lightweight. With the exception of U.S. News's special edition in August about the year 1000, the news magazines and four major television networks have

focused on the century rather than the millennium, since their craft is photo-driven.

Even the Christian clergy seems oddly unwilling to draw attention to its own holy text, since the anxieties about an apocalypse and an end time are embedded in the last book of the New Testament. Certainly, the church has its own debate about when Christ was born--and hence when to mark the 2,000th anniversary of that event. But the widespread recognition of this year offers an opportunity right now that the church is largely missing. The Book of Revelation is often seen as an embarrassment, or worse, as a provocation. The Eastern Orthodox Church does not even read Revelation from the pulpit, because the book is open to such diverse interpretation. In the Catholic Church, the book is part of the three-year liturgical cycle of Sunday readings--and that third year does not fall in the year 2000.

Revelation's hopeful passages in Chapter 21, which promise that "a New Jerusalem will come down from God . . . and God shall wipe away all tears . . . " may occasionally be evoked in the next few months. But how about the lore of Gog and Magog, the Antichrist and the False Prophet, the Four Horsemen of the Apocalypse, the Seven Seals, the Mark of the Beast, 666 or the Whore of Babylon? It is as if American clergymen hesitate to address these wild allegories, because they fear more incarnations of David Koresh or Heaven's Gate. The fascinating parables of the Book of Revelation, it appears, will be left largely to the novelists.

With no guides and mentors here, we have to look elsewhere. Great Britain leads the way in preparations for the millennium. In 1992, that nation established a commission of its best minds to define what the millennium was, how Britain should mark the occasion, how its millennial activities might be paid for. Britain has treated the coming of the year 2000 as an occasion to spruce up the whole nation. By tapping the proceeds of its national lottery, it is offering every little village an opportunity to refurbish a local theater or park or historical site and make that refurbishment a millennium contribution. Prime Minister Tony Blair has already given a millennial lecture at Oxford University. The Millennium Dome, bigger than our Georgia Dome in Atlanta and devoted solely to education, is nearly complete at Greenwich. A millennium seed bank has been established to gather the seeds of the world into a single place to demonstrate the biodiversity of the world at this magical time. The Royal Mail has issued a series of millennium stamps that commemorate the inventors, the explorers, the entertainers, the workers and the scientists of British history. And Britain talks comfortably about giving its people a "millennium experience."

What is the United States doing? No buildings. No stamps. No presidential lecture at Harvard. No innovative or visionary ideas. America in the fin de sicle of the 1890s did far better with a century's

end than we're doing with the end of the millennium. Then there was an explosion of plays, art, music and books, including Edward Bellamy's smash success, "Looking Backward." There was the monumental glory of Chicago's 1893 World's Fair and the spirit of inventiveness characterized by Thomas Edison and Alexander Graham Bell.

Perhaps it's not too late. The precious little dispute over whether the new millennium actually begins this coming January or the January of 2001 may house an opportunity. It gives us another 15 months to do something worthwhile.

Here are a few eleventh-hour suggestions.

The United States is the only major Western country without a cabinet-level minister of culture or national heritage. Only in the South of William Faulkner and Thomas Wolfe are Americans secure in talking about their literature and their regional identity. Other regions of the country have as rich a literary and artistic tradition; they just don't know how to talk about it. In the new millennium, if this country is to stand for anything more than its wealth and democratic ideal, Americans need to become comfortable with the word "culture."

The millennium could be viewed as a kind of bar mitzvah or confirmation for a youthful nation that must blossom into a mature civilization in the next millennium. In the 1960s, France showed what could be done for the creative life of a nation when a figure of great artistic stature, Andre Malraux, became its minister of culture. An American figure with Malraux's stature and Malraux's mandate could teach all sections of the country how to do that and could teach his or her own president how better to promote American culture, without it sounding undemocratic. William Styron or Arthur Miller or Reynolds Price or Eudora Welty come to mind as candidates for the job.

We can forget about President Clinton as our coxswain for this boat ride, but Congress could play a role. In the year 2000, it might hold the occasional historical debate and thus fulfill its calling as an educational as well as a political body. This is the time to revisit America's Founding Myth, for instance. In 1892, Congress designated Oct. 12 as Columbus Day since Columbus "discovered" America, and in 1968 it decreed that Columbus Day be a federal holiday. But Columbus did not discover America; he discovered a few Caribbean islands, and then set about to enslave the native population. Consequently, Columbus Day, now freighted with embarrassment and misinformation, has become a sop to the Italian-American community, and is the least widely observed federal holiday we have.

It has been established, through carbon dating, that a far earlier European presence in North America came with the Viking explorer

Leif Ericsson in the year 1000 A.D. Canada has created a national park at L'Anse aux Meadows in Newfoundland to commemorate the site of the first Viking settlement. And it is widely accepted that the third Viking voyage was led by a woman, Gudrid Thorbjarnardottir, the wife of Leif's younger brother, who for a time lived on the island of Manhattan and gave birth to the first known European-American child.

Congress has acknowledged Ericsson's claim; it should now debate a resolution to broaden and invigorate the current federal holiday as Discoverers Day. Ericsson and other explorers of the Americas, Ponce de Len, Hernando de Soto, John Smith, Francisco Vasquez de Coronado, John Wesley Powell, Merriwether Lewis and William Clark, the Polynesians who settled Hawaii, Sacagawea and, perhaps, Thorbjarnardottir herself, should take their places alongside Columbus in a wider celebration of exploration and the pioneering American spirit. And the official holiday should embrace the present-day explorers, the astronauts and astronomers, who are giving us a vastly expanded concept of humankind's place in the universe and cosmos. NASA should name a space shuttle mission after Ericsson next year to draw attention to the shift.

It is time to stop the silly talk and to have a real national conversation about the meaning of the millennium for America. In this fleeting moment, the past and future are majestically and magically intertwined. It should not be allowed to slip past us in a champagne fog or in the daze of a temperamental computer screen.

James Reston Jr. is the author of "The Last Apocalypse: Europe at the Year 1000 A.D." (Anchor Books).

What Is Going On?

The White House Millennium Council was created with the theme "Honor the Past--Imagine the Future." Highlights of its projects follow:

The president and first lady have begun hosting Millennium Evenings at the White House--a series of lectures and cultural events with scholars and artists that are accessible to the public via cybercast over the Internet and broadcast via satellite.

In coordination with the Department of Transportation, the council plans to recognize more than 2,000 existing and new Millennial Trails, supporting the development of trails through new federal and state funding, and private partnerships.

As one of its International Millennial Events, the council is encouraging the creation of sister-city relationships with communities overseas.

With its Save America's Treasures project, the council plans to stimulate private efforts to preserve our national heritage and history. The National Trust for Historic Preservation is providing leadership by inviting individuals, foundations and corporations to participate.

The council has created Millennium for Kids Web sites, including an "Inside the White House" newsletter, an EPA Explorers' Club and FEMA for Kids.

--compiled by Outlook

Source: The Millennium Council Web site at www.whitehouse.gov/Initiatives/Millennium/index.shtml

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THE BALTIMORE SUN

42-mile path is designated a legacy trail

Sunday, October 24, 1999
Section: LOCAL
Edition: ARUNDEL
Page: 13B
Column: Arundel Digest

A 42-mile trail linking Annapolis to Baltimore-Washington International Airport was named a national Millennium Legacy Trail last week, a designation that should bring increased recognition and some federal money.

The Maryland trail -- a combination of the Baltimore & Annapolis Trail, the BWI Trail and Colonial Annapolis Maritime Trail -- was one of 50 pathways across the nation to be given the designation. The selections were announced in Washington by first lady Hillary Rodham Clinton.

"I think it's terrific for the state and this trail system in particular," said Charlie Adams, director of environmental design for the State Highway Administration. "It highlights how important trails have become to outside recreation."

Each state was asked to nominate a trail under the $5 million Department of Transportation program, which is designed to promote trail use. Trails selected will get wooden markers designating them as Millennium Legacy Trails and a listing in a national trails database.

The choice was easy in Maryland, said Adams, chairman of the committee that recommended trails for the governor to nominate. Adams said only one local trail group, Friends of the B&A Trail, forwarded an application.

"There were actually several other trails mentioned," Adams said. "But no other trail groups got us any information."

The selection is the second phase of the Millennium Trails program. The first phase identified 16 national millennium trails, including two that meet in Maryland: the east-west American Discovery Trail and the East Coast Greenway, which runs north-south.

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Maui News, Sunday 10/24/99 pA1-2



The Maui News / MATTHEW THAYER photo

The Koukoual Bridge, a unique open-spandrel concrete arch that supports a section of Piilani Highway in Kipahulu, characterizes the charm and history that helped get the road and the accompanying Hana Highway named as a Millennium Legacy Trail by first lady Hillary Rodham Clinton last week.

Hana Highway honored as Millennium Trail

HONOLULU — First lady Hillary Rodham Clinton declared the Hana Highway as one of 50 Millennium Legacy Trails in the nation during a ceremony at the White House last week, it was announced by the State Foundation on Culture and the Arts. The designated route also includes the Piilani Highway from Hana to Kaiaia.

The action comes at a time when the fabled road to Hana and its dozens of one-lane bridges has been the subject of numerous meetings regarding repairs or restoration efforts that will affect the look of the highway in the future.

The road was the only route in Hawaii

Hana Highway designated a Millennium Legacy Trail

Continued from Page A1

selected for the honor. The highway was nominated for the award by Gov. Ben Cayetano.

Clinton made the announcement in her role as honorary chair of the Millennium Trails Celebration Committee.

"Millenium Legacy Trails are very tangible gifts to the future," said Clinton. "We will be able to walk on them, hike on them and bike on them. They will be accessible to people of all ages and abilities. But, in a very important way, they represent more than the tangible effect of the trail. They represent a commitment and an investment in what kind of country we want in the next century."

Dolly Strazar, the history and humanities coordinator for SHCA, coordinated efforts for the project.

"The Hana Highway has quite a singular impact on the communities of East Maui since it's the only road that connects them all together," said Strazar. "The ancient trail served that purpose over the last 500 years, and the current road does the same."

Kimber Craine of the National Assembly of State Arts Agencies said the designation might help the Hana Highway qualify for transportation-enhancement funds, a special category of federal road money distributed through states to help with preserving historic corridors.

Craine also said that some immediate funds — possibly between $25,000 and $100,000 for each designated trail — could be forthcoming for artistic plans produced by looking at the routes as a whole.

"We want to raise the visibility (of the roads)," he said. "We want people to treasure this resource so they realize it's not just another road."

National Endowment for the Arts Chairman Bill Ivey announced that his organization has joined the Millennium Trails partnership by contributing $520,000 toward those community-centered arts and design projects. Craine said it's hoped that other matching donations will create a nationwide fund of $1.5 million or so to be split among the chosen routes.

The Hana and Piilani highways span some 50 miles around rural East Maui and connect a number of small communities along the way, including Keanae, Wailua, Nahiku, Hana and Kipahulu. In nominating the road, the state said that the highway "represents the essence and spirit of Hawaii."

Although called "Legacy Trails," the title does not limit those selected to just foot traffic. In fact, more than a third of the 50 routes chosen for their significance were rail trails and one of the routes was a unique subway line in New York City.

Transportation Secretary Rodney Slater said the chosen trails "represent the diversity of America, including long-distance trails, rail and water trails, greenway systems, and historical and cultural trails."

For more information see Web site millenniumtrails.org

Bridge issue on planning panel agenda

The Maui Planning Commission will meet at 9 a.m. Tuesday to discuss whether it will issue a special-management-area permit to the county to tear down a one-lane bridge on Piilani Highway and replace it with a larger structure. The meeting will take place in the first-floor conference room of the Planning Department.

The Maui County Cultural Resources Commission and the Hana Advisory Committee to the Planning Commission both unanimously have recommended denial of the permit. Residents and preservationists fear a bigger bridge could ruin the character of the highway.

For information call Maui County Planning Department at 270-7735.

Maui panel rejects plan for new bridge

By Edwin Tanji
ADVERTISER MAUI COUNTY BUREAU

WAILUKU, Maui — The Maui Planning Commission yesterday rejected a county request to replace an aging bridge on the Hana Highway and urged the county to develop an overall plan to maintain the historic and cultural character of the narrow and winding highway.

Public Works Director Charles Jencks said he'll develop a plan to repair the Papahawahawa bridge, but it will mean a higher cost to the county.

The county had allocated $200,000 to replace the 84-year-old structure and expected to use $800,000 in federal highway aid for a wider bridge of concrete and steel.

"For us, it's a major cost item. It will double the county's cost, and it will be all county funding," Jencks said.

The Planning Commission urged Public Works to consider the recommendation of the Hana Advisory Committee that the bridge be kept at a 14-foot width.

Hana residents who opposed the plan for modernizing the bridge were relieved by the decision.

"This was the starting point, because if it was done here, it would be done all up and down the road," said Fushia Pua, whose home is next to the Papahawahawa bridge, which is on the Piilani High-

See BRIDGE, A8

Bridge: Residents say structures are historic

FROM PAGE ONE

way, commonly referred to as part of the Hana Highway.

Pua said the old, one-lane bridges along the highway are one reason drivers must slow down. Speeding is a concern because she and her children walk along the highway.

"Since they paved the road some years back, the traffic has been shooting through. The only thing that slows it down is the bridge," she said.

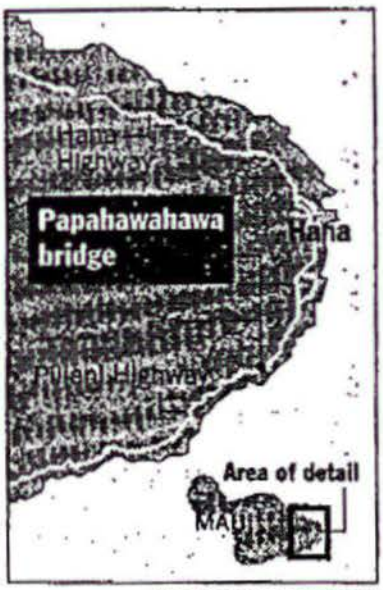
For other Hana residents, the issue involves the historic and cultural elements that make the highway worthy of being a national "Millennium Legacy Trail." A 50-mile section of the highway was designated a legacy trail last week.

Businessman Carl Lindquist and Hana Cultural Center founder Coila Eade said the narrow highway and old bridges are part of the cultural and historic character of East Maui. There are more than 60 bridges on the highway.

The Maui County Cultural Resources Commission has recommended the Hana Highway and its old bridges be nominated for the state and national registers of historic places.

However, state highways administrator Pericles Manthos has told the commission that the state's policy is to replace old bridges to comply with current federal standards.

That would mean tearing down the one-lane bridges and building two-lane structures with high rails and pedestrian walkways.



The Honolulu Advertiser

Planning Commission Chairman Robert Carroll, who lives in Hana, said he understood that the state could have developed its own standards for repairing and replacing old bridges that would qualify for federal highway money.

"The state dragged its feet for so long on establishing its own bridge standards to allow for historic structures," he said. "Now, they're saying it's not possible to develop state standards because of budget constraints."



EDWIN TANJI • The Honolulu Advertiser

Signs, both official and handmade, herald the entrance to the Papahawahawa bridge on Maui's famed Hana Highway.

Hana roadway designated as legacy

By Edwin Tanji
ADVERTISER MAUI COUNTY BUREAU

KAHULUI, Maui — A 50-mile stretch of the Hana Highway from Haiku to Kipahulu has been designated a Millennium Legacy Trail in recognition of its historic value.

But that doesn't mean old bridges on the highway will be preserved, say state and federal officials. Replacing some of the one-lane bridges on the scenic highway has been a topic of ongoing debate on Maui.

Jeff Green, a spokesman for the Millennium Trails program, said last week's annoucement by Hillary Rodham Clinton provides for public-private partnerships to raise money and work toward a Millennium Legacy Trail. "But it's up to the state and the organizations to protect the quality of the trail," Green said.

State Department of Transportation spokeswoman Marilyn Kali said preserving historic bridges on the Hana Highway takes money. If federal highway money is used to replace an aging bridge, the bridge must be upgraded to federal standards.

Even if the state or county repair a bridge without using federal money, the bridge may eventually be unable to handle current traffic conditions, she said.

The Alliance for the Heritage of East Maui has argued for preserving the highway's historic bridges. State and county highway officials say it would cost too much.

The Millennium Trails program — an initiative of the White House Millennium Council, U.S. Department of Transportation and Rails-to-Trails Conservancy — recognizes and promotes historic trails as reflections of local heritage.

As a Millennium Legacy Trail, the Hana Highway will receive a marker and be included on a Web site for Millennium Trails.

The Maui highway was nominated by Gov. Ben Cayetano, supported by the State Foundation on Culture and the Arts.

"The Hana Highway has quite a singular impact on the communities of east Maui, since it is the only road that connects them all together," said Dolly Strazar, history and humanities coordinator for the state foundation. "The ancient trail served that purpose over the last 500 years, and the current road does the same."

U.S. Transportation Director Rodney Slater noted that the designation reflects on the state's image.

"The Millennium Legacy Trails reflect the essence and spirit of the states they represent," he said.

10-24-99
Hul Adv.

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October 24, 1999 Sunday, ORLEANS

SECTION: SPORTS; Pg. C18

LENGTH: 580 words

HEADLINE: OUTDOORS NOTES

BYLINE: Compiled by Aaron Kuriloff

BODY:

*** Trace honored ***

Hillary Rodham Clinton has chosen the Tammany Trace one of 50 "Millennium Legacy Trails." The trails initiative represents a collaborative effort by the White House Millennium Trails Council, the U.S. Department of Transportation and the Rails-to-Trails Conservancy to promote the movement to turn abandoned railway spurs into trails for walkers, joggers and cyclists. The Tammany Trace is Louisiana's only rails-to-trails conversion. The 31-mile Trace connects Covington, Abita Springs, Mandeville, Lacombe and Slidell.

*** Coming up ***

New Orleans Fly Fishers meeting, Thursday at 7:30 p.m. Topic: tying scuds, woolybuggers and shrimp patterns. Whitney National Bank, 1141 Metairie Road. Call Tom at (504) 283-0980.

Take a Kid Fishing Rodeo, Saturday. Weigh-in at Breton Sound Marina, 12 p.m. to 3 p.m. Proceeds benefit Louisiana Lions Club Crippled Children's Camp. For information, call (504) 780-8551.

Audubon bird tours, Saturday at 7 a.m.. Audubon State Historic Site, St. Francisville. Call 1-888-677-2838 for information.

LANGUAGE: ENGLISH

LOAD-DATE: October 25, 1999

Saturday, October 23, 1999

White House announces designation as Millennium Trail

New River Trail awarded honor

Riverside rails-to-trails project singled out for connecting people, communities and history.

By PAUL DELLINGER
THE ROANOKE TIMES

The White House has named the 57-mile New River Trail State Park as one of the nation's 50 Millennium Legacy Trails .

First lady Hillary Rodham Clinton made the announcement Thursday . "Millennium Trails is a national initiative to create, enhance and celebrate more than 2,000 trails as part of America's legacy for the new millennium," she said in a news release. The New River Trail is the only Virginia trail she named.

David Brickley, director of the Virginia Department of Conservation and Recreation, and state parks director Joe Elton represented the commonwealth in Washington, D.C., for the announcement.

"This is a huge achievement," Brickley said. "Millennium Trails are examples of connecting communities, providing links between people, land, history and culture and that couldn't be truer of New River Trail State Park and our partnerships with Grayson, Carroll, Pulaski and Wythe counties."

The linear park lies along former railroad right of way donated to the state by the Norfolk Southern Corp., part of it along New River.

Millennium Trails is an initiative of the U.S. Department of Transportation and its nonprofit partner, the Rails-to-Trails Conservancy. Its goal is supporting new trails through federal and state funding and private partnerships, along with recognizing trails projects and promoting existing and new trails to the public.

New River Trail State Park is a history lesson the settlement , industrial development and growth of the state, connecting travelers with the mining, milling and railroad heritage of the small towns and villages

once served by these activities, Elton said.

"As it meanders along the river, through tunnels and over bridges, the character of the trail changes frequently, offering a variety of recreational experiences such as hiking, biking, canoeing and horseback riding," Elton said.

Each trail selected for this honor will receive a special Millennium Trail marker, and all trails will be promoted through a national tourism effort. Virginia Secretary of Natural Resources John Paul Woodley Brickley and the U.S. Forest Service agreed in May to connect the New River Trail, by forestry trails, to the Virginia Highlands Horse Trail and the Virginia Creeper Trail. The result is a 160-mile multiuse trail network from Abingdon to Pulaski.

For more information online about the Millennium Trails initiative, go to http://www.millenniumtrails.org.

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Hampshire Franklin Union News.

Rail trail wins national award

By FRED CONTRADA

Staff writer

NORTHAMPTON – The Norwottuck Rail Trail and its network of spurs and hiking paths has been named one of 50 "Millennium Legacy Trails" by first lady Hillary Rodham Clinton and Transportation Secretary Rodney Slater.

Clinton and Slater made the announcement Thursday at a special ceremony in the Executive Office Building in Washington.

A collaborative effort by the U.S. Department of Transportation, the Rails-to-Trails Conservancy and the White House Millennium Council, the Millennium Trails initiative, in Clinton's words, seeks to "create, enhance and celebrate more than 2,000 trails as part of America's legacy for the new millennium."

At the same ceremony, National Endowment for the Arts Chairman Bill Ivey announced that the NEA has joined the partnership, and pledged $520,000 for community-centered art projects linked to the trails.

The 50 Millennium Legacy Trails represent 47 states, the District of Columbia, Puerto Rico and the Virgin Islands. The Norwottuck is the sole Massachusetts trail on the list.

Referred to as the "Norwottuck Network," the designation includes the entire system of hiking trails, spurs, waterways and greenways within the Connecticut River Valley.

Rail Trail Advisory Committee Chairman Arthur Swift, who attended the ceremony in Washington, said yesterday the honor will bring more attention to the already popular bike path.

"It's nice to be recognized," he said.

U.S. Rep. John Olver, D-Amherst, who helped get the rail trail underway when he was a state senator, issued a press release yesterday saying that the designation will spur tourism and economic growth in the area.

"The trail highly deserves this distinction because it has brought people back to nature by encouraging them to leave their cars and enjoy the natural beauty, history and culture of the region by bicycle and foot," Olver said.

The 10-mile Norwottuck Rail Trail, which extends from the Connecticut River to the Amherst-Belchertown line, is inarguably the centerpiece of the network.

State officials estimated that during its first year of use in 1993, some 40,000 people bicycled, walked, skated or skied parts of the trail. However, Barbara Francis, another member of the Rail Trail Advisory Committee, emphasized that the scores of other trails and bike paths in the valley, some of which are still in the planning stages, should not be forgotten.

"Many of these need funding desperately," she said, citing the seven-mile river walk in Agawam as one example.

"The Big Dig is interfering with this," Francis said.

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Move over, Blair Witch...

The Star-Ledger
THE NEWSPAPER FOR NEW JERSEY
NEWS BUSINESS SPORTS FEATURES OPINION

First lady puts Jersey trail on the map

10/22/99

By Lawrence Ragonese
STAFF WRITER

A hiking trail that runs through some of the most beautiful areas of North Jersey, from the hills of Passaic County to the Delaware River, got a nod from the first lady yesterday, officially making the Highlands Trail the state's most prestigious natural and historic pathway.

The Highlands Trail has been tabbed as a Millennium Legacy Trail -- one of 50 in the country and the only one in New Jersey. It will be marked by special plaques bearing the White House Millennium Council logo and be promoted as part of the National Millennium Celebration. A trail map and description will be listed on the Millennium Trails Web site at www.millenniumtrails.org and will be included in a national trails database.

It also will be eligible for financial help, with more than $1 million in private and government funds already committed for improvements on the nation's Millennium Legacy Trails.

"We are very happy, absolutely thrilled. Didn't you hear the screams and shouts coming from us here today?" said a jubilant Anne Lutkenhouse, spokeswoman for the Madison Avenue-based New York-New Jersey Trail Conference, a nonprofit group that maintains trails in both states and which sponsored the Highlands Trail application.

"It's terrific. This is a magnificent trail that has so many spectacular sites," added David Epstein, executive director of the Morris County- based Morris Land Conservancy. "This kind of designation will give it more publicity and call attention to needs to preserve natural areas of the

Highlands."

The announcement of the award came from Washington, where Hillary Rodham Clinton held a press conference to announce the winning trails in 47 states, the District of Columbia, Puerto Rico and the Virgin Islands. She had kicked off the competition last fall to promote the nation's historic heritage and natural beauty.

The 100-mile New Jersey portion of the Highlands Trail connects to a similar pathway in New York. Working its way through virtually unspoiled Appalachian ridges and valleys, the trail starts at the Hudson River at Storm King State Park in eastern Orange County, N.Y., and winds through five North Jersey counties -- Morris, Sussex, Warren, Passaic and Hunterdon -- and to the Delaware River, near Phillipsburg.

The New Jersey portion is about 50 percent complete and runs through many rugged and scenic areas, including Abraham Hewitt State Forest; Spruce Run Reservoir; Windbeam Mountain; Ken Lockwood Gorge; Allamuchy, Farny, Stevens and Voorhees state parks, and Newark's watershed lands in Morris and Sussex counties.

A federal "green ribbon panel" chose from three New Jersey finalists to determine which trail would get the federal designation to put it in elite company with other national choices such as the California Coastal Trail and the Florida National Scenic Trail.

Also considered were the 49.5-mile Batona Trail, which runs through the Pine Barrens, and the proposed 100-mile Liberty-Water Gap Trail, which would run from Ellis Island to the Delaware Water Gap.

In choosing a winner, the federal panel was directed to consider how a trail captures the essence and spirit of the state while honoring the past and imagining the future of the country. The winning trail had to reflect the heritage and culture of the area it traverses; provide tangible future benefits to the people of the state, and bring together individuals, groups and organizations in collaborative support of the trail.

"The Highlands Trail was selected because it is an extraordinary trail connecting the northern part of the state," said Page Crosland, a spokeswoman for the nonprofit, Washington D.C.-based Rails-to- Trails Conservancy. "Also, it is located in an area seen as a major priority by open-space protection advocates in an increasingly urban part of our country."

In fact, on Wednesday night, the State Planning Commission held a special hearing on whether to provide the 750,000-acre New Jersey Highlands, through which the Highlands Trail runs, with special designation as an "area of critical concern." Such a designation might offer the Highlands more protection from development, which threatens to fragment the forest and jeopardize water quality in a seven-county

region that supplies the potable water supply to 4 million New Jersey residents, according to state officials.

Jeffrey Tittel, director of the New Jersey Sierra Club, said the choice of the Highlands Trail for national recognition will help in the overall preservation effort, especially as more people are lured to the trail and see the area's natural beauty.

The competition between the three New Jersey trails for the special national award pitted folks who are usually environmental allies against each other in a friendly battle. Yesterday, they were gracious in their comments to each other, with backers of the Liberty and Batona trails lauding their Highlands friends.

"I'm very happy for them; they have a good trail," said Quentin Schlieder, director of the Morris County Park Commission, which backed the Liberty Trail project and whose park system property hosts a portion of the Highlands Trail.

Regardless of the Millennium Legacy choice, he said, a consortium of North Jersey government agencies and the National Park system are committed to developing the Liberty Trail across the northern part of the state.

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THE STATE
METRO REPORT
NEWS FROM RICHLAND AND LEXINGTON COUNTIES

Friday, October 22, 1999
Section: METRO/REGION
Edition: FINAL
Page: B3

Police seek thieves

who hit jewelry store

Columbia police are looking for two men who smashed open display cases at a Columbiana Centre store and left with containers full of jewelry.

The two masked men entered Reed Jewelers about 10:15 a.m. Wednesday, demanding the three employees get on the floor, said Banks Meador, spokesman for the city of Columbia.

The men smashed open display cases with a hammer and snatched an undetermined amount of jewelry.

They ran out of the mall through the Spinnaker's exit and got into a 1989 Oldsmobile that later was found abandoned by Carmike Cinemas. The car had been stolen earlier and police found fresh, wet tire tracks beside it, Meador said.

Anyone with information can call Columbia police at (803) 733-8415.

68 cats set loose as burglar

strikes Pets Inc. shelter

* An unidentified "cat burglar" ransacked Pets Inc. in West Columbia early Thursday morning, stealing a small amount of cash and setting loose 68 cats at the animal shelter.

Lexington County sheriffs deputies arrived at the shelter at 300 Orchard Drive around 1:30 a.m. Thursday after being alerted by a security alarm.

Thursday afternoon, most of the cats had been rounded up and returned, McQueen said.

Three weeks ago, thieves made off with a new, fire-engine red $1,800 cement mixer that had been chained to a tree at the shelter.

Man in road at night

struck, killed by motorist

* The Highway Patrol is trying to figure out why a Columbia man was in the road Thursday when he was struck by a car and killed on U.S. 321.

Andra Earle, 46, died at Palmetto Richland Memorial Hospital after he was hit about 8:30 p.m. by a 1998 Honda, said state Highway Patrol Sgt. Jones Gamble.

Earle died from multiple trauma to the body, said Richland County Coroner Frank Barron.

Millie Kennington, 27, of Winnsboro was heading south on U.S. 321 when she struck Earle, Gamble said.

"It was dark. The road had no light and he was out there in black pants and a black jacket," Gamble said. "There was nothing she could do about it."

The case is under investigation.

Palmetto Trail to be named

Millennium Legacy Trail

* The Palmetto Trail was named one of 52 national Millennium Legacy Trails Thursday by the White House Millennium Program.

One trail from each state is selected as a Millennium Trail, and each of the trails will be featured for one week next year on the Millennium Trails Web site.

The Palmetto Trail, when completed, will run more than 400 miles from Oconee State Park in the Upstate to Awendaw on the coast. Several portions are complete, including a passage through Fort Jackson.

Richland County students

sign pledge against violence

* Students in Richland County signed a pledge Thursday against violence, specifically for their school.

The "Student Pledge" is a personal commitment to reverse the trend of violence through personal choices about firearms and conflict.

Richland County Sheriff Leon Lott and Columbia Police Chief Charles Austin visited several schools, including Brennan Elementary, W.A. Perry Middle School and Eau Claire High School.

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BANGOR DAILY NEWS (BANGOR, MAINE)

October 22, 1999 Friday

LENGTH: 342 words

HEADLINE: Acadia trails get national designation
Hiking to be promoted by Millennium Legacy

BYLINE: Jill Carroll States News Service

BODY:
WASHINGTON -- The 130 miles of Acadia National Park's trail system were among 50 trails across the nation designated Thursday as Millennium Legacy Trails as part of a White House campaign to promote hiking and walking.

While the designation doesn't mean any extra money, it gives the Acadia system national exposure, said park Superintendent Paul Haertel.

The trails will receive markers designating them as Legacy Trails, and a map and description of the area will be included in a National Trails database and on the Millennium Trails Web site.

"Anything you can do to focus attention and highlight [attributes] of the trail can't hurt," Haertel said.

The recognition comes as Acadia has embarked on a $ 13 million plan to revive and expand Acadia's footpaths and create the nation's first privately endowed national park trail system.

Called Acadia Trails Forever, the plan also involves building five village connector trails.

The system was nominated for the millennium honor by Gov. Angus King and chosen by the U.S. secretary of transportation based on a recommendation from a panel of trail experts.

First lady Hillary Rodham Clinton, who helped create the White House Millennium Council that presented the honors, said she hopes the trails won't be seen merely as connecting "one physical place to another physical place, but journeys of the imagination. "

The National Endowment for the Arts also will donate $ 520,000 to support art projects along all the Millennium Trails across the country, said NEA Chairman Bill Ivey.

While there is no extra funding headed directly to Acadia because of the designation, it could help raise awareness of the $ 13 million fund-raising campaign the park has started.

Friends of Acadia, a private, nonprofit organization that works to preserve the park, is giving $ 2 to the park for every dollar the park raises, said Friends of Acadia President Ken Olson, who attended Thursday's presentation in the Old ExecutiveOffice Building next door to the White House.

LOAD-DATE: October 22, 1999

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Dayton Daily News

October 22, 1999, Friday, CITY EDITION

SECTION: NEWS, Pg. 13A

LENGTH: 102 words

HEADLINE: NEW TRAILS NAMED

BYLINE: Associated Press

BODY:

WASHINGTON - First lady Hillary Rodham Clinton announced Thursday the names of 50 Millennium Legacy Trails.

The trails - in 47 states, the District of Columbia, Puerto Rico and the U.S. Virgin Islands - became part of a network of greenways, as well as water, rail and long-distance trails. They were chosen because they preserve open spaces, interpret history and encourage recreation.

''Each of them stitch a design in our landscape and help together to create a picture of America,'' Mrs. Clinton said. They ''reflect the unique spirit of their states and collective history of our nation.''

LOAD-DATE: October 23, 1999

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Section: News, Pg. 1B
Byline: Robert Franklin, Staff Writer

A TIMELESS TRAIL

Minnesota's Willard Munger State Trail has been honored as a "Millennium Legacy" and will receive special funding for its preservation.

The system of multiple-use trails between St. Paul and Duluth was among 50 Millennium Legacy trails named Thursday by First Lady Hillary Rodham Clinton.

The trails -- in 47 states, the District of Columbia, Puerto Rico and the U.S. Virgin Islands -- were chosen because they preserve open spaces, interpret history and encourage recreation.

"Each of them stitch a design in our landscape and help together to create a picture of America," Rodham Clinton said.

The 174-mile Munger trail, nominated by Gov. Jesse Ventura, passes through urban and rural areas, including parks, forests, cropland and near lakes.

It's named after Willard Munger, a veteran state legislator who died in July at age 88. Munger was known as "Mr. Environment" to his admirers, and was the oldest legislator in state history and the longest-serving House member.

– Associated Press

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THE INDIANAPOLIS STAR

October 22, 1999 Friday CITY FINAL EDITION

SECTION: CITY/STATE; Pg. C03; NEIGHBORHOOD WATCH

LENGTH: 176 words

HEADLINE: NEIGHBORHOOD WATCH

BODY:

Indiana Black Expo
License plate effort
reaches 40% of goal

Officials at Indiana Black Expo announced Thursday that the organization has reached 40 percent of the sales goal necessary to continue selling its specialty state license plate.

Black Expo began a yearlong campaign in February to keep the state's only black-based plate from being discontinued for failing to meet a sales standard set by state statutes.

To make the cut, Black Expo must sell at least 7,000 plates.

Monon Trail
Old railbed recognized
at White House rites

Indianapolis' Monon Rail-Trail Corridor was honored at a White House ceremony Thursday.

The trail was tabbed as one of 50 Millennium Legacy Trails nationally.

It is an initiative of the U.S. Department of Transportation, White House Millennium Council and the Rails-to-Trails Conservancy to recognize, promote and stimulate the trail movement in the United States.

The Monon urban corridor was nominated for the federal recognition by Gov. Frank O'Bannon and has won several design awards.

LOAD-DATE: October 23, 1999

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IS YOUR MONEY LOCKED UP IN CDs?

Trail Receives U.S. Designation

Friday, October 22, 1999



EMAIL THIS ARTICLE

The 90-mile Bonneville Shoreline Trail received designation as a Millennium Legacy Trail Thursday during a Washington, D.C., ceremony.

As a Millennium Legacy Trail, the trail's administrators will receive funding for markers and another $10,000 for public artworks along the route. The arts grant will be administered by the National Endowment of the Arts and the National Assembly of State Arts Agencies.

The Millennium Legacy Trail program is a public-private partnership, which receives funds from corporations. Its purpose is to help establish a nationwide network of trails.

Gov. Mike Leavitt nominated the route, which runs along the foothills of the Wasatch Mountains on what once was the eastern shoreline of prehistoric Lake Bonneville. As a buffer between the natural landscape and the Wasatch Front's urban sprawl, the trail provides residents access to open space.

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First Lady Names Millennium Trails

By Katherine Pfleger
Associated Press Writer
Thursday, Oct. 21, 1999; 6:48 p.m. EDT

WASHINGTON — First lady Hillary Rodham Clinton announced Thursday the names of 50 Millennium Legacy Trails to ensure a trail within reach of "every single home in America."

The trails – located in 47 states, the District of Columbia, Puerto Rico and the U.S. Virgin Islands – became part of a network of greenways, as well as water, rail and long-distance trails. They were chosen because they preserve open spaces, interpret history and encourage recreation.

"Each of them stitch a design in our landscape and help together to create a picture of America," Mrs. Clinton said. They "reflect the unique spirit of their states and collective history of our nation."

For instance, she said, the Monon Rail Trail in Indiana displays murals painted by students. In Nebraska, the 321-mile Cowboy Trial is the country's longest railroad to be converted to a trail.

The White House Millennium Council, the Transportation Department and a private nonprofit group, Rails-to-Trails Conservancy, selected the trails from thousands of nominations made by state governors and other officials.

Winning trails will receive funding for preservation or, for those that have yet to be completed, construction. For example, National Endowment for the Arts Chairman Bill Ivey announced a $520,000 grant Thursday to support arts projects along the routes, and American Express also has contributed $500,000.

The legacy trails continue a network of 16 National Millennium Trails announced in June, including the path of Lewis and Clark's expedition. In a year, Mrs. Clinton said she hopes to announce thousands of other community trails to finish the network.

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THE DENVER POST

COLORADO SPRINGS
TRAIL NAMED A NATIONAL GEM
PATH CONNECTS 10 COLO. TOWNS

Thursday, October 21, 1999
Section: DENVER AND THE WEST
Edition: THU1
Page: B-05
BY ERIN EMERY
DENVER POST SOUTHERN COLORADO BUREAU

GRAPHIC: THE DENVER POST/PETER PAULEY TRAIL GO GET HONOR (MAP)

The people in this region have known it all along.

The "America the Beautiful" path, the spine of a trail system in central Colorado, is a treasure and will be identified as such during a White House ceremony today.

First Lady Hillary Rodham Clinton will recognize the trail as a Millennium Legacy Trail, one of the outstanding urban footpaths in the 50 states, the District of Columbia, Puerto Rico and the Virgin Islands. Only 47 trails will receive the honor.

"I think it adds a great deal of prestige to the community and all of the communities in the region," said Margaret Radford, co-chair of Rock Island Trail advocates. "Our little modest trail that we take for granted has been honored by the nation."

The White House created the Millennium Trails as part of its year 2000 celebration to recognize, promote and stimulate the trails movement in the United States.

The "America the Beautiful" trail, nominated by Gov. Bill Owens, will eventually stretch 70 miles, from Peyton to Cripple Creek, connecting 10 towns and cities along the way. The trail links existing neighborhood paths, railroad beds and other byways. Sections of the trail along Ute Pass west of Colorado Springs, and a 3-mile section of the Rock Island Trail, between Powers and Academy boulevards, have not been completed.

The multi-use, urban trail is open to any non-motorized activity: biking, hiking, walking and equestrian activity. Pikes Peak can be viewed from almost any location on the trail.

The 3-mile stretch of the Rock Island Trail is privately owned. Trail advocates want the city's

Trails and Open Space money to be used to purchase that section of the Rock Island Trail, estimated to cost about $800,000.

Parts of the Rock Island Trail are adjacent to Constitution Avenue in Colorado Springs, a road that has been suggested by city leaders as a place for an expanded east-west corridor through the city. Neighborhoods strongly oppose expansion of that route. The city recently redefined its east-west corridor study to exclude the possibility of adding new east-west routes or significantly expanding existing ones. The study is now focusing on Woodmen Road and Martin Luther King bypass as possible expansion routes.

The routing of the trail in Ute Pass is still in limbo. The trail was named in honor of Katherine Lee Bates, who was inspired to write "America the Beautiful" after a visit to the Pikes Peak region.

There's no cash award with the honor, but the trail will be marked with a Millennium Trails marker bearing the White House Millennium Council logo, identifying the trail as part of the national millennium celebration. A map and description of the trail will be included in a new national trails database and on the Millennium Trails Web site.

The honor will likely be mentioned when trails advocates write grants to secure funding for completion of the trail.

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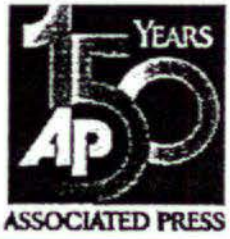
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Source: AP Online
Date: 10/21/1999 18:48
Document ID: ED19991021640000063
Subject(s): President, White House, Advisers
Executive Branch (U.S. government)
Author(s): KATHERINE PFLEGER, Associated Press Writer



First Lady Names Millennium Trails

Story Filed: Thursday, October 21, 1999 6:48 PM EDT

WASHINGTON (AP) -- First lady Hillary Rodham Clinton announced Thursday the names of 50 Millennium Legacy Trails to ensure a trail within reach of ``every single home in America."

The trails -- located in 47 states, the District of Columbia, Puerto Rico and the U.S. Virgin Islands -- became part of a network of greenways, as well as water, rail and long-distance trails. They were chosen because they preserve open spaces, interpret history and encourage recreation.

``Each of them stitch a design in our landscape and help together to create a picture of America," Mrs. Clinton said. They ``reflect the unique spirit of their states and collective history of our nation."

For instance, she said, the Monon Rail Trail in Indiana displays murals painted by students. In Nebraska, the 321-mile Cowboy Trial is the country's longest railroad to be converted to a trail.

The White House Millennium Council, the Transportation Department and a private nonprofit group, Rails-to-Trails Conservancy, selected the trails from thousands of nominations made by state governors and other officials.

Winning trails will receive funding for preservation or, for those that have yet to be completed, construction. For example, National Endowment for the Arts Chairman Bill Ivey announced a $520,000 grant Thursday to support arts projects along the routes, and American Express also has contributed $500,000.

The legacy trails continue a network of 16 National Millennium Trails announced in June, including the path of

Lewis and Clark's expedition. In a year, Mrs. Clinton said she hopes to announce thousands of other community trails to finish the network.

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Residents push to derail trails

Neighbors in Seattle say the county's plan for recreational path invades their privacy

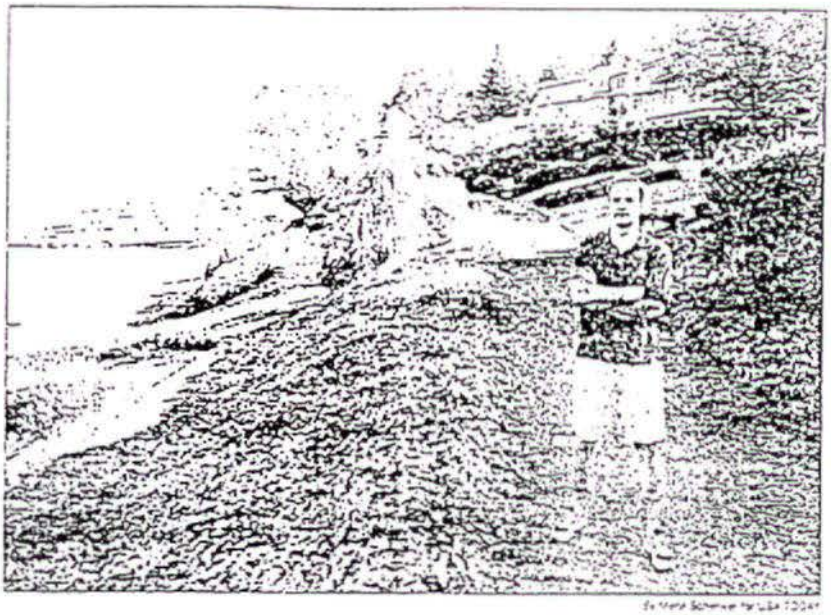
By Patrick McMahon
USA TODAY

SEATTLE

Mike Rundle cringes when a lakefront bike path planned for his neighborhood is described as a jewel for all of King County.

"That jewel is our back yards," says Rundle, 34.

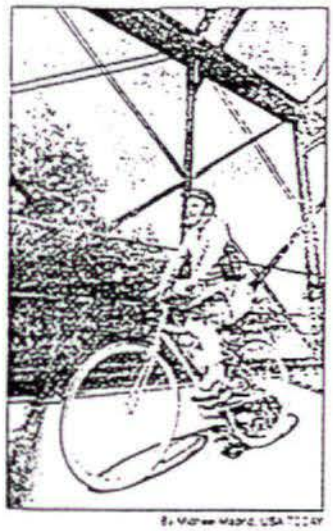
He is fighting the county's plan for a 12-mile trail along a picturesque former rail line overlooking Lake Sammamish in the suburbs 15 miles east of downtown Seattle. The rail line bisects the landscaped yards of million-dollar homes and runs within 15 feet of others. Though it has been coveted by bike-trail activists since 1971, it remains mired in controversy.



Rundle: The software engineer stands on the route for a proposed trail, which would cut through back yards of million-dollar homes in suburban Seattle. "Most of us are pro-trail, but not this trail."

At a time when bike trails are snaking their way through city, suburban and rural neighborhoods across the USA with little opposition, some are at the center of battles over property rights and how to accommodate the need for recreational trails without infringing on privacy.

"The East Lake Sammamish Trail symbolizes a cultural choice facing America at the millennium," says David Burwell, co-founder and head of the nonprofit Rails-to-Trails Conservancy, based in Washington, D.C. The organization's mission is to promote the use of abandoned railroad lines as recreational and commuter trails.



Burwell: The president of Rails-to-Trails Conservancy rides on the Capital Crescent Trail in Maryland on Sept. 25.

"Are we going to build community by connecting with each other? Or are we going to retreat behind gated communities and isolate ourselves from each other? With all due respects to poet Robert Frost, good fences don't make good neighbors. Good trails, good sidewalks and good bike paths make good neighbors."

1,012 rail trails

So-called rail trails emerged in the 1960s as the nation's railroads began to sell unused corridors or simply abandon them. Trail development took off in 1976 when Congress passed a law requiring railroads to offer abandoned rights-of-way for rail service. In the meantime, the law said the lines could be used as recreational and commuter trails.

Today, there are 1,012 rail trails in all 50 states. They traverse 10,700 miles. Not just for bicycling, many of these trails are open for hiking, in-line skating, horseback riding and wheelchair travel.

The Rails-to-Trails Conservancy's goal is to establish a protected off-road trail stretching coast to coast by 2010. One proposed route would run from Boston Common to Gas Works Park in Seattle. Across the midsection of the country, it would diverge into two parallel paths.

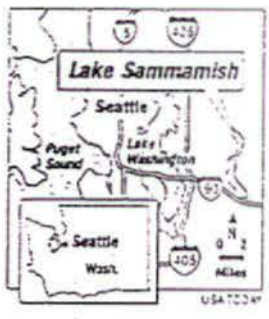
Already, 73% of that route is publicly owned, and about a third of it is in use as a trail.

Coast to coast by bicycle

A network of off-road bicycle trails, stretching from coast to coast, is the goal of Rails-to-Trails Conservancy. About 73% of the route is already publicly owned, and one-third is open to traffic. The group hopes to complete the network by 2010.



Source: Rails-to-Trails Conservancy



Trails in June, and will announce 50 state Millennium Legacy Trails this month.

The popularity of rail trails is due primarily to Americans' frustration with the automobile, says urbanologist James Howard Kunstler, author of the book *Home from Nowhere: Remaking Our Everyday World for the 21st Century*.

"We have turned the public realm of America into a national car slum," Kunstler says. Trail users "are desperate for an alternative to that slum."

private-property advocates who say the old railroad rights-of-way should revert to original property owners. Some rights were purchased from the owners, but others were acquired by easements.

"Rail trails are not only about trails or parks; they're about invading our way of life," says Richard Welsh, a former East Lake Sammamish resident who started an organization called the National Association of Reversionary Property Owners.

His organization believes that property owners have a reversionary right to many of these unused corridors and is dead-set against rail trails nationwide. "We do not want them, do not like them and do not care about a city's open space," he says.

Trail boosters see the opposition's effort as "a land grab" by wealthy property owners seeking waterfront property with no trail. "These people are trying to appropriate land that doesn't

have fought bond issues, filed lawsuits and hired a traffic engineer to design trail alternatives. Despite the strong opposition, King County went ahead last year with the purchase of the former Burlington Northern/Santa Fe route for $2.9 million, which cleared the way for the new trail.

So determined were the homeowners to stop the trail that they tried to persuade the federal government to let them establish their own railroad line through their yards.

Turned down, they are appealing to the 9th U.S. Circuit Court of Appeals. "Most of us are pro-trail, but not this trail," says opponent Rundle, a Microsoft software engineer.

Safety debate

One argument that opponents use against the trails is that they could pose dangers to nearby property owners or even to those who use trails.

Last month, a female jogger was attacked during an early-morning run on the Capital Crescent Trail in Maryland. But supporters say the popularity of the trails has ensured there are enough people on trails to watch out for one another.

Along the nation's longest path, the 200-mile Katy Trail across Missouri, initial fears were unfounded, says Columbia, Mo., Mayor Darwin Hindman, 66, an early supporter.

"It has not caused vandalism. No one started any fires. There was no damage to cattle or crops. These were fears expressed in the early days," he says. "The trail has been a remarkable success."

In King County, the opposition of property owners along the Lake Sammamish Trail might be having an impact.

Just last week, opponents persuaded the county to take a second look at its hugely unpopular plan to charge some residents hefty fees — $1,000 to $6,000 for a five-year permit — to cross the trail to reach their own homes.

County officials said they were obliged by state law to charge fees for private use of public lands. But residents contended that they could find no residents along any other trail being charged.

"You've got a public relations disaster on your hands," County Councilman Kent Pullen warned park officials.

On Wednesday, County Executive Ron Sims handed trail boosters a setback. Rather than proceed with an interim trail immediately, Sims ordered the preparation of a full environmental impact statement. He estimates it will take six to eight months to complete.

"It's always difficult to birth a

NEWS BRIEFS *from page 10*

North Carolina Cub Scout pack is popcorn sales champion

Pack 942 of Winston-Salem, N.C., is the new heavyweight champ of the popcorn world. To win the title of Scouting's No. 1 popcorn-selling unit for 1998, in competition with 50,000 other units in the United States and Canada, Pack 942 racked up more than $47,000 in total sales, earning the pack a hefty $17,100 in commissions.

The pack's 135 members (each of whom averaged selling about $350 worth of popcorn), Cubmaster Dave Harris, and Popcorn Chairman Art Peters received the title from a representative of popcorn supplier Trail's End at the annual blue and gold banquet, along with plaudits from the Old Hickory Council and its Piedmont District.

"When you've got a pack with 135 boys, you've got to be better than average with everything you do," noted district executive Steve Daniel.

In this case, a whole lot better.

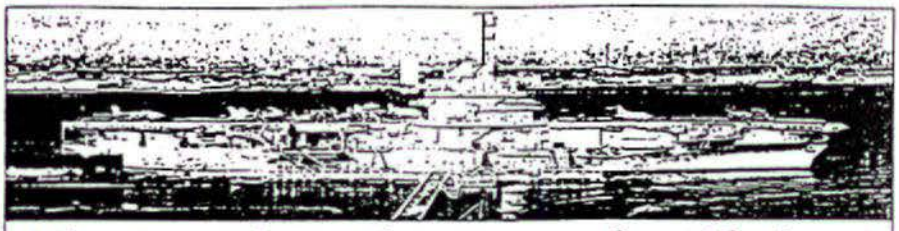
Trail program sets national goals

The Millennium Trails Program, a White House initiative involving citizens, business leaders, and government organizations nationwide, aims to identify and develop 2,000 community trails by the year 2000.

To promote the program, First Lady Hillary Rodham Clinton visited the 13.3-mile B & A Trail, which runs from Glen Burnie, Md., to Annapolis. During her visit, she was accompanied by representatives of groups whose efforts contributed to developing the B & A Trail.

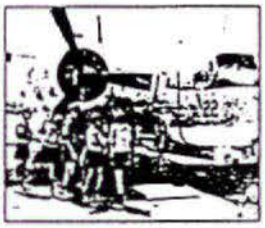
Among the escorts was Eagle Scout Michael Jones of Troop 278, Stevensville, Md., who represented 38 Eagle Scout projects completed since the trail's dedication in 1990.

The B & A Trail is associated with the Rails to Trails Conservancy, a national organization that advocates converting abandoned railroad corridors into public trails. The trail also forms part of the East Coast Greenway project, a proposed 2,000-mile system of recreational trails extending from Maine to the Florida Keys. ▶



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260-mile state trail plan gets national recognition

Pittsburgh-Harrisburg Greenway one of 50 in millennium program

Tuesday, September 28, 1999

By Don Hopey, Post-Gazette Staff Writer

Backers of the embryonic, 260-mile Pittsburgh to Harrisburg Greenway project say they sometimes find it easier to say what it isn't than what it is.

It isn't a narrow, woodland trail. It isn't well known. In fact, at least for now, it isn't much more than an ambitious concept.

What it is, is the Pennsylvania designee in the National Millennium Legacy Trail Program.

PG Online graphic:

Pennsylvania's millennium trail

As such, it is among 50 trails or greenways across the nation to win the Millennium Legacy Trail designation. Hillary Clinton was scheduled to make the announcement at the White House this afternoon, but the ceremonies have been rescheduled for Oct. 21.

There is one designee from each of 47 states, the District of Columbia, Puerto Rico and the Virgin Islands. New York, Texas and Mississippi failed to nominate any trails.

The Legacy Trails were selected from hundreds of nominees to promote historical links, green space, conservation and community involvement.

They are the second part of a three-part White House national initiative to create, extend or improve more than 2,000 recreational, scenic and historic trails.

The first part of the program named 16 National Millennium Trails, most of them long, visionary, multi-state routes. Two of those -- the 4,600-

mile North Country National Scenic Trail, and the 2,150-mile Appalachian Trail -- pass through Pennsylvania.

The Pittsburgh to Harrisburg Greenway beat out a handful of more established trail projects in Pennsylvania, and the Legacy Trail designation wins it welcome national and state recognition, official Millennium Legacy Trail markers and the opportunity to qualify for federal grant money.

"It's a tremendous boost to get that kind of recognition for the project corridor just at a time when we are starting to get people behind it," said John Turner, community greenways consultant to the Allegheny Ridge State Heritage Park, the coordinating agency for the project.

The greenway is part land route and part river route, following the corridor traversed by the historic Pennsylvania Mainline Canal System in the 1820s and 1830s.

The system opened the western end of the state to settlers and goods.

From Harrisburg, the greenway route follows the Susquehanna River basin upstream to the mouth of the Juniata River, then up the Juniata to its headwaters atop the Allegheny Ridge, which is the eastern continental divide.

From there the greenway follows the headwaters of the Kiski-Conemaugh watershed downstream, through Johnstown to Freeport, where it follows the Allegheny River to Pittsburgh.

Among the route's historic sites are the 900-foot-long Staple Bend Tunnel, built from 1828 to 1834, making it the oldest railroad tunnel in the United States, and the Allegheny Portage Railroad, an incline railroad built to raise boats 1,390 feet from Hollidaysburg to the top of the Allegheny Front in Cresson then down the mountain to Johnstown.

Turner said the concept for the greenway has grown out of a number of individual trail and greenway projects along the route. It will highlight history, recreation, conservation and economic development opportunities along its length.

"This is a different type of project. It's not a single 15-foot wide path through the woods," Turner said. "It's a broad corridor, and we're looking at everything that has to do with the rivers."

Work on the greenway will take from five to 10 years to complete.

"We're looking to involve trail groups, conservation and recreation groups, industry and businesses, but we're really only on step one," said

Dave Sewak, a state Department of Conservation and Natural Resources liaison to the nonprofit Allegheny Ridge Heritage Development Corp.

Links already opened or in development are the three-mile Roaring Run Trail in Apollo, Armstrong County; the 3.4-mile Conemaugh Dam Trail; the 11-mile Path of the Flood Trail and two-mile James Mayer River Walk in Johnstown; the 14-mile Lower Trail in Blair and Huntingdon counties; and the half-mile Riverwalk Park Trail in Lewistown, Mifflin County.

Already committed is federal funding totaling $1.5 million for a four-mile trial segment over the Conemaugh River Bridge, a stone arch bridge built in 1907. Another $2.4 million has been appropriated to restore the Staple Bend Tunnel, with work to begin late this year or early in 2000.

"There's a renaissance happening in the greenway route and we think it's time to re-identify the corridor and connect the existing and planned trails to the rivers," Turner said. "We want the grassroots organizations to think of the greenway as something they can tie in to."

Part of those grassroots efforts are aimed at cleaning up the Conemaugh and Kiskiminetas watershed, which contains more than 1,700 acid mine discharges and is the most polluted watershed in the state. Economic development is driving much of the work.

"If you look at the corridor, employment is not what it used to be and people are looking for what to do now," Turner said.

"The people have a lot of pride and a rich history, but they feel left out. The Millennium Legacy Trail designation is a big boost. It can give them the feeling they're doing the right thing."

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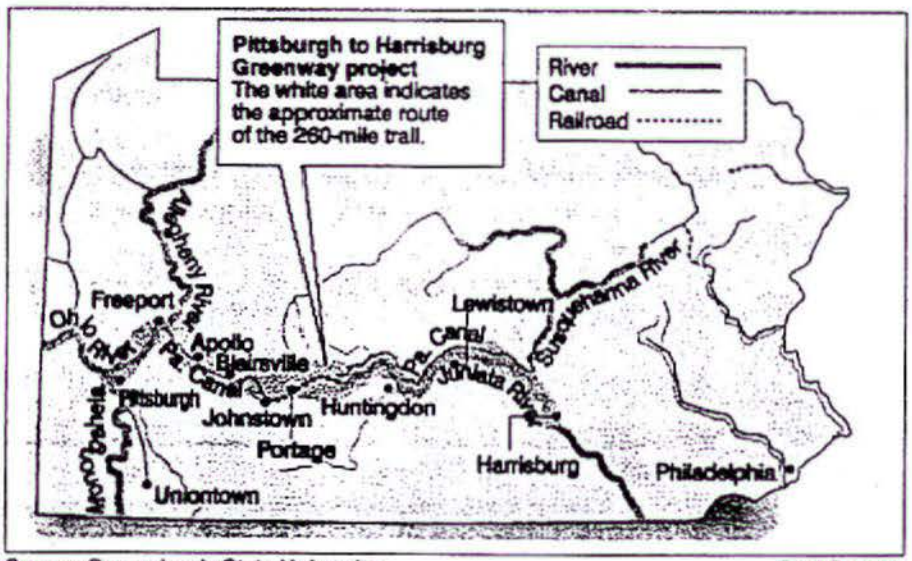
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PG Online graphic: Pennsylvania's millennium trail

Tuesday, September 28, 1999

Pittsburgh Post-Gazette

First lady Hillary Clinton is scheduled to announce the 50 Millennium Legacy Trail designations at White House ceremonies Oct. 21. The Legacy Trails were selected from hundreds of nominees from across the nation. Here is Pennsylvania's entry in the National Millennium Legacy Trail Program.



Source: Pennsylvania State University

Post-Gazette

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MAINE SUNDAY TELEGRAM

GREENWAY FANS THINK BIG: MAINE TO FLORIDA

A 2,500-MILE 'URBAN APPALACHIAN TRAIL' IS IN THE MAKING, AND THE STATE ALREADY HAS SEVERAL MILES IN PLACE.

Sunday, September 26, 1999
Section: SECTION: FRONT
Edition: CITY
Page: 1A
By DIETER BRADBURY Staff Writer
Illustration: MAP

Caption: Staff art\ Source: East Coast Greenway Alliance\ EAST COAST GREENWAY
The East Coast Greenway would run about 2,500 miles from Calais to the tip of Florida, linking major cities, cultural and historic sites with farmland, parks and other open space. The map shows the rough path of the greenway, with the actual location to be determined by local trail groups. Open to walkers, bicyclists and in-line skaters, the trail is being spearheaded by the East Coast Greenway Alliance, a nonprofit group based in Rhode Island that hopes to see the trail in place by 2010.

As she climbed onto her bicycle on the Eastern Promenade trail in Portland last week, Sue Ellen Bordwell carried a helmet, a backpack filled with water and a vision.

In her mind's eye, the trail beneath her tires was more than a strip of green in Maine's largest city. Instead, it formed a link in an unbroken, traffic-free chain that would someday stretch 2,500 miles, from Calais to the tip of Florida.

"This is something that's just waiting to happen," she says.

Thinking big is second nature to Bordwell and the other members of the East Coast Greenway Alliance. Formed in 1991 by a handful of trail enthusiasts, the nonprofit group has made big strides toward creating an "urban Appalachian Trail" that would connect city parks, walking paths and bike trails up and down the entire Eastern Seaboard.

The vision has inspired scores of local bike clubs, land trusts, conservation commissions, transportation agencies and other groups to begin trail-building projects that can be linked with

neighboring communities.

At its annual meeting Saturday in South Portland, the greenway alliance formally designated several sections of the trail in southern Maine, adding 15 miles to the nearly 150 miles that are already included in the system in other states.

Within two years, as work is finished on greenway projects that are now being planned or built, the trail mileage is expected to quadruple. And Bordwell, a Yarmouth resident who coordinates the alliance's work in Maine, said she's confident the group will reach its goal of finishing the entire 2,500-mile network by 2010.

Mainers are no strangers to the concept of greenways, the term planners use to describe natural transportation corridors that follow river valleys, coastlines, rail beds or other public rights of way.

Portland Trails may be the state's best example, with an extensive network of paths that meander along the Eastern Promenade, Fore River and Stroudwater Marsh.

Saco Trails, the Eastern Trail Alliance, municipalities and many local land trusts have also been building trail networks, using abandoned rail beds, pipelines or rights-of-way that parallel highways.

Over state boundaries

But what makes the East Coast Greenway Alliance unique is its proposal to build a network, eventually joining scores of individual trails together over state and community boundaries.

In the eight years since the alliance was formed, its total membership has reached only 450, including 18 in Maine. It runs out of a small office in Wakefield, R.I., with a handful of staff members.

Yet the group has done an effective job of grass-roots organizing, reaching out to bicycle clubs, trail enthusiasts, land trusts and a host of other organizations to promote its vision of a 2,500-mile greenway.

In July, it was named one of 12 National Millennium Trails by the U.S. Department of Transportation, an honorary designation that raised the group's national profile and will open the door to financial support.

"Our role is to communicate the vision of this trail, which is a very important step in getting it to happen," said Karen Votava, a former planner from New York who is now the alliance's executive director.

The group's annual meeting Saturday at Southern Maine Technical College was expected to attract local trail groups from all over Maine. Others came from out of state, including the province of New Brunswick, where officials are interested in linking the greenway with the growing bike trail network in Canada.

During Saturday's gathering, four sections of trail in Maine were designated as part of the greenway.

They include the Eastern Promenade trail, overlooking Casco Bay on the Portland waterfront; the

Beth Condon Parkway, alongside Route 1 in Yarmouth; the greenway along the waterfront in South Portland; and part of the Eastern Alliance Trail, on the old Eastern Railroad bed in Saco.

Alliance members are also visiting a trail along Kenduskeag Stream in Bangor for future inclusion in a loop to connect inland cities like Bangor, Augusta and Lewiston/Auburn with the coastal greenway.

Outside of the short sections designated at Saturday's meeting, the trail through Maine exists only as a broad, 20-mile-wide swath on the alliance's maps, roughly paralleling the coast from Kittery to Calais.

The exact route of the greenway will be nailed down by local groups, as they develop trails in their own communities. Bordwell, the alliance's Maine coordinator, said she expects the system will grow quickly in southern and eastern Maine, largely because abandoned railroad beds offer plenty of ground to lay new trails.

In York and Cumberland counties, the Eastern Trail Alliance is planning a 65-mile trail along the bed of the old Eastern Railroad, a line built in the 1830s and not used since just after World War II.

The line passes through 12 communities from Kittery to South Portland, and all of them have endorsed the trail or committed money to its planning.

State feasibility study

Next month, work will begin on a $137,000 feasibility study, funded by the Maine Department of Transportation, to identify construction costs and possible routes within the rail corridor.

Work also began last summer on a $200,000 feasibility study of the proposed Downeast Trail, along a state-owned railroad bed that runs 126 miles from Brewer to Calais.

John Andrew, a retired engineer from Saco who has spearheaded the Eastern Trail Alliance campaign, said communities are eager to see the trail open because it will attract tourists and provide a transportation route for local residents.

For example, he said, people on foot or bicycle can use the trail to reach the parking lots of major employers such as Southern Maine Medical Center in Biddeford and Pratt & Whitney in North Berwick.

"The support for this is frightening," he said. "It's like we've started something that is bigger than we ever imagined."

John Balicki, who oversees bicycle and passenger transportation for the DOT, said the greenway plan appeals to people because it provides a chance to walk or bicycle without worrying about automobile traffic.

Although parts of the greenway will have to include highways with bicycle lanes, the alliance estimates that at least 80 percent of the 2,500-mile trail will eventually be located off-road.

"I think people are looking for this kind of experience," Balicki said. "These trails meet social, recreational and health objectives all in one."

Votava, the alliance's executive director, said the lengthy greenway will attract some long-distance bicyclists, just as the Appalachian Trail, which runs from Georgia to Mount Katahdin, attracts a number of through-hikers.

But she thinks the majority of users will be local residents, taking short rides or walks for exercise or seeking a traffic-free route to work or some other nearby destination.

"It's going to have really universal appeal," she said.

Another factor driving trail development is money.

Federal transportation laws of the 1990s have earmarked billions of dollars for bicycle and pedestrian transport. Some of that money has made its way to Maine, for trail feasibility studies and actual construction projects.

City's 'missing link'

The city of Portland will use federal money next spring to build a trail that will pass under Tukey's Bridge to link the trails on Back Cove and the Eastern Promenade.

"This is a missing link that we're very excited about," said Carol McClure, who helped plan the project as operations manager for the city's parks department.

Balicki said the DOT recently committed $50,000 to helping other communities along the proposed greenway pay for studies of how they might build a trail to become part of the route.

That money could be especially useful for towns in mid-coast Maine between Portland and Ellsworth, which have no abandoned railroad bed to provide a trail corridor and face dense traffic along Route 1.

Bordwell, the alliance's Maine coordinator, said that section of the greenway may be the most difficult to build.

Still, she's optimistic about the trail's potential, given the degree of public support.

"It's the right idea, at the right time," she said.

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THE HARTFORD COURANT

September 13, 1999 Monday, 4S EASTERN TOWN NEWS; Pg. B1

PUTNAM TO UNITE TRAILS

GRANT TO MAKE IT POSSIBLE

DEBORAH PETERSEN-SWIFT
Courant Staff Writer

Bicyclists, as well as the governors from two states, plan to gather at Rotary Park in Putnam on Tuesday to celebrate the designation of the East Coast Greenway as a National Millennium Trail.

The ceremony will also celebrate a state open-space grant that will allow Putnam to purchase a 1-mile stretch of open space to connect the Air Line State Park and Putnam River trails, said Charlene Perkins Cutler, executive director of the Quinebuag-Shetucket Heritage Corridor.

The uniting of the trails is crucial to the ongoing development of the East Coast Greenway, a 2,700-mile trail from Florida to Maine. The east coast trail is partially completed and makes use of existing paths, such as the Airline and Putnam River trails, throughout its route.

A group of bicylists from the East Coast Greenway Alliance plan to travel along portions of the greenway from the state Capitol on Monday and arrive for the Putnam ceremony at 11 a.m. Tuesday, Cutler said.

The East Coast Greenway received national designation last June.

"That's a big deal," Cutler said of the designation. "This is our little part of the big deal."

Gov. John G. Rowland and Rhode Island Gov. Lincoln C. Almond are expected to attend the ceremony planned for Rotary Park on Kennedy Drive in Putnam.

The Air Line Trail runs from East Hampton to Thompson, and about 35 miles of it, from Windham to Putnam, is part of the East Coast Greenway. An abandoned railroad bed, much of the trail is rough, but hikers, bikers and horseback riders regularly use it.

Putnam Mayor Dan Rovero will be the master of ceremonies for the event, cosponsored by the East Coast Greenway Alliance and the Connecticut Greenways Council. Entertainment will be provided by the chorus and marching bands of Putnam High School.

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Millennium Trails

By **Margot Higgins**
Friday, September 10, 1999

Long before freeways and airways entered the vernacular of American travelers, settlers of the 1700s and 1800s relied heavily on a primitive system of transportation: Trails.

Now that system is undergoing a fascinating cultural and environmental revival.

Usually picturesque, always historic and inevitably conjuring images of hardy pioneers venturing bravely through uncharted wilderness, trails were once major links between communities for Americans on foot, on horseback or in wagons.

As if a fundamental chapter of early Americana has been overlooked, overdue recognition of the cultural, economic, communications and environmental importance of trails has taken on an urgent, new importance.

Today's historic "trails," however, encompass a wide and diverse range of characteristics in the unique Millennium Trails project, a program created by the Clinton White House and implemented through the U.S. Department of Transportation.

Many of the trails are traditional wandering, sylvan

As if a fundamental chapter of early American history has been overlooked, overdue recognition of the cultural, economic, communications and environmental importance of trails has taken on an urgent, new importance.

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What do you think of transforming old roads into hiking and bicycling trails?

Money well spent	65%
I would use them	29%
Of dubious utility	3%
A waste of money	3%

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hiking and biking paths through Mother Nature's natural grandeur; many "trails" are old roads that have been bypassed for higher speed traffic corridors; many more are abandoned railroad beds now used for hiking and biking; some are canals once used for towing barges - and one is even a stretch of the New York subway system.

Millennium Trails is more than celebrating historic trails. The program also is urging communities to create new trails and promote public tours to take in fragments of the nation's early history.

Ultimately and ideally, Millennium Trails hopes to have an off road trail within 15 minutes of most every rural and urban American to use for recreation or for hiking or biking to work and home, and be permanent reminders of a more leisurely past.

Groundwork for Millennium Trails unknowingly was laid in 1983: Congress amended the National Trails System Act to allow railroad beds being abandoned at the rate of 2,000 miles per year to be set aside for use as public trails.

Then, three years later in 1986, the Rails-to-Trails Conservancy was formed when only 75 rail-trails had been developed. Today, the 100,000-member RTC has spawned more than 1,000 completed rail-trails nationwide covering a total of 10,339 miles, with another 1,200 in the works covering a total of 18,454 miles.

These aren't merely inanimate environmental attractions: small businesses and communities are benefiting from significant new economic fallout as hundreds of thousands of sightseers and history buffs discover the joy of touring trails coast-to-coast.

Woodworker Karl Koenig, for example, reports that before the Katy Trail went through his backyard in Defiance, Mo., he barely had enough work to survive. Now, browsers and buyers swamp his shop. And he also maintains a mailing list of 10,000 prospective customers.

With a $500,000 grant from the American Express Foundation, and $5 million in DOT seed funds, Millennium Trails has established three levels in its program - Community Trails 2000 to establish local trails; 52 Millennium Legacy Trails that represent spirit of each state and Puerto Rico and the District of Columbia, and 16 National Millennium Trails that symbolize America's natural and historical heritage.

Total votes 116

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America's Historic Trails: With Tom Bodett
By J. Kingston Pierce (Contributor), Tom Bodett

The longest when completed will be the American Discovery Trail, snaking circuitously 6,500 miles from Delaware to California, patched together by a series of existing and new trails.

And the smallest will be the International Express, a five-mile stretch of New York Subway route No. 7, which was used by tens of thousands of new immigrants as they rode into the Queens area to begin their new lives in the United States.

The trail with the grimmest history is the Underground Railroad, a series of overland trails through the South on which slaves fled northward in search of freedom. Along these interconnected trails, sightseers can see old barns where slaves hid during their flights to freedom.

And a trail between Memphis and New Orleans will be named — what else? — the Jazz Trail.

Related stories:

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Related sites:

The Millennium Trails Homepage
American Discovery Trail Society Newsletter
First Lady Hillary Rodham Clinton, US Transportation Secretary Slater announce 16 National Millennium Trails

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THE ORANGE COUNTY REGISTER

September 9, 1999 Thursday MORNING EDITION SPORTS; Pg. D15

California trail in top 16

TRAIL GUIDE: The Millennium Trails will do more than mark history, they can protect it.

SHAWN PRICE,
The Orange County Register

There have been few sensible things that have come from millennium-mania.

Here's a notable exception: The White House Millennium Council, the Department of Transportation, and Rails to Trail Conservancy announced the Millennium Trails initiative earlier this year.

The naming of the 16 "Millennium Trails" in late July could be more than a way to honor these places and what they mean. It might ultimately be the best way to protect them.

The trails are a cross-section of American geology and history.

The Juan Bautista de Anza National Historic Trail runs from the Presidio in San Francisco, southeast of Los Angeles, then zigzags east through Arizona to New Mexico.

Standout trails include:

The 3,700-mile Lewis and Clark N.H.T., commemorating the legendary expedition of 1804-1806 that journeyed from St. Louis to the mouth of the Columbia River in Oregon.

Iditarod N.H.T., 938 miles of Klondike gold rush settlements.

The Appalachian National Scenic Trail, 2,000-mile footpath from Georgia to Maine that was the nation's first consciously created trail.

The Underground Railroad, which follows the various secret routes through the Souththat lead to the North, the West, Canada, Mexico and the Caribbean for the slaves who risked their lives for freedom.

Other trails include the Civil War Discovery Trail, Cascadia Marine Trail, the Unicoi Turnpike, The Freedom Trail, The Great Western Trail, The East Coast Greenway, The Mississippi River Trail and the American Discovery Trail.

It was designed to "honor the role of trails in America's history and also recognize the importance of trails in America's future," said RTC president David Burwell in a written statement.

And it's absolutely true: Much of American history was forged in it's wild open spaces, it's limitless boundries. American history was always shaped by it's new frontiers. Unfortunately those, at least in the wilderness sense, are gone.

For more information, go to www.millenniumtrails.org.

Volunteers are needed for Upper Newport Bay Clean-Up Day on Saturday, Sept. 18.

The annual event is part of National Estuary Day and help is need to clean the 900-acre wetland. Last year, more than 40,000 pounds of garbage and another 3,000 pounds of recyclable material was retrieved from the bay by a group of about 1,500 volunteers.

Volunteers should bring old shoes, long sleeve shirts and pants.

Refreshments, bags, gloves, recycling data sheets and educational exhibits will be provided. The cleanup is from 8 a.m. to 1 p.m. Cleanup headquarters is located at Newport Dunes Resort, 1131 Back Bay, Newport Beach. Call (949) 640-6746 for more information.

Trails4All is sponsoring a cleanup event on the same day, but is focusing its attention inland.

The "Inner-Coastal Watershed Cleanup Day," will take place at six locations in the county: The Discovery Museum in Santa Ana, the Seal Beach National Wildlife Refuge in Seal Beach, Peters Canyon Regional in Orange, Santiago Park in Santa Ana, Yorba Regional Park in Anaheim and Aliso and Wood Canyon Wilderness Park in Laguna Niguel.

Call (714) 834-3136 or go to www.trails4all.org for more information.

Shawn Price's Trail Guide appears every other Thursday in Venture. For more trails, photos and maps, point your web browser to ocregister.com. He price@link.freedom.com or (714) 796-7951.

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Dayton Daily News

September 9, 1999, Thursday, WARREN, COUNTY EDITIONS NEWS, Pg. 1A

TRANSPORT BOSS SEES 'RAILROAD' SITE

The Underground Railroad is among federally recognized Millennium Trails.

Joann Rouse, Warren County Bureau

As U.S. Secretary of Transportation Rodney Slater peered into a small alcove in the attic of Springboro's oldest home on Wednesday, he said he could feel the fear of a runaway slave seeking refuge there before heading north.

'When I was in Pittsburgh and we announced the Millennium Trails, there was thunderous applause when we announced the underground railroad trails,' Slater said. 'I said I've got to see it for myself.'

Slater did that on Wednesday, with 26 third- and fourth-grade Clearcreek Elementary School students and members of the Friends of Freedom Society/Ohio Underground Railroad Association, a grass-roots volunteer group that has researched and documented 600 sites on the historic routes of escaping slaves.

The group toured the privately-owned Jonathan Wright home on State Street, which is named after Springboro's founder, a Quaker abolitionist and conductor. The home features a hiding place for slaves in the attic and a tunnel, now blocked, through which slaves could exit the building.

Springboro, which has at least 18 confirmed underground railroad sites, was included in the Millennium Trails designation given in June by Slater and First Lady Hillary Rodham Clinton.

Other recognized trails include the Appalachian National Scenic Trail, the Mississippi River Trail and the East Coast Gateway Trail, which sweeps the Atlantic Coast from Maine to Florida.

The Underground Railroad trail follows multiple secret routes that originated in the South, entwined throughout the North, and eventually led to Canada, the western territories, Mexico, the Caribbean, and freedom for slaves held in bondage below the Mason-Dixon line.

'Springboro was a major station of freedom on a route leading away from Cincinnati,' said Springboro historian Don Ross. 'As far as we can tell, no one was ever captured or returned to bondage from Springboro.'

As part of a Millennium Trail, Springboro will receive a Millennium Trial marker bearing the White House Millennium Council. Its underground railroad sites will be recognized at events and designation ceremonies in a national celebration on National Trails Day 2000.

The city will not receive any monetary award in connection with the designation, said Slater's aide, Kara Gerhardt, but sites such as the Jonathan Wright home may be eligible for future funding.

Between 2,500 and 4,000 slaves came through this area during the 60-year period the Wright house was used by slaves, Ross said.

The home was built about 1320.

'The Secretary of State asked that the students be included in the tour because of their teachers' work in putting together a curriculum that teaches Springboro's and Ohio's role in the underground railroad movement,' said Cathy Nelson, Friends of Freedom Society president.

The Friends of Freedom is lobbying the state legislature to make the curriculum, put together by Clearcreek Elementary School teachers Mary Lou Bartimay and Rosalie Yoakam, required coursework for kindergarten through 12th-grade students throughout Ohio, Nelson said.

Slater ended his Springboro tour at the Springboro Historical Society Museum where he was filmed discussing the Millennium Trails designation. The documentary will be shown during the fourth annual Ohio Underground Railroad Summit, sponsored by the Friends of Freedom Society.

The summit will be held at the Dayton Mall Holiday Inn in Miamisburg Oct. 15 to Oct. 17, Nelson said.

CONTACT Joann Rouse (513) 743-5302 or e-mail her at joann_rouse@coxohio.com

For more information about the Millennium Trails designation,

GRAPHIC: PHOTO: Secretary of Transportation Rodney Slater, escorted by Amanda Nelson and National Millennium Trails' Jeff Olsen (rear), Homeowner Burt Correll (right) shows a secret hiding spot for escaped slaves. PHOTO CREDIT: TY GREENLEES/DAYTON DAILY NEWS

Electronic Clipping

Dayton Daily News

September 8, 1999, Wednesday, WARREN, COUNTY EDITIONS WARREN, Pg. 1B,

METRO IN BRIEF

Transportation chief Slater visits Springboro today

U.S. Department of Transportation Secretary Rodney Slater will meet with members of the Friends of Freedom Society at the Jonathan Wright House in Springboro at 4 p.m. today. The home is part of the Springboro Underground Railroad, which the federal government designated as one of 16 National Millennium Trails. Slater will then stop in the Springboro Historical Society Museum for a tour and filming of a documentary of the Underground Railroad route through Ohio that will be released this year, said Springboro museum spokesman Don Ross.

Public Employees Retirees meeting slated for Tuesday

The Public Employees Retirees Inc. will meet at 1 p.m. Tuesday in the seniors building at Otterbein Homes, Ohio 741. Guest speaker will be Pat South, Warren County commissioner. Lunch will be served at noon for $ 2. Annual dues of $ 2 must be paid at the meeting. For more information, call (513) 932-2020 or (513) 423-2631.

Franklin High School holds open house tonight

Franklin High School will hold its annual open house from 7 to 8:30 p.m. today. Parents can follow their student's daily schedule and meet their teachers. The evening begins promptly at 7 p.m. in your child's homeroom. Refreshments will be served in the cafeteria. For more information call (513) 743-8611.

Girl Scouts membership drive on in Waynesville

Waynesville area Girl Scouts/Brownies/ Daisies will hold a new member registration from 6 to 7:30 p.m. today in the elementary cafeteria. The cost is $ 7 per girl. For girls who will be re-registering please contact your leader as to the time and place of your registration. Adult volunteer opportunities are available. For more information contact Janet Doran at (513) 897-4048.

Springboro residents meet to plan school levy passage

The Springboro Citizens to Preserve Quality Schools and Property Values will have a meeting at 7 p.m. today at their administrative office, 270 W. Central Ave. The meeting is to get the school levy passed Nov. 2. Volunteers should attend. For more information, call (513) 748-3960.

Public meetings today

* Franklin Twp. Trustees, 418 Fairview Drive, Carlisle, meets at 5 p.m. For more information, call (513) 746-2852.

Disabled Ride-A-Thon Saturday at Caesar Creek

Bridge Riding for the Disabled 1999 Ride-A-Thon will be 9 a.m. Saturday at the Caesar Creek State Park Horsemen's Camp, off Ohio 73 east of Waynesville. There is no fee to ride but riders must bring their own horse. This is a fund-raising event for therapeutic riding for disabled students. Riding sponsors or donations gladly accepted. For more information contact Jane Kellerman at (513) 897-4734 or Susan Case at (513) 398-1195.

Kids can make scarecrow in Waynesville

Kids can build their own scarecrow every weekend in September and October and enjoy the Wizard of Oz theme at Grandma's Gardens, 8107 N. Ohio 48, 1/4 mile north of Ohio 73. Just bring your imagination and follow the yellow brick road through Oz to find all the supplies you'll need to create a straw-filled friend. A small fee will be charged. Groups must call in advance. For more information call (937) 885-2740.

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The San Diego Union-Tribune

September 5, 1999, Sunday TRAVEL Pg. F-3

Make tracks to the past and present

Jay Levin

NEW YORK

NEW YORK -- New Yorkers who joylessly ride back and forth every day surely would scoff at the notion, but the subway is a fascinating attraction, reflective of the great, sprawling city it knits together. The subway is every bit the landmark that Rockefeller Center, Times Square and Ellis Island are, and deserves visitors' attention:

A few highlights:

** The red-bodied No. 7 train originates in Times Square in Manhattan, emerges from underground after crossing the East River into Queens, and follows an elevated route over Roosevelt Avenue before returning underground past Shea Stadium and ending its run at Main Street, heart of Flushing's Chinatown. What's special about the No. 7? It runs through the city's most polyglot neighborhoods -- Long Island City, Woodside, Jackson Heights, Elmhurst, Flushing -- in a borough that is home to more nationalities than any county in the United States.

This year, the White House designated the No. 7 train one of 16 Millennium Trails (Lewis and Clark's trail, the Underground Railroad and the Mississippi River were among the others). The No. 7 symbolizes the 20th century immigration that has changed the face of America.

Hint: Board the No. 7 in Manhattan, admire the Manhattan skyline as the train rises noisily onto the elevated tracks in Queens, behold the startlingly diverse ridership, catch the remnants of the 1964 New York World's Fair, and ride to the last stop, Main Street. Duck into a restaurant for dim sum before returning to Manhattan.

** Nearly all subway stations were built before 1940, and some are surprisingly ornate. Be alert for vivid tile work on station walls and such oddities as the beaver mosaic at the Astor Place station in lower Manhattan. Why a beaver? John Jacob Astor, for whom Astor Place was named, was a fur trapper.

** Most subway stations (277) are underground, but there also are 153 elevated stations, 29 embankment stations, and nine open-cut stations (built below street level in a trench-like depression but exposed to the outdoors).

Riding the D train, subway aficionado David-Pirrman's favorite, from Manhattan to Coney Island, Brooklyn, you'll experience all station types and enjoy a leisurely, interesting glimpse of residential Brooklyn at backyard and rooftop level.

Hint: Ride the D to the last stop, Stillwell Avenue/Coney Island. Cross the street for a hot dog at Nathan's Famous and inhale the salt air while strolling along the Coney Island boardwalk. Return to Manhattan on the F train; its elevated Smith-Ninth Street station is the highest in the city, 88 feet above street level.

** The jewel of the subway system, the New York Transit Museum occupies downtown Brooklyn's Court Street station, decommissioned in 1946 and used for many years as a film set. ("The Taking of Pelham 1-2-3," the greatest movie ever made about the New York subway, was shot there.)

Exhibits trace the history of transit in New York, and the turnstile and subway station ornamentation collections are fine. But the major attraction is on the station's lower level: 20 vintage subway and elevated ("El") cars, many with the cane-covered seats and overhead grab straps that New Yorkers of a certain age recall fondly.

The oldest car, which predates the subway system, is from 1878. In October, the New York Transit Museum will close for six months of renovations that will make it feel more like a museum than a subway station: It's getting climate control.

The museum is at Boerum Place and Schermerhorn Street, accessible from Manhattan by the 2, 3, 4, 5, A, C, F, N and R trains. Admission is $3 for adults, $1.50 for children 3 to 17. Open 10 a.m. Tuesday-Friday and noon to 5 p.m. Saturday and Sunday; closed Monday. (718) 243-8601.

The museum maintains a more limited exhibit (no rail cars) at the Grand Central subway station in Manhattan; it's open from 8 a.m. to 8 p.m. Mondays through Fridays, 10 a.m. to 4 p.m. Saturdays. Closed Sundays. Admission is free. (212) 878-0106.

GRAPHIC: The way it was: Kids get to experience the joy of wicker seats in an old subway car during a tour of the New York Transit Museum. NEW YORK TRANSIT MUSEUM ARCHIVES / Photos

Trailblazing

Millennium Trails celebrate recreation, trails and communities.

By Erin Peterson

Robert Frost was known for taking the road less traveled, but some might argue that's only because Millennium Trails hadn't been established yet.

Hoping to make trails a more prominent part of Americans' lives, the U.S. Department of Transportation has teamed with the Rails-to-Trails Conservancy, a private organization, to launch the Millennium Trails initiative, a massive campaign to help encourage the appreciation and use of trails and greenways. First conceived by the White House Millennium Council, the initiative is part of a larger government program to commemorate the year 2000. During the next several months, a panel of trails advocates and public officials will help recognize and develop more than 2,000 trails across the nation. Those involved in the project hope these trails will promote historical understanding and public recreation.

"We want to spark the trail movement by helping trails that are already there, as well as boosting a future trails movement."

Dozens of national partners, including the National Recreation & Park Association and corporate sponsors, are jumping on the bandwagon to offer their support and, in some cases, substantial financial contributions. By the time the project coordination has been completed, $5.5 million will have been contributed to the initiative. "We want to spark the trail movement by helping trails that are already there, as well as boosting a future trails movement," says Mark Hurley, a spokesperson with the Rails-to-Trails Conservancy.

The Millennium Trails project seeks to recognize thousands of trails, uniting thousands of communities across the nation.



Photo by Robert Wood

The first major step in the program took place on June 26, when hundreds gathered at the International Trails and Greenways Conference in Pittsburgh to hear First Lady Hillary Rodham Clinton and U.S. Transportation Secretary Rodney Slater announce the 16 National Millennium Trails selected to symbolize America's legacy. Under the banner of "honoring the past and imagining the future," these flagship trails were chosen to represent the connection between history, culture and physical trails. Said Slater, "Trails and greenways are invaluable tools for America to preserve green space, ease congestion and make our communities more accessible and enjoyable." While this group of trails will most certainly receive the greatest amount of publicity, two other categories of trails will also be promoted between now and National Trails Day (June 5, 2000).

A group of 52 Millennium Legacy trails represent the spirit of each of the 50 states, Puerto Rico and the District of Columbia, while the third category, Community Trails 2000, will include thousands of trails that have had a strong impact on the communities they serve.

This concept seems simple enough, but the trails already selected suggest the project's diversity — from the Unicoi Turnpike, a 68-mile trail in eastern Tennessee used by the Cherokee more than 1,000 years ago, to the Appalachian Trail, the nation's first consciously constructed trail, which stretches from Georgia to Maine. Also included in the mix are conceptual trails like the Underground Railroad, which traces a number of routes followed by slaves seeking freedom. Project officials note that trails don't need to be restricted to traditional paths; they hope the final listing of millennium trails will include rail-trails, waterways, alternative transportation corridors, cultural itineraries and even projects that are still in the developmental stage.

Hurley acknowledges that most trails can't compete for National Millennium Trail or Millennium Legacy Trail honors, but says he expects considerable enthusiasm for Community Trails 2000. "We think it's important to have differ-

ent kinds of categories to recognize the different types of trails," Hurley explains. "A local, community trail may be nothing more than a bike path that connects neighborhoods and parks together. But that's a very important trail to that community, and we want to recognize that." To that end, he is encouraging groups involved in creating and maintaining smaller community pathways to apply for designation. The message: Trails don't need to be vast to be significant.

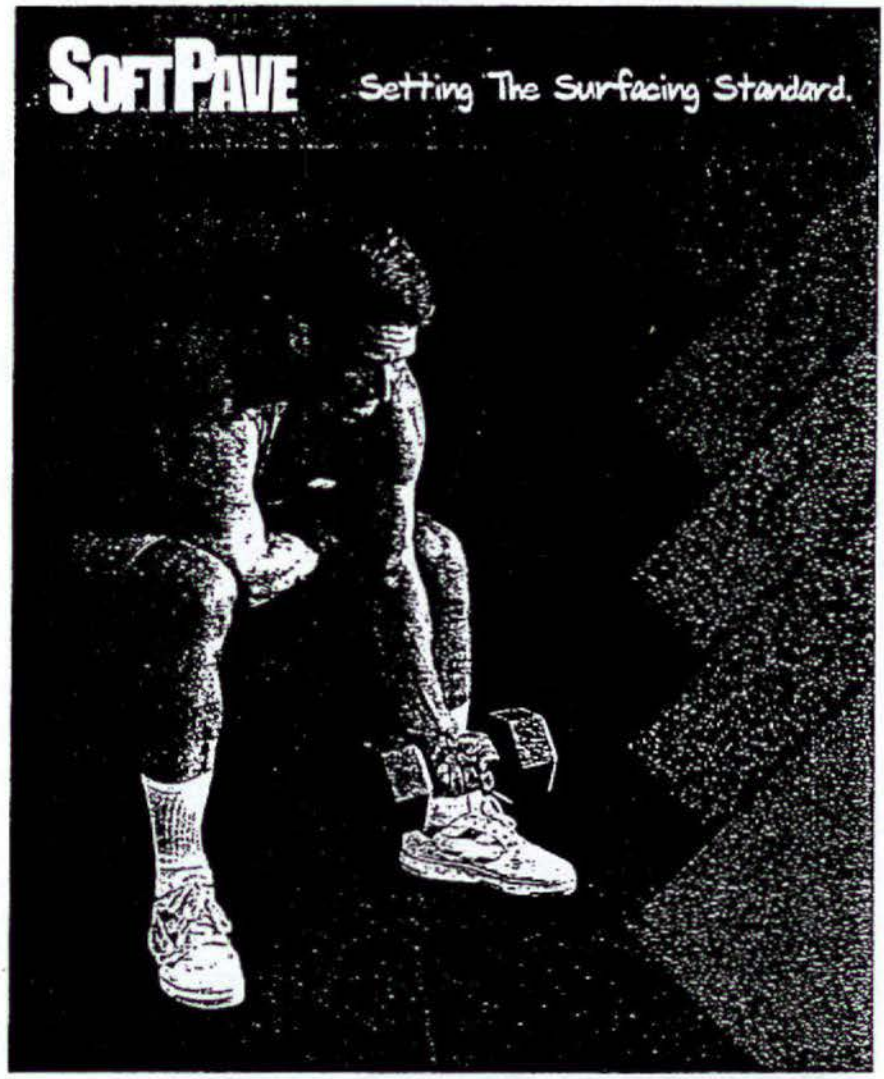
Applying for a Community Trails 2000 designation, which unlike the other two categories is not set up as a competitive application process, will simply require that the organization in charge of the trail provide a map and trail information, answer a few questions about the trail and explain how the organizers plan to celebrate National Trails Day. (Further information on how to get involved or how to apply can be found at the Millennium Trails Web site at www.millenniumtrails.org, or by calling 877/645-8757.)

"Savvy trail managers can take the Millennium Trails designation and use it when they're putting together marketing materials."

Those trails that receive designations on any level also have the opportunity to take advantage of extensive benefits, according to Hurley. In addition to having the trail listed on a Web site, incorporated into a Millennium Trails database and given a special trail marker, trail organizers will have the opportunity to use the designation as a promotional tool. "For instance, if a trail needs funding for its upkeep or development, savvy trail managers could take that designation and use it when they're putting together marketing materials," Hurley says. In addition, the program has enlisted the help of the National Endowment for the Arts to produce a booklet describing ways that arts organizations can work with transportation agencies to build successful collaborations on trails. The program also is working to secure sponsors so managers of developing trails can apply for grants to help complete their trails.

This extensive public relations campaign on the part of the government and organizations involved in the project should help bring trails into the spotlight, but officials point out that it is in fact just the latest move in a much more far-reaching effort to promote trails and recreation to the American public. According to Slater, the Department of Transportation's annual investment in trails over the past six years has increased from less than $4 million to more than $400 million.

While the additional millions spent on the Millennium Trails initiative is a big payout, officials believe it's well worth the price, since it's a project that trail organizers, public officials and private citizens can be proud of. "It's not so much about any individual trail, but more about the trail movement as a whole," says Hurley. "We want Millennium Trails to be one of the key reasons that the public begins believing that trails are important to their quality of life." ■



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CIRCLE 31 ON REPLY CARD

With little opposition so far, organization's goal is to link trails across metro Detroit

August 7, 1998

CRAIG PORTER/Detroit Free Press%
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BY EMILIA ASKARI
Free Press Environment Writer

Imagine being able to hop on your bike and pedal from one end of metro Detroit to the other without having to worry about being smooshed by a truck.

It could happen, if a group of planners and trail enthusiasts have their way.

After five years and $300,000 of study, an organization called the Southeast Michigan Greenways Initiative has a plan for a network of paths and other green spaces throughout the region.

An early draft of the document, which is expected to be released in September, represents a landmark in regional planning.

In the last decade, private groups and local governments have built hundreds of miles of trails throughout metro Detroit. But until now, there has been little foresight as to how they might eventually connect. With the publication of the Greenways Initiative plan, people will be able to see, for example, how existing trails may soon link cyclists in Bloomfield Hills directly to Metro Beach.

Trail systems have become increasingly popular since the mid-1980s, when a group called the President's Commission on Americans Outdoors sparked interest in the idea.

Most recently, voters in two Oakland County townships -- Independence and Orion -- passed millage renewals to fund new trails.

A draft copy of the Greenways Initiative plan shows a honeycomb of existing and planned trails, both paved and unpaved, in seven counties. None of the trails would be open to motorized travel. All welcome walkers, strollers, cyclists and skaters.

In addition, the plan calls for reserving a few especially delicate natural corridors for wildlife. These greenways might include muddy riverbanks too narrow for a trail.

Similar trail and greenway systems have enhanced the appeal of metropolitan areas from Boston to Boulder, Colo., and Chicago to Chattanooga, Tenn.

In southeast Michigan, the idea is popular with corporate leaders as well as community activists like Jim Stone, an adult-education teacher and member of Friends of the Detroit River.

"For us to be a world-class city, we've got to have more than factories and casinos and tourists," he said. "We've got to have something for the people who live here."

To Stone, that means trails along the Detroit River connecting schools and neighborhoods and downtown with attractions such as Fort Wayne and Hart Plaza.

Now is a good time to link existing natural corridors and trails, according to Norm Cox, an Ann Arbor landscape architect who works for the Greenways Initiative.

The recent designation of the Detroit River as an American Heritage River focuses federal dollars and attention on its banks. So does Detroit's 300th anniversary in 2001. In addition, greenway supporters realize that if they don't act now, many remaining open spaces will be gobbled up by developers.

The local initiative, which aims to build a "necklace of emerald," is led by the Rails to Trails Conservancy's Michigan field office in Lansing. Since the early 1990s, trail enthusiasts and planners have been meeting to scour maps that show existing and proposed trails in Wayne, Oakland, Macomb, Washtenaw, Livingston, Monroe and St. Clair counties.

Group Wants To Build Coast-to-Coast Bike Path

Rails-To-Trails Conference Lays Groundwork For Future

BY CAROLINE SPAETH

PITTSBURGH, PA—Pennsylvania earned the distinction of the state with the most rail trails, rolling out number 100 in June.

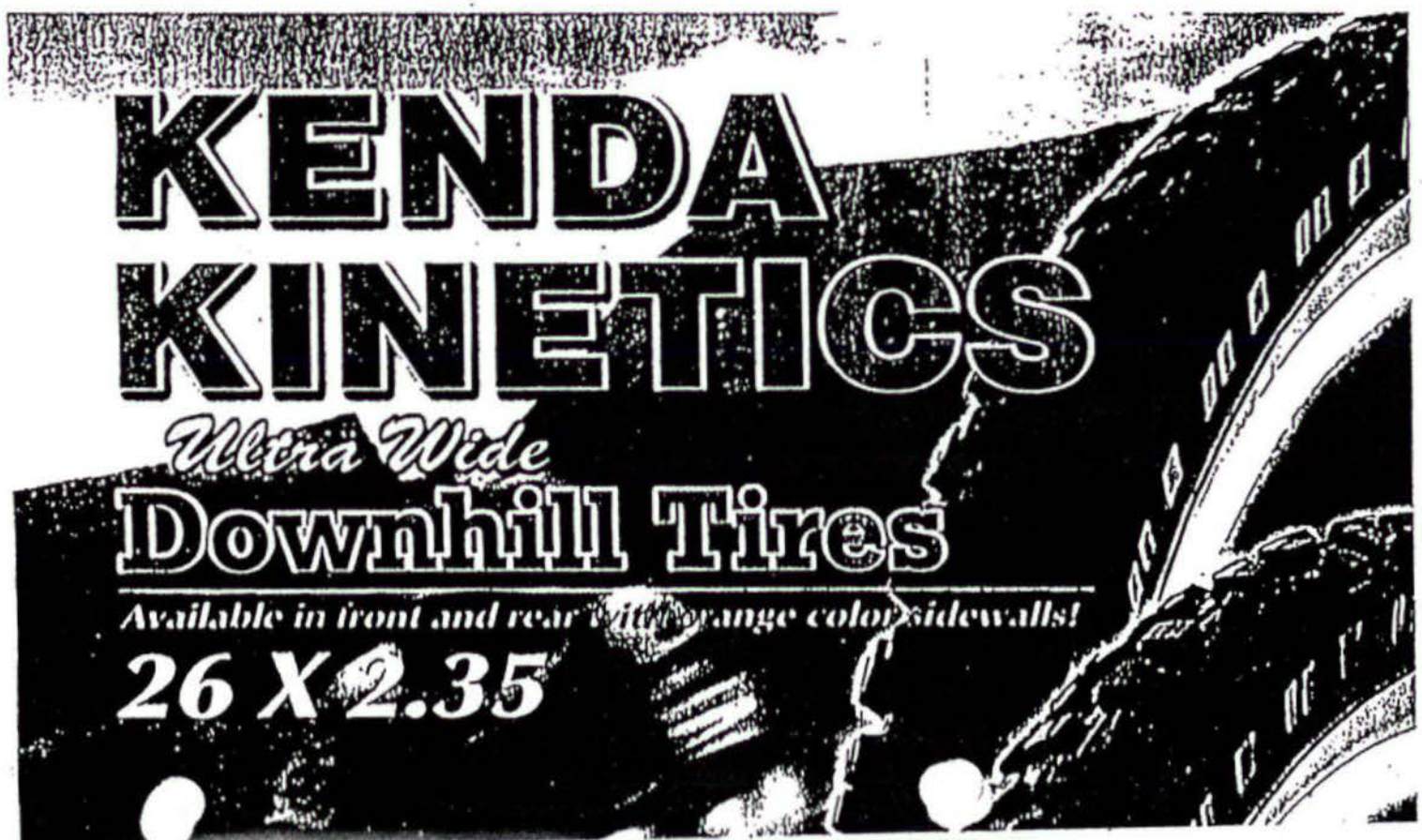
So it was only natural that trail advocates gathered later that month in Pittsburgh for a second annual Rails-To-Trails Conservancy conference.

The conference set an ambitious stage for future trail projects, including one coast-to-coast trail, and set the tone for continued support from the federal government for multiple-use trails.

"Let's think big. Let's build a coast-to-coast, border-to-border totally off-road trail across the length and breadth of America," said David Burwell, director of Rails-To-Trails.

Burwell called for such a trail to be completed in 10 years. The conservancy scoped out a potential route, of which 70 percent is in public ownership.

Also at the conference, rail trails received federal government support when U.S. Secretary of Transportation Rodney Slater formally designated a trail in each state as a Millennium Trail. The Millennium project has support from Slater, the White House and the conservancy and is designed to focus national attention on trails. □



Racers Get Points For Trail Work

BOULDER, CO—Mountain bike racers in Colorado don't have to be first across the finish line to win a race.

Through a program called Paydirt, racers can gain first-place points in the Colorado Off-Road Points Series for doing trail work.

"The idea is to encourage racers to get involved in local trail maintenance, especially since they spend a lot of time on the trails," said John Alegranti, the coordinator of IMBA's National Mountain Bike Patrol.

To be eligible for the points, racers have to do five hours of trail work through an IMBA-affiliated cycling club or land management agency. Any work that benefits tr[illegible]ualifies.

First place points [illegible] applied to several racing categor[illegible] including













MILLENNIUM TRAILS ANNOUNCED

Transportation Secretary Rodney Slater has announced the 16 visionary projects chosen as National Millennium Trails. After sifting through scores of applications and weighing the recommendations provided by a panel of representatives from trails, historic preservation and education organizations, Slater selected the sites and announced the designations at Rails-to-Trails Conservancy's second international conference in June. The featured trails reflect significant, defining aspects of America's heritage and benefit generations of Americans. Each Millennium Trail will be honored with a celebration over the next year.

And the winners are:

1. **Unicoi Turnpike:** Centuries-old trail used first by Cherokees and later by Europeans to cross the Smoky Mountains to East Tennessee.

2. **Cascadia Marine Trail:** Puget Sound water trail originally part of a Native American trade system.

3. **Juan Bautista de Anza National Historic Trail:** Spanish exploration and settlement route from Mexico to San Francisco.

4. **The Freedom Trail:** Boston trail marking 15 historic sites from the American Revolution.

5. **Lewis and Clark National Historic Trail:** The route of the famous expedition from St. Louis, Mo., to the mouth of the Columbia River in Oregon.

6. **The Underground Railroad:** Once-secret routes of those fleeing slavery in the South to the northern states, Canada and the western territories.

7. **Civil War Discovery Trail:** Battlefields, military routes and sites of historic significance from the Civil War.

8. **The International Express:** Public train route through immigrant neighborhoods of Queens, N.Y., representing decades of migration to America.

9. **Iditarod National Historic Trail:** Alaskan frontier trail and Klondike Gold Rush route connecting remote settlements.

10. **Appalachian National Scenic Trail:** Narrow footpath through preserved Appalachian mountain landscapes from Georgia to Maine.

11. **Great Western Trail:** Parallel pedestrian and multi-use corridors along the spine of the Rocky Mountains from Canada to Mexico.

12. **North Country Scenic Trail:** Footpath through the northern rim of the continental United States traversing state parks, forests and wildlife areas from New York to North Dakota.

13. **Hatfield-McCoy Trail System:** Two-thousand-mile system of recycled railbeds and abandoned logging roads through southwest West Virginia and surrounding states.

14. **East Coast Greenway:** Atlantic coast trail linking Maine to Florida via major cities along the eastern seaboard.

15. **The Mississippi River Trail:** A "bicycling and blues" cultural and historical trail following the river from Minneapolis to New Orleans.

16. **American Discovery Trail:** A continuous coast-to-coast trail composed of existing footpaths, rail-trails, canal towpaths, forest lanes and country roads.

For information on the selected trails or the Millennium Trails initiative, visit www.millenniumtrails.org.

ASK NANCY DUNNAN

We're thinking about opening an on-line brokerage account but we are not sure which company to use. Is there anyone who seriously rates the on-line firms?

Yes. Check out these three services, all of which rate on-line brokers...

• **Expert Online Investment** Advocates evaluates on-line brokerage companies. *www.xolia.com.*

• **Gomez Advisors** suggests which ones are best for "hyperactive" traders, serious investors or occasional investors. *www.gomez.com.*

• **KeyNote Systems Web Broker Trading** posts a weekly index rating transactions performance and how quickly trades are executed. *www.keynote.com.*

Before you open an account, I strongly urge you to read all you can about trading on-line.

Find out how to avoid Internet scams from the US Securities and Exchange Commission's Web site at *www.sec.gov.*

Stock Detective also monitors on-line stock promoters, listing the suspicious ones in its "Stinky Stocks Roundup" column at *www.stockdetective.com.*

Finally, pick a broker that offers free research as well as an inexpensive and effective trading alternative to the Internet—fax, touch-tone service or the old-fashioned telephone. Brokerage sites become overloaded and can experience various types of technical trouble.

In fact, two of the largest on-line brokers each went down several times earlier this year. You want a broker who will execute your orders accurately and quickly. Delay can cost you money.

Several years ago I saw a list of companies with very little debt. I haven't seen one since. If interest rates start to rise, I thought they might make good investments. Do you know of any such companies?

Before buying shares, read the current write-up on each in *Value Line Investment Survey,* available at most public libraries and brokerage firms. *Here are nine low-debt companies to consider...*

Although a balance sheet reflecting little debt is certainly a positive, and as you suggest, bodes well when interest rates are high, it does not in any way guarantee that a company's stock will rise in price. *Value Line* will give you projected earnings and details about the company's future plans.

Note: The number following each stock listed below is *Value Line's* safety ranking, 1 being tops in safety, 5 being the lowest.

Bob Evans Farms (3), Dollar General (3), Dun & Bradstreet (3), A.G. Edwards (3), Tootsie Roll Industries (1), Walgreen Co. (2), Washington Post (1), Weis Markets (1) and William Wrigley, Jr. (1).



PRIVILEGED INFORMATION

Nancy Dunnan is a financial adviser and author whose latest book is *Never Balance Your Checkbook on Tuesday and 300 More Financial Lessons You Can't Afford Not to Know* (Harper Resource). Send your questions to Ms. Dunnan at *ndunnan@aol.com.*



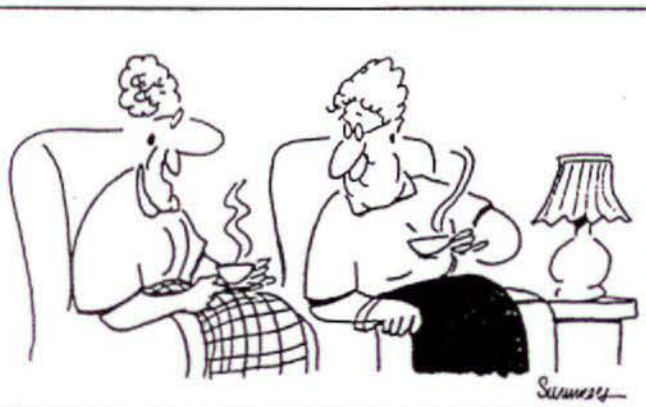
Volunteering

☐ **Mentoring** is a great way for retirees to stay connected with the working world without the daily commuting and deadlines. Ask yourself what you know so well that you can be comfortable teaching it. Think about whom you would like to teach it to and whether you would prefer one-on-one mentoring or teaching small groups. Call local volunteer organizations, church groups and adult-education programs to find out about mentoring opportunities. Or get information from the Service Corps of Retired Executives, *www.score.org.*

Jeff Berner, former *San Francisco Chronicle* columnist, writing for Third Age News Service, distributed by Universal Press Syndicate, 4520 Main St., Kansas City, Missouri 64111.

☐ **Help preserve American history.** Sixteen newly designated National Millennium Trails, part of the White House Millennium Council's effort to honor our cultural heritage and create a positive vision for the future, need volunteers for building and maintenance. Trails include a Native American water trade route in the Puget Sound area...secret routes of The Underground Railroad...a bicycling route along the Mississippi River from Minneapolis to New Orleans...a train route through immigrant neighborhoods from Sunnyside to Flushing, New York...and more. *Contact:* Millennium Trails at *www.millennium trails.org.*

Jeff Green, Millennium Trails communications coordinator, Rails-to-Trails Conservancy, 1100 17 St. NW, Washington, DC 20036.



"Grandchildren are great! You play with them, and—unlike husbands—when they get cranky, you can give them back."

Self-defense

☐ **To head off ATM problems,** always keep the receipt—no matter what transaction you do at an automated teller machine. Deposit checks only at an ATM at the branch

Times Union (Albany, NY)

Source: Times Union (Albany, NY)
Date: 07/29/1999
Document ID: PN19990803020158838
Subject(s): SPORTS
Citation Information: THREE STAR; Issue: PSA-2401; SPORTS Section
Author(s): FRED LEBRUN Staff writer

Times Union (Albany, NY)

Curbing water speeds

Groups pushing for 65 mph cap for craft How fast is too fast for personal water craft careening through public waters?

Logically, the answer is that it depends on conditions, including other traffic, but there's also a growing sentiment across the country to come up with uniform speed limits on rivers, lakes and ponds.

The U.S. Coast Guard last January refused to certify Arctic Cat's new line of water bikes unless the company agreed to cap their speed at 65 mph.

Michael Holmes, chief of the Coast Guard's Office of Boating Safety, wants all manufacturers to agree to a speed limit.

"I'm not saying that 65 is the right number," Holmes said in the latest issue of Boating Magazine, "but 70 is out of the ballpark."

Many waterways already have place-specific speed limits for all water craft, but putting a top-end speed capability on watercraft in particular is controversial. Many, many people find personal water craft so obnoxious that they believe top speed ought to be zero. That's especially true in small water bodies up in the Adirondacks.

Even more controversial would be to move the entire issue of speed limits over to pleasure boats in general, although the magazine predicts that's where its heading.

Grab the hiking boots: Get out those Merrill hiking boots and make note of Sept. 24-26.

The Adirondack Mountain Club's 51st annual fall outing will be held on those dates at the Big Tupper Ski Lodge, in Tupper. It's an outdoor recreationist's dream weekend, open to all levels.

Activities include numerous hikes, on Mt. Arab, Blue Mountain, Ampersand and Mt. Seymour. There'll be a kids hike on Panther Mountain with Rose Rivezzi and Dave Trithart, authors of "Kids

on the Trail" and "Hiking with Children in the Adirondacks."

In addition, there will be group paddles on Lake Lila, the Raquette River and the state's newly acquired Little Tupper Lake. There will be a fund-raising silent auction Saturday night and a big banquet.

For information, call Kim at 800-395-8080, ext. 31. National Millennium Trails: Consistent with our national compulsion to rank just about everything, we now have 16 long paths designated by the U.S. Department of Transportation and the Rails-to-Trails Conservancy as "National Millennium Trails."

The trails include Lewis and Clark's 3,700-mile route trek.

Six of these multi-state trails cross through some part of the Empire State. Predictably, the Appalachian National Scenic Trail, better known simply as the Appalachian Trail, is one of the them. That trail, which wends from Maine to Georgia, takes a hiker on the longest natural public thoroughfare in the world. It goes right past Albany and New York City.

Other millennium trails crossing New York include the Civil War Discovery Trail, the East Coast Greenway, the Underground Railroad and the North Country Trail, which links Syracuse to North Dakota. Don't ask.

Finally, the cutest millennium trail of all, the International Express. It's five miles long and starts in Sunnyside, Queens, follows the Number 7 subway line and ends in Flushing. Along the way is arguably the most diverse population in the world.

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The Washington Post

ARUNDEL

Weekly

THURSDAY, JULY 29, 1999

U.S. Trails To Cross at Annapolis

City Would Be Key Point On 'Millennium' Paths

By AMY ARGETSINGER
Washington Post Staff Writer

Annapolis could soon find itself at a key crossroads—literally—in the burgeoning movement known as "ecotourism."

Federal officials announced last month the development of 16 major trails intended for hiking, biking or other forms of adventuring. Two of the longest and most ambitious trails, according to their plans, will intersect near Maryland's capital city.

A cross-country route, from the Delaware shore to the California coast, will follow the popular Baltimore and Annapolis Trail for a few miles, while a Maine to Florida route will connect the 13-mile path with hundreds of other trails along the eastern seaboard.

County park officials predict the trails will be a huge draw for the growing number of Americans who prefer to do their tourism the nature-friendly way, on foot or bicycle.

"We really have the potential to be one of the pedestrian-cyclists meccas in the nation," said David Dionne, superintendent of the Baltimore and Annapolis Trail. "I think we're going to get a lot of people."

The designation of the 16 "Millennium Trails" is part of an effort by the White House Millennium Council and the U.S. Department of Transportation to celebrate history and geography. Other planned trails will track the Lewis and Clark Expedition, the paths of runaway slaves to free territo-

Annapolis Could Be a 'Millennium' Crossroads

TRAILS, *From Page 1*

ries, Indian trading routes through East Tennessee mountains and the waterways of the Pacific Northwest.

One trail will beckon travelers to jump on the No. 7 train through Queens, N.Y., to tour a variety of ethnic neighborhoods.

But the biggest will be the coast-to-coast American Discovery Trail and the north-south East Coast Greenway, which will be pieced together from a network of existing and planned bike paths, as well as forest lanes, canal towpaths and country roads, running through every major city along the way.

The 10-year-old Baltimore and Annapolis Trail was an obvious building block for the two trails, Dionne said.

With about 1.7 million visits a year, it is Maryland's most popular park, county officials say.

The asphalt path stretches along the route of the old B & A Short Line Railroad, passing through suburban backyards, quiet woods, commercial strips and horse pastures, with historic railroad structures such as switch boxes and the Severna Park Station along the way.

It's well-known to local joggers, in-line skaters and bikers who may travel only a couple miles of it at a time.

But Dionne said it is already hugely popular with hard-core bicyclists who travel from other states to ride it.

And as part of the East Coast Greenway, which will be completed in about 10 years, Dionne predicted it will become "the urban equivalent of the Appalachian Trail," luring adventurers who want to travel its entire length.

Same with the cross-country route, which will likely cross the Bay Bridge and meander through Anne Arundel's suburban roadways before taking the Baltimore and Annapolis Trail north a few miles and turning westward.

"There are people right now who cycle all across the U.S. on highways," he said. "If you can give them a chance to do this on a trail, and camp and stop off at interesting places along the way, they'll do it."

The designation as a "Millennium Trail" essentially extends the marketing possibilities of the pathways. Trails will carry special markers along the way, and will be promoted on maps and in a national trails database on the Internet.

There is also the probability, but not the specific guarantee, of special funding and federal grants to help upgrade and extend the trails.

The county does not intend to spend extra money on the trails beyond regular maintenance and improvements.

Peggy Wall, executive director of the Annapolis and Anne Arundel County Conference and Visitors Bureau, said her group will start marketing the trails once more of the infrastructure is in place.

She said they probably will double their marketing efforts to Europeans, and especially to the British, who are avid fans of biking holidays.

"It's an opportunity that no one else has, with the two trails intersecting here," she said.

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THE CHARLOTTE OBSERVER

ANCIENT PATH OUT OF N.C. NAMED NATIONAL TRAIL

Sunday, July 25, 1999
Section: METRO
Edition: ONE - THREE
Page: 2B
Associated Press

A 68-mile portion of an ancient road linking East Tennessee to southwest North Carolina has been named a National Millennium Trail.

The Unicoi Turnpike, one of the oldest trade routes through the Southern Appalachians, was one of 16 trails chosen from 50 applicants across the United States.

``The fact that this is a national designation will allow us to do a top-notch job in presenting the historical and cultural elements of this important trade route,'' said Tennessee Arts Commission Folk Arts director Roby Cogswell.

The turnpike served as the primary link between the upland frontier of the eastern Tennessee River Valley and both the Piedmont and the Atlantic coast of Georgia and the Carolinas.

Some archaeologists believe that 16th century Spanish explorers used it as a passageway into the American interior.

By the 17th century, the trail was a main thoroughfare through Cherokee tribal territory, linking the towns of the Little Tennessee Valley to the settlements in the Hiwassee and upper Savannah River valleys.

In the early part of the 19th century, the trail was improved as the Unicoi Turnpike, a toll road used by settlers and livestock drovers.

And when many Cherokees were forcibly removed from their homeland on the Trail of Tears to Oklahoma in 1838-39, the Unicoi Turnpike served as the first leg of their 3,000-mile journey.

The core section designated a National Millennium Trail cuts through the mountains between Vonore, Tenn., and Murphy, N.C. About half of it runs through the Cherokee and Nantahala National Forests.

Brett Riggs, an archaeologist with the N.C. Trail of Tears Association, said some sections of the 12-foot-wide roadbed on national forest lands are easy to identify, while in other places the route

had to be pieced together through painstaking research.

``As we began to get a clearer historical view of the importance of this road, everything pointed to the fact that here indeed was a lost highway," Riggs said.

``It's not the same as finding a lost city, but a lost highway is still pretty exciting."

Other ``flagship" trails in the Millennium Trails Program, a private/public partnership led by the Department of Transportation and the Rails-to-Trails Conservancy, include the Lewis and Clark National Historic Trail, from St. Louis to the mouth of the Columbia River; and the Cascadia Marine Trail, which follows the wakes and coves of a Native American water trade system off Puget Sound.

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Herald Rock Hill, SC

Source: The Herald Rock Hill, SC
Date: 07/25/1999
Document ID: PN19990730020040697
Subject(s): LOCAL/REGIONAL
Citation Information: Final; Vol. 13-143; State Section
Author(s): The Associated Press

Herald Rock Hill, SC

Historic road through Appalachians gets national trail designation

KNOXVILLE, Tenn. - A 68-mile portion of an ancient road linking east Tennessee to southwest North Carolina has been named a National Millennium Trail. The Unicoi Turnpike, one of the oldest trade routes through the Southern Appalachians, was one of 16 trails chosen out of more than 50 applicants across the United States.

"The fact that this is a national designation will allow us to do a topnotch job in presenting the historical and cultural elements of this important trade route," said Tennessee Arts Commission Folk Arts Director Roby Cogswell. "This is especially exciting in terms of breaking new ground in tourism development."

The turnpike served as the primary link between the upland frontier of the eastern Tennessee River Valley and both the Piedmont and the Atlantic coast of Georgia and the Carolinas.

Some archeologists believe 16th century Spanish explorers used it as a passageway into the American interior.

By the 17th century, the trail was a main thoroughfare through Cherokee tribal territory, linking the towns of the Little Tennessee Valley to the settlements in the Hiwassee and upper Savannah River valleys.

In the early part of the 19th century the trail was improved as the Unicoi Turnpike, a toll road used by settlers and livestock drovers.

And when the Cherokees were forcibly removed from their homeland on the Trail of Tears to Oklahoma in 1838 to 1839, the Unicoi Turnpike served as the first leg of their 3,000-mile journey.

The core section designated a National Millennium Trail cuts through the mountains between Vonore, Tenn., to Murphy, N.C. About half of it runs through the Cherokee and Nantahala National Forests, with the rest crossing private lands.

Brett Riggs, an archeologist with the N.C. Trail of Tears Association who has researched the Unicoi

Turnpike for almost 20 years, said some sections of the 12-foot-wide roadbed on national forest lands are easy to identify, while in other places the centuries-old route had to be pieced together through painstaking research.

"As we began to get a clearer historical view of the importance of this road, everything pointed to the fact that here indeed was a lost highway that had receded from our collective memory," Riggs said.

"It's not the same as finding a lost city, but a lost highway is still pretty exciting."

The Unicoi Turnpike designation grew out of planning for the Cherokee Heritage Trail cultural tourism initiative now under way through the tribe's historic homelands.

The Tennessee Arts Commission and Tennessee Overhill Heritage Association coordinated the application on behalf of partnering agencies and organizations in both Tennessee and North Carolina, including the Eastern Band of Cherokee Indians and the N.C. Arts Council.

Other "flagship" trails in the Millennium Trails Program, a private/public partnership led by the Department of Transportation and the Rails-to-Trails Conservancy, include the Lewis and Clark National Historic Trail, from St. Louis to the mouth of the Columbia River, and the Cascadia Marine Trail, which follows the wakes and coves of a Native American water-trade system off Puget Sound.

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GREENSBORO NEWS & RECORD
July 25, 1999

ANCIENT ROADWAY IN N.C. GARNERS SPECIAL ATTENTION

KNOXVILLE, TENN. A 68-mile portion of an ancient road linking East Tennessee to southwest North Carolina has been named a National Millennium Trail. The Unicoi Turnpike, one of the oldest trade routes through the Southern Appalachians, is one of 16 trails chosen from more than 50 applicants across the United States.

"The fact that this is a national designation will allow us to do a topnotch job in presenting the historical and cultural elements of this important trade route," said Roby Cogswell, director of Tennessee Arts Commission Folk Arts. "This is especially exciting in terms of breaking new ground in tourism development."

The turnpike served as the primary link between the upland frontier of the eastern Tennessee River Valley and both the Piedmont and the Atlantic coast of Georgia and the Carolinas.
Some archaeologists believe that 16th century Spanish explorers used it as a passageway into the American interior.

By the 17th century, the trail was a main thoroughfare through Cherokee tribal territory, linking the towns of the Little Tennessee Valley to the settlements in the Hiwassee and upper Savannah River valleys.

In the early part of the 19th century the trail was improved as the Unicoi Turnpike, a toll road used by settlers and livestock drovers.

And when the Cherokees were forcibly removed from their homeland on the Trail of Tears to Oklahoma in 1838-39, the Unicoi Turnpike served as the first leg of their 3,000-mile journey.
The core section designated a National Millennium Trail cuts through the mountains between Vonore, Tenn., to Murphy, N.C. About half of it runs through the Cherokee and Nantahala National Forests, with the rest crossing private lands.

Brett Riggs, an archaeologist with the North Carolina Trail of Tears Association who has researched the Unicoi Turnpike for almost 20 years, said some sections of the 12-foot-wide roadbed on national forest lands are easy to identify, while in other places the centuries-old route had to be pieced together through painstaking research.

"As we began to get a clearer historical view of the importance of this road, everything pointed to the fact that here indeed was a lost highway that had receded from our collective memory," Riggs said.

"It's not the same as finding a lost city, but a lost highway is still pretty exciting."

The Unicoi Turnpike designation grew out of planning for the Cherokee Heritage Trail cultural tourism initiative now under way through the tribe's historic homelands.

The Tennessee Arts Commission and Tennessee Overhill Heritage Association coordinated the application on behalf of partnering agencies and organizations in both Tennessee and North Carolina, including the Eastern Band of Cherokee Indians and the North Carolina Arts Council.

Other "flagship" trails in the Millennium Trails Program, a private/public partnership led by the Department of Transportation and the Rails-to-Trails Conservancy, include the Lewis and Clark National Historic Trail, from St. Louis to the mouth of the Columbia River; and the Cascadia Marine Trail, which follows the wakes and coves of a Native American water trade system off Puget Sound.

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KNOXVILLE NEWS-SENTINEL

HISTORIC UNICOI TURNPIKE CHOSEN AS A MILLENNIUM TRAIL

Saturday, July 24, 1999
Section: A SECTION
Page: A1
BY MORGAN SIMMONS NEWS-SENTINEL STAFF WRITER
Illustration: Recovering a Lost Highway (drawing) Don Wood/News-Sentinel staffUnicoi Turnpike Trail - Named a National Millennium Trail, the 68-mile historic road once was a main thoroughfare for American Indians, explorers, settlers and their livestock. (map) R. Daniel Proctor/News-Sentinel staff

One of the oldest trade routes through the Southern Appalachians has been named a National Millennium Trail by the White House Millennium Council.

Tennessee Arts Commission Folk Arts director Roby Cogswell said the Unicoi Turnpike, a 68-mile wagon road linking East Tennessee to western North Carolina, is part of a new initiative aimed at building and maintaining trails that tell the story of our nation's past.

"The fact that this is a national designation will allow us to do a top-notch job in presenting the historical and cultural elements of this important trade route," Cogswell said. "This is especially exciting in terms of breaking new ground in tourism development."

Cogswell said the Unicoi Turnpike was one of 16 trails chosen out of more than 50 applicants across the United States.

Other "flagship" trails in the Millennium Trails Program - a private/public partnership led by the Department of Transportation and the Rails-to-Trails Conservancy - include the Lewis and Clark National Historic Trail, from St. Louis to the mouth of the Columbia River; and the Cascadia Marine Trail, which follows a Native American water trade system off Puget Sound.

The Unicoi Turnpike is part of an ancient trade and warfare route that served as the primary link between the upland frontier of the eastern Tennessee River Valley and both the Piedmont and the Atlantic Coast of Georgia and the Carolinas.

The core section, designated a National Millennium Trail, cuts through the mountains between Vonore, Tenn., to Murphy, N.C.

Some archeologists believe that 16th century Spanish explorers used this route as a passageway into the American interior. By the 17th century the trail was a main thoroughfare through

Cherokee tribal territory, linking the towns along the Little Tennessee River to the settlements in the Hiwas|see and upper Savannah River valleys.

In the early part of the 19th century the trail was improved and became the Unicoi Turnpike, a toll road used by settlers and livestock drovers. When the Cherokees were forcibly removed from their homeland to embark on the Trail of Tears to Oklahoma in 1838-39, the Unicoi Turnpike served as the first leg of their 3,000 mile journey.

Today the route connects remote mountain communities like Coker Creek and Tellico Plains. About half of the 68-mile route runs through the Cherokee and Nantahala National Forests, with the rest crossing private land.

Brett Riggs, an archeologist with the North Carolina Trail of Tears Association who has researched the Unicoi Turnpike for almost 20 years, said some sections of the 12-foot-wide roadbed on national forest lands are easy to identify, while in other places they had to be pieced together by painstaking research.

"As we began to get a clearer historical view of the importance of this road, everything pointed to the fact that here indeed was a lost highway that had receded from our collective memory," Riggs said.

"It's not the same as finding a lost city, but a lost highway is still pretty exciting."

During the 1800s the newly-widened Unicoi Turnpike served as a major thoroughfare for moving livestock -- horses, cattle, hogs, and even turkeys and ducks --from Knoxville across the mountains to markets in the Piedmont region of Georgia and South Carolina.

Riggs said these stock drives created a huge market for grain, which Cherokee entrepreneurs helped supply by setting up stock stands -- replete with livestock pens and general stores -- to serve the drovers and wagoners.

"The stock stands would be set up at seven to 10-mile intervals," Riggs said. "These were the truck stops of the period.

"We can have all kinds of scholarly analysis, but history is never driven home until there's a story to put a human face on it. The great thing about the Unicoi Turnpike are the stories associated with it -- stories that bring to life the early years of the Cherokee Nation to the tragedy of the Trail of Tears."

The Unicoi Turnpike designation grew out of planning for the Cherokee Heritage Trail cultural tourism initiative under way in the tribe's historic homeland.

The Tennessee Arts Commission and the Tennessee Overhill Heritage Association coordinated the application on behalf of partnering agencies and organizations in both Tennessee and North Caro|lina, including the Eastern Band of the Cherokee Indians and the North Carolina Arts Council.

Linda Caldwell, executive director of the Tennessee Overhill Heritage Association, said when completed, the Millennium Trail will provide visitors with a thorough and innovative interpretation of the route's cultural and historical significance, along both driving and hiking sections.

"What this does is bring together both the recreation and cultural folks around one resource,"

Caldwell said. "The Unicoi Turnpike will become part of the infrastructure we need to develop a Cherokee Heritage Trail and another reason to get people stirring around on back roads around these small mountain communities that need economic development."

Morgan Simmons may be reached at 423-521-1842 or simmonsm@knews.com.

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Capital Newspapers
Annapolis MD 7/22/99

FRONT PAGE

BWI Trail gets good reviews from hikers, bikers, neighbors

By BRIAN BOYER
Staff Writer

From the windy trail that circles the perimeter of the 3,100-acre airport to the Tom Dixon Aircraft Observation Area that brings viewers within feet of large planes landing, the just-completed BWI Trail is making its mark through its connection to the community.

The trail is so unusual, according to airport officials, that it's the only known path of its kind in the United States that wraps around the entire perimeter of a commercial airport.

Its first phase opened in July 1994, and the final phase was completed in May. An official opening celebration is expected to take place within the next couple of months.

Community response to the 12.5-mile trail, which allows recreational enthusiasts such as bikers, inline skaters, walkers and joggers to take in the scenery around the airport, has been positive.

Most of the trail is asphalt, though there are wooden boardwalks over wetlands and pedestrian bridges over roads. The trail is open from dawn to dusk.

"This is something that is welcomed by the community and is very well-used," said Del. Mary Ann Love, D-Glen Burnie. "It's very neighborhood-friendly."

The trail is kept up through the efforts of public and private entities such as the county Department of Recreation and Parks, the State Highway Administration and the BWI Neighbors Committee, made up of local community organizations that deal with various airport issues.

"The people have said they think it's great," said Meg Adams, manager of airport planning. "The trail is heavily used."

The trail not only offers exercise to residents, but also features prime north county sightseeing. Beginning at the Linthicum light rail station, the trail takes pedestrians past the Benson-Hammond House, headquarters of the Ann Arrundell County Historical Society, and south along Aviation Boulevard, across Dorsey Road to the Stewart Avenue Bridge.

From there, people have the option to continue over the bridge, which connects the BWI Trail with the Baltimore & Annapolis Trail Park, or to head west toward the Tom Dixon Aircraft Observation Area, which provides a close-up view of planes descending onto one of BWI's busiest runways.

The observation area, which offers public parking, restrooms, drinking fountains, benches and playground equipment, is one of the more popular areas on the trail for residents. The area is on Dorsey Road at the end of BWI's main runways.

"It's a nice area. I really enjoy watching the planes landing," said Bruce Kern of Glen Burnie.

"I have gone bike riding on the trail many times," said Matt Castle of Glen Burnie. "This is a nice thing for the community."

At its north end, the trail also gives people a chance to see the terminal up close, with a half-mile spur over Route 170, toward the Maryland Department of Transportation Building and the BWI light rail station and international terminal.

"Anything that makes the airport more enjoyable, we'll take advantage of," said airport spokesman John L. White. "This is impacting the community in a positive way."

Capital News
Annapolis, MD
July 23, 1999

Our say

National bike trail plan is good news for this area

IF ANNAPOLIS had been designated for a key intersection of a new federal highway network, you would have been able to hear the reaction from the other side of the Bay Bridge. Plans for the protest march would be well under way by now, and we'd be buried under a pile of angry letters to the editor.

But nothing of the sort happened last month when the U.S. Department of Transportation gave its blessing to a nationwide network of 16 "Millennium Trails" and it turned out that two of them — the American Discovery Trail from Delaware to California, and the East Coast Greenways Trail from Canada to Key West — will intersect here.

Of course, the fact that we're talking about hiking and biking trails — and not talking about bringing more internal combustion engines to the area — makes a difference. A big difference.

Speaking for this area's cycling enthusiasts, David Dionne, the superintendent of the Baltimore & Annapolis Trail Park, looks forward to the national trail network making this area "Trail Town U.S.A. — a bike mecca."

That may be taking it a bit far. But there's no question that the B&A Trail, which will be used by both of the intersecting national trails, is already one of this area's biggest recreational success stories. Its success has encouraged plans for other hiking and biking trails in the region.

The B&A Trail draws 1.7 million "visits" a year and gets all sorts of favorable attention for this area, both nationally (Hillary Rodham Clinton visited it last October) and internationally (the *Financial Times* of London, no less, did a feature article on cycling in Anne Arundel County).

And it now links the Annapolis area to something truly unusual — a newly completed 12.5-mile trail all the way around the perimeter of Baltimore-Washington International Airport. Bikers can cycle to their heart's content, and then go to an observation area to watch the airplanes coming and going.

BWI officials think this is the only trail of its sort in the country. We can't vouch for that, but we do know that Orville and Wilbur Wright — who got their mechanical expertise by running a bike repair business — would have loved it.

Now, if the Millennium Trails initiative gets beyond the press release stage, the B&A Trail stands to get even more visitors. We don't think many will object to that.

Biking does not pollute, does not require immensely expensive equipment, promotes physical fitness, can be done together by families, and gets people out to see the real America — the things they can't see through a haze of hydrocarbons while going down an interstate at 55 mph. For a nation that is getting thicker around the waistline and more ignorant of things that don't appear on a TV or computer screen, it's a perfect recreational pursuit.

The main safety hazards in the hobby come from combining bicyclists and automobiles on the same roads. So the more separate, scenic bike paths we have, the better.

Certainly a lot of people like living in this area because it is NOT any sort of national crossroads. But for bicycles — and bike trails — we think they'll be glad to make an exception.

Capital Newspapers
Annapolis MD 7/22/99

National trails to cross area

By JEFF NELSON
Staff Writer

Despite its location at the dead end of a peninsula, Annapolis is about to become a major national cross-roads for one of the fastest-growing recreational movements — biking and hiking trails.

The federal Department of Transportation gave its official blessing last month to 16 trails that will form the spine of a network of trails criss-crossing the country.

The major north-south route and the premier east-west cross country trail both hit dead in the center of the city. Cycling enthusiasts are ecstatic.

"It's going to be Trail Town USA. — a bike mecca," said David Dionne, superintendent of the Baltimore Annapolis Trail Park, a 13-mile paved trail from Annapolis to Baltimore-Washington International Airport.

Both of the new national trails will use the B&A Trail. The East Coast Greenways Trail will run from Canada to Key West, Fla., on a rough parallel to Interstate 95, jogging from Baltimore to Annapolis to Washington, D.C., along the way.

The American Discovery Trail will go from Delaware to California, crossing the Bay Bridge and joining the B&A Trail.

Even without the designation, Mr. Dionne said trails are taking off worldwide. The opening of a new segment of the trail at BWI opens the connection from the airport straight to Annapolis.

That opening had the *Financial Times* of London out recently for a feature article on cycling in Anne Arundel.

"There is a real explosion in trails and it's turning into an international phenomenon," Mr. Dionne said.

He sits on the board for several national cycling trails organizations and the statistics he rolls off his tongue back up the unabashed enthusiasm. In the past decade, 10,000 miles of hiker/biker trails have opened and another 30,000 miles are in the planning, engineering or construction stages.

The B&A Trail attracts 1.7 million "visits" per year and plans call for new trails in Annapolis, south county and on the Broadneck Peninsula.

But will anyone actually ride a bike from Maine to Key West? Mr. Dionne is a booster of the project, and predicts a million people a year will make the journey.

The riders will be people like Stanley LeBar and his wife, Elaine. Now in their 70s, the Severna Park couple discovered cycling as a way to avoid the office. Mr. LeBar had a high-stress job designing the specialized cameras used by NASA.

"I found that every time I tried to

(See TRAILS, Page A10)

TRAILS

(Continued from Page A1)

take a vacation, people were calling me all the time. With the bikes, nobody could call us. Of course, that was before cell phones," said Mr. LeBar, now president of the Friends of the B&A Trail.

The LeBars ended up cycling all of Europe, New Zealand and much of the United States.

"You ended up seeing the country from a whole different perspective. You travel very slowly and you get to meet a lot of people outside of the cities. Mostly you meet them because you're lost all the time," he said.

The most important aspect of the trails is the design. The East Coast Greenway is expected to be 80 percent off-road, meaning it will be a paved, dedicated trail rather than a painted line on a busy roadway. The federal designation puts local trails in line for federal grants as long as the trail segments are part of or complement national trails.

More information about the Millennium trails program can be found on the Internet at **www.millenniumtrails.org.**

- SEVERNA PARK VOICE JULY 20, 1999

East Coast Greenway Part Of New Millennium

White House Announces 16 New National Millennium Trails

By Sandra Loepker

Last fall, First Lady Hillary Rodham Clinton announced the Millennium Trails initiative, an effort to stimulate national and local activities to "honor the past and imagine the future." Last month, 16 trails were named "National Millennium Trails" during the International Trails and Greenways Conference held in Pittsburgh.

According to David Burwell, President of the Rails-to-Trails Conservancy, more than 50 applicants were considered for the national recognition. "The National Millennium Trails announced today represent a cross section of the growing trails movement in America," he told the conference attendees.

Indeed, the trails are diverse. Among those named were the Iditirod National Historic Trail that stretches through 938 miles of Alaskan wilderness, connecting remote villages. It is also host to the annual dogsled race that relives the life-saving mission to deliver diphtheria serum to Nome.

The Underground Railroad follows multiple routes used by slaves escaping bondage from the Southern states. It winds its way north and eventually leads travelers into Canada, the western territories, Mexico, and the Caribbean.

There is even an all-water trail. The Cascadia Marine Trail in the Pacific Northwest allows canoeists, kayakers, and rafters to explore the beauty of Puget Sound and the grandeur of Mount Rainier, while traveling the same waterways once used by Native American traders.

Closer to home, two trails — The East Coast Greenway and the American Discovery Trail — were named to the prestigious line-up. The Greenway stretches from Calais, Maine to Key West, Fla., incorporating a network of paved trails and connecting nearly every major city along the East Coast. The B&A Trail became part of the Greenway last year.

Intersecting the Greenway is the American Discovery Trail.

Continued on page A7

The East-West trail system is under development and will eventually run from the Pacific Ocean at Point Reyes National Seashore in California, across the breadth of the continent and end at the shoreline of the Atlantic at Cape Henlopen State Park in Delaware. The two trail networks should intersect on the B&A Trail near Annapolis.

The designation as a National Millennium Trail means a great deal to the organizations supporting the development and maintenance of the projects. Reese Lukei, National Coordinator for the American Discovery Trail says, "The designation will help us increase exposure nationwide."

In addition to special trail markers from the White House Millennium Council, each trail will receive assistance in putting together a major event for the year 2000 and be eligible for special funding opportunities.

"Transportation is about more than asphalt, concrete and steel. It's about people," said U.S. Secretary of Transportation Rodney Slater. "The National Millennium Trails connect our nation's landscape, heritage and culture and demonstrates out national commitment to improving the quality of life for all Americans."

NEW YORK NEWSDAY

Elena Cabral

July 20, 1999

SUBWAY RIDES INTO HISTORY

Queens commuters were somewhat bemused but tickled yesterday to find out that the No. 7 subway has been named a National Millennium Trail, ranking it with such national treasures as the Lewis and Clark route and the Underground Railroad.

The IRT line from 42nd Street to Flushing has been a pipeline for generations of immigrants who arrived in Queens looking for the AmericanDream. For riders, it's a crowded, rumbling, sometimes unreliable andoccasionally entertaining way to get from point A to point B.

But according to a White House news release, it's one of 16 National Millennium Trails that Hillary Rodham Clinton said "tell the story of our nation's past and will help to create a positive vision for our future."

Nominated by the Queens Council on the Arts, which celebrated it in a guide called the "International Express," the train was the only modern route to be matched with sites that included Boston's Freedom Trail.

"We felt the No. 7 line is a cultural type of trail in that it shows the immigration of the 20th Century," said Walter Finch, a spokesman for the U.S. Department of Transportation.

"I don't know if it's as important as the Lewis and Clark Trail, but it definitely is a lifeline of the community in Queens," said Ronald Chu, a computer programer from Bayside who rode the train to his job in Manhattan yesterday.

The No. 7 originated in the Steinway Tunnel (now the Queensboro tunnel), which was upgraded in 1915 from an electric street car service to handle Interborough Rapid Transit trains to Queens, said Roy Fox, an arts council member. By 1928, the elevated line reached Flushing.

Today the train winds its way past the old Swingline factory, over the sari shops and South American bodegas in Jackson Heights to Flushing's Korean eateries.

"We're hoping that having this millennium trail in Queens will help to transform the image of Queens as an outer borough to the center of cultural activity that it is," said Ilana Harlow, folk arts director at the council.

Most commuters yesterday took the opportunity when asked about the designation to share compliments and complaints about the line.

"There are sometimes delays," Elmhurst resident Rosario Franco said in Spanish.

"You can ride along more entertained, more content, looking at different things," said Carlos Avecillas of Corona.

Others appeared indifferent.

"It's just the way I get to work," said Gary Sandman of Elmhurst. But he did share some lore. "They call it the United Nations line."

ILLUSTRATION/PHOTO: Newsday Map / Linda McKenney - The Seven Train Newsday Photo / Sune Woods - The No. 7 subway train, which runs from 42nd Street to Flushing, and has served as a pipeline for generations of immigrants, was named a National Millennium Trail.

editorial



Riding The Rails Into The 21st Century

"All Aboard?"

It's one of America's oldest refrains. The lure of the rails has criss-crossed the culture and the creation of this American Century.

That is why this recent Fourth of July weekend was so sweet. A red-coated workhorse of our lives was recognized as "A National Millennium Trail." The No. 7 Flushing Line was designated by — get this — The White House! — as a National Historic Monument.

To those of us who use this clattering monument to the first half of this century as a work-a-day piece of our lives, it may seem a ridiculous honor. Is there any honor to the delays, the over-crowded subway cars, and general conditions as we make our way to and from work, school, or whatever?

But if we step back and take a look . . . as did Dr. Ilana Harlow of the Queens Council of the Arts who presented the proposal did . . . we see quite a different train. Interestingly enough, it was built by the hands of immigrants at the turn of this century, funded by philanthropists such as the Steinway Piano family of Astoria, and other visionaries, who saw a great twentieth century metropolis. This little train transformed Queens from an agrarian wasteland to an urban metropolis.

The train brought Italians, Germans, Jews, Irish, Polish, Koreans, Columbians, Chinese . . . . . on and on — it literally brought the world to Queens. Not as tourists, but as tenants, business persons, homeowners. It brought them the food, arts, cultures from every land . . . to this land.

And this "little train that could" also brought fun. It took riders in the 1930s to the "World of Tomorrow" — a bright vision of the future the 1939 World's Fair. Twenty-five years later it took a new generati to the strange and exciting shapes of the pop-art, space-age world at t 1964 World's Fair.

In between, it rides the rails to the ups and downs of the New Yo Mets, the U.S. Tennis Open, and the everyday lives of residents just co ing and going to work.

Come to think about it? It's a wonderful thing, this No. 7 tra Assemblyman Ivan Lafayette, whose district the train runs through, h it right. If the Federal Government recognizes the significance of ho this train has transformed American life in this century by forging immigrant population that would shape a city, why shouldn't it alloca the federal funds to make it the best in the country?

The usually critical Straphangers Campaign last week — for the thi year in a row — named the No. 7 train the best in all categories of se vice in the City. With a subway, the best is always in the mind of the rid

But let us say this. We're proud of the No. 7 train. It has gone from nickel token to the fast-paced computerized world of a MetroCard. I taken us to and from work, and God knows what else. But it does it hours a day, seven days a week (subway strikes and blizzards exclude To the train, its conductors, motormen, trains persons, workers, and who helped move this National Monument: Congratulations. Keep o Track.

And to all of those from here and around the world who continue use this "little train that could" to build a better life in this gre Borough: "All Aboard!"

The Forest Hills Courier

Vol. 6 No. 43 July 14-20, 1999

The Queens COURIER

7 Riding into History

Headline News
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Published
July 8 - 14, 1999



More Headline News:

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Personal Health & Safety Tips To Protect Yourself Against The Heat

56 Percent Of Queens' Private/Parochial Pupils Flunk Reading Exams

The No. 7 'International Express' Rolls Into History

by DAVID OATS

It rises from the depths of downtown Flushing 24 hours a day, seven days a week. The red train — the No. 7 train — then takes its thirty minute journey past the Unisphere at Flushing Meadows-Corona park, through a multitude of nations in the communities of Queens. In Long Island City it descends below the East River to the United Nations and winds its way to Grand Central Station, Fifth Avenue and, finally, the crossroads of the world at Times Square.

It has been called the "International Express" because of its pivotal role in helping build the neighborhoods of immigrants from all over the world during its seventy-plus years of service. But last week this clattering workhorse of Roosevelt Ave. was recognized by the White House as a national treasure. It was one of 15 sites around the country placed on the National Millennium Trail.

That puts this "little train that could" on the same federal designation list as the Oregon Trail, the Lewis and Clark expedition, the Mississippi River trail from New Orleans to Minneapolis and the Underground Railroad used by the enslaved African-Americans fleeing the south.
With an average of 400,000 riders a day, the No. 7 line's Queens terminus at Main Street is the busiest station outside Manhattan. Of the City's 20 subway lines, it is the 10th busiest. It has received other distinctions in recent years also — the Straphangers Campaign, has voted it as the City's cleanest line and it currently ranks as one of the City's most reliable on-time lines.

To Ilana Harlow, the folk arts program director of the Queens Council on the Arts, the No. 7 line is quite literally a moving experience — both physically and emotionally. Harlow, a Ph.D. from Indiana University, is passionate about the train and she prepared a colorful brochure that outlines the varied neighborhoods and ethnic enclaves of food and clothing that dot the 18 stations along the train's route in Queens. Going past Irish neighborhoods in Woodside, through Indian, Columbian, Thai sections in Jackson Heights, to Korean and Chinese sections in Flushing, the train traverses a virtual smorgasbord of the world. "It has always reflected the pioneering spirit of our City's immigrants," Harlow says, pointing out that when the line was built in the early 1920s, it was built by the sweat of Irish, German and Italian immigrants. Most of the communities that now line the No. 7 train route were nothing more than farms and vacant land before the train



nothing more than farms and vacant land before the train started to run. The train opened up the Borough to a wave of immigrants seeking a new life outside of the teeming tenements of Manhattan. These neighborhoods sprouted up along the route of the train and they today make Queens the most ethnically diverse place on earth.



The train's work-a-day schedule carries thousands of people to work, but it has also played a unique role for playtime activities also. It was the train to tomorrow when it brought millions of people to the 1939-40 World's Fair and millions more in 1964-65 for the second World's Fair at Flushing Meadows. It is the transportation to the U.S. Tennis Open and to the Mets at Shea.

The Millennium Trail designation is part of a national initiative led by First Lady Hillary Rodham Clinton to preserve and publicize national treasures for the new millennium. A marker will be placed on the No. 7 line to formalize the designation but it is not clear as of now where it will be affixed. Officials at the federal Dept. of Transportation deny that the designation has anything to do with Mrs. Clinton's possible run for the U.S. Senate in New York.

Harlow, who was responsible for placing the No. 7 line application, said she hopes that people will have a greater appreciation of the train's role in our nation's history — "it is a living heritage trail," she said.

FLUSHING Times

Times/Ledger, Thursday, July 8, 1999

No. 7 line takes place in history

Diverse Flushing train lauded for importance to immigration

By Brian Lockhart

During a rainy Thursday afternoon in downtown Flushing, many of the umbrellas being folded and unfolded by No. 7 subway commuters were black, but the hands holding them were a variety of hues.

Which is why the No. 7, which ends in downtown Flushing on Main Street and begins at Manhattan's Times Square, has been named one of 16 National Millennium Trails by the Department of Transportation and First Lady Hillary Rodham Clinton.

The designations were announced June 26.

"Through the Millennium Trails project, we are building and maintaining trails that tell the story of our nation's past and will help to create a positive vision for our future," Clinton said.

Ilana Harlow, a folklorist with the Queens Council of the Arts, wrote the essay which helped win the designation for the No. 7.

She learned of the National Millennium Trails project in March through an Internet site on folklore.

Harlow said the subway, built in the early 1900s, was partly intended to redistribute immigrants crowded into Lower East Side tenements throughout the rest of New York.

As those immigrants began settling near the No. 7's tracks to commute to jobs in Manhattan, Harlow said small, ethnic communities formed and businesses grew.

"The relationship between transportation, settlement patterns and commerce evident along the No. 7 is a present-day echo of similar, albeit grander scale schemes which built our nation, such as the Appalachian Trail, the Erie Canal and the Trans-Continental Railroad," Harlow wrote.

Much of Harlow's essay was based upon information from a booklet on the No. 7 she wrote called "The International Express" and the ethnic communities through which it runs.

Produced by the Queens Council of the Arts, the Metropolitan Transit Authority, Citibank and NYNEX, the booklet was published in the mid-1990s and listed a variety of shops, restaurants and attractions near various stations.

"Get off in Sunnyside, spend an evening at a Spanish theater and a night at a Romanian disco; get off in Woodside, rent a Thai video and strike up a conversation at an Irish pub; get off in Jackson Heights, visit an Indian sari shop and dance at a Colombian night club; get off in Corona, watch the Italian game of boccie being played and buy tortillas at a Mexican bak-

Continued on Page 26

No. 7 train

Continued from Page 1

ery; get off in Flushing, eat in an Afghan restaurant and take classes in Korean calligraphy or Oriental painting."

"It's a living heritage trail," said Harlow of the No. 7. "Its route is set in steel but the destinations keep changing because new sites of interest keep emerging as immigrants settle alongside."

"Transportation is about more than asphalt, concrete and steel. It's about people," DOT Secretary Rodney Slater said, referring to the Millennium Trails. "These trails connect our nation's landscape, heritage and culture and demonstrate our national commitment to improving the quality of life for all Americans."

Harlow said special National Millennium Trail plaques will be placed along the No. 7 line. The designation earned the applicant some money as well.

Harlow did not know how much the council would receive for the No. 7, but said she hoped to use it "for some kind of cultural programs along the line of the train respective to the neighborhoods."

Other National Millennium Trails were the Unicoi Turnpike, the Cascadia Marine Trail, the Juan Bautista de Anza National Historic Trail, the Freedom Trail, the Lewis and Clark National Historic Trail, the Underground Railroad, the Civil War Discovery Trail, the Iditarod National Historic Trail, the Appalachian National Scenic Trail, the Great Western Trail, the North Country National Scenic Trail, the Hatfield-McCoy Trail System, the East Coast Greenway, the Mississippi River Trail and the American Discovery Trail.



THE NO. 7 TRAIN

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The Press of Atlantic City

HEADLINE: ENVIRONMENTAL DIGEST

Monday, July 12, 1999
Section: Region
Edition: All
Page: C4
BYLINE: By JACK KASKEY Staff Writer, (609) 272-7213

TEXT: Cape May advances in port standings

Southern Cape May County last year moved from fifth to second biggest commercial fishing port in the Northeast, according to a report released last week by the National Marine Fisheries Service, or NMFS.

The Cape May-Wildwood commercial port landed a total of 94 million pounds of fish in 1998 with a dockside value of $29.3 million, the NMFS reported.

The landings were second only to Gloucester, Mass., which landed 107.1 million pounds worth $28.4 million, according to the NMFS report.

The richest fishing port in the region last year was New Bedford, Mass., which landed 87.4 million pounds of fish worth $93.5 million, with sea scallops its most valuable fishery.

Cape May-Wildwood landed 71.1 million pounds of fish in 1997 and 82.7 million pounds in 1996. Last year's harvest pushed Cape May-Wildwood past New Bedford, Mass., Point Judith, R.I., and Portland, Me.

Atlantic City in 1998 landed 37.3 million pounds worth $17.8 million, making it the sixth biggest port in the Northeast.

Atlantic City's landings have declined from 39 million pounds in 1997 and 40.9 million pounds in 1996.

Point Pleasant was the seventh biggest port last year, landing 32.9 million pounds worth $16.7 million. Point Pleasant's landings have grown from 32.4 million pounds in 1997 and 22.1 million pounds in 1996.

New Jersey as a whole remains the fifth largest commercial fishing state of the 10 states in the Northeast region, landing a total of 195.9 million pounds of fish worth $90.9 million.

Virginia landed the most fish, 563 million pounds, while Maine landed the most valuable fish, worth $277.4 million.

Menhaden, an oily fish known locally as bunker, was the No. 1 fish caught in the region, with 517 million pounds having a value of $41.8 million.

American lobster was the top value fish, with 79.8 million pounds bringing $254.1 million.

Pinelands path may be Millennium Trail

A federal panel will announce next month which of three New Jersey hiking trails, including one through the Pinelands, will be the state's official Millennium Legacy Trail.

Sixteen national Millennium Trails already have been chosen, with trails from every state to be named in August. The initial list of 14 New Jersey trails has been narrowed to three finalists by the 11-member state Trails Council.

The finalists are:

- Batona Trail, a 49.5-mile path through Burlington County's pine and oak forests and its cedar swamps;

- Highlands Trail, a half-finished trail of about 100 miles from Phillipsburg to the Hudson River in New York State;

- The Liberty-Water Gap Trail, also unfinished, which would run from Ellis Island, through Jersey City and Newark to the Delaware Water Gap.

(Items for this column may be faxed to 272-7224 or mailed to Jack Kaskey, The Press of Atlantic City, 11 Devins Lane, Pleasantville, N.J. 08232.)

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MARYLAND GAZETTE, Wednesday, July 7, 1999

A community resource

BWI Trail more than just a place to walk

By BRIAN BOYER
Staff Writer

From the windy trail that circles the perimeter of the 3,100-acre airport to the Tom Dixon Aircraft Observation Area that brings viewers within feet of large planes landing, the just-completed BWI Trail is making its mark through its connection to the community.

The trail is so unusual that according to airport officials, it is the only known path of its kind in the United States that wraps around the entire perimeter of a commercial airport. Its first phase opened in July 1994, and the final phase was completed in May. An official grand opening celebration is expected to take place within the next couple of months.

Community response to the 12.5-mile trail, which allows recreational enthusiasts such as bikers, inline skaters, walkers and joggers to take in the scenery around the airport, has been positive. Most of the trail is asphalt, though there are wooden boardwalks over wetlands and pedestrian bridges over roads. The trail is open from dawn to dusk.

"This is something that is welcomed by the community and is very well-used," said Del. Mary Ann Love, D-Glen Burnie. "It's very neighborhood friendly."

The trail is kept up through the efforts of public and private entities such as the county Department of Recreation and Parks, the State Highway Administration and the BWI Neighbors Committee, made up of local community organizations who deal with various airport issues. The area also is watched by county police bike patrols and county park rangers.



By Christopher B. Corder — The Maryland Gazette

Jimmy Cornwell, 14, takes advantage of a recent sunny day to get in some skating on the BWI Trail. The 12.5-mile trail surrounds Baltimore-Washington International Airport.

"The people have said they think it's great," said Meg Adams, manager of airport planning. "The trail is heavily used."

The trail not only offers exercise to residents, but it also features prime north county sightseeing. Beginning at the Linthicum light rail station, the trail takes pedestrians past the Benson-Hammond House, headquarters of the Ann Arrundell County Historical Society and south along Aviation Boulevard, across Dorsey Road to the Stewart Avenue Bridge. From there, people have the option to continue over the bridge, which connects the BWI Trail with the Baltimore & Annapolis Trail Park, or to head west toward the Tom Dixon Aircraft Observation Area, which provides a closeup view of planes descending onto one of BWI's busiest runways.

The observation area, which offers public parking, restrooms, drinking fountains, benches and playground equipment is one of the more popular areas on the trail for residents. The area is located on Dorsey Road at the end of BWI's main runways.

"It's a nice area. I really enjoy watching the planes landing," said Bruce Kern of Glen Burnie.

"I have gone bike riding on the trail many times," said Matt Castle of Glen Burnie. "This is a nice thing for the community."

At its north end, the trail also allows people the chance to see the terminal up close, with a half-mile spur over Route 170, toward the Maryland Department of Transportation Building and the BWI light rail station and international terminal.

"Anything that makes the airport more enjoyable, we'll take advantage of," said airport spokesman John L. White. "This is impacting the community in a positive way."

St. Louis Post-Dispatch

July 5, 1999, Monday, FIVE STAR LIFT EDITION MADISON COUNTY POST, Pg. 1

Trails Designation Could Mean Tourism Boost For Alton

4 TRAILS THAT MADE CUT FOR NATIONAL LIST CROSS METRO EAST

Terry Hillig
Of The Post-Dispatch
ALTON

The recent designation of 16 National Millennium Trails by the Clinton administration could be another boost for Alton area tourism, an official said.

Three of the trails pass through the Alton area and another crosses the Mississippi River nearby in St. Louis.

The Millennium Trails program is an initiative of the White House Millennium Council in partnership with the U.S. Department of Transportation and the Rails-to-Trails Conservancy. The purpose is to recognize, promote and stimulate creation of trails to "honor the past and imagine the future" as a new century begins.

"I think it's going to mean a lot of promotion and publicity for the area," said Doug Arnold, executive director of the Greater Alton/Twin Rivers Convention and Visitors Bureau.

"It's another opportunity to gain some recognition and attract additional visitors to our area," he said. "We may be one of the few CVBs in the country with so many trails."

Hillary Rodham Clinton and U.S. Transportation Secretary Rodney E. Slater announced the 16 National Millennium Trails in Pittsburgh on June 26. They include:

* The Lewis and Clark National Historic Trail, beginning at Camp DuBois near Wood River and ending at Les Shirley Park in Oregon. The 3,700-mile trail retraces the path taken by the Lewis and Clark Expedition of 1804-1806.

* The Mississippi River Trail, starting in New Orleans and now ending at St. Louis. It will be extended, though, to the river's headwaters at Lake Itasca in Minnesota - a route of 2,000 miles.

* The Underground Railroad, a loosely constructed network of routes taken by fugitive slaves to reach freedom. The Alton area has several significant Underground Railroad sites.

* The American Discovery Trail, to stretch "sea to sea," 6,356 miles between Cape Henlopen State Park in Delaware and Point Reyes National Seashore in California. In the Midwest, the trail splits, with one route through Chicago and Omaha and another through St. Louis and Kansas City.

The trail designations follow by about a year the designation of the Meeting of the Great Rivers National Scenic Byway, a 50-mile highway route that stretches from Alton to Kampsville. It is expected to draw increasing numbers of tourists to the area each year.

The trails "definitely should be a benefit and a boon to the area," Arnold said.

The Millennium Trails project is intended to build, enhance and extend the nation's overall trail system, now totaling some 250,000 miles or six times the length of the interstate highway system.

Other trails across the county will later be designated Millennium Legacy Trails or Community Trails 2000.

Trails recognized in the Millennium Trails program will be eligible for additional promotion and funding from federal and state governments and private partnerships.

Post-Dispatch Map - Millennium Trail proposed paths (Map of the United States showing route of proposed paths)

* Lewis and Clark Trail : Wood River, Illinois to Les Shirley Park, Oregon

* American Discovery Trail : Cape Henlopen, Delaware to Point Reyes, National Seashore, California

* Mississippi River Trail : Minneapolis / St. Paul, Minnesota to Baton Rouge, Louisiana

* The Underground Railroad, a variety of routes Southern slaves traveled north, had several sites in Alton.

GRAPHIC: MAP

GO Network GO Kids GO Family GO Money GO Sports GO Home
ABOUT GO NETWORK SIGN IN FREE E-MAIL
INFOSEEK ABCN WEB SEARCH
ABC NEWS Shows
NETSCAPE NOW!
To turn on the news at work.

Subway is Heritage Route

World News Tonight Saturday/Sunday

Saturday, July 3
(This is an unedited, uncorrected transcript.)

AARON BROWN On this holiday weekend, we wanted to end the broadcast with a Fourth of July story. We confess, we like this one a lot.

It started with one of those millennium lists, this one naming 16 national millennium trails. They were chosen—all 16—because they represent an important piece of the nation's history. Some, more obviously, than others.

(VO) When you think of the nation's historic trails, you likely think of places like the Appalachian National Scenic Trail, 2,000 miles, and that made the list. So did the Lewis and Clark Trail, which ends at the Columbia River in Oregon.

You do not likely think of New York's 7 Train, the subway. Starting underground at Times Square in the middle of Manhattan and ending above ground in Queens, it is seven miles that speaks volumes about our history in this century, something the Queens Council on the Arts understood when it nominated the 7Train.

ILANA HARLOW, QUEENS COUNCIL ON THE ARTS They were looking for trails which illustrated the history and cultural heritage of the US And the number 7 Train does that.

AARON BROWN (VO) Built in the early 1900s Queens was mostly farmland then, and the number 7line gave immigrants—and the country was flooded with immigrants—a way out of the crowded tenements and sweatshops on Manhattan's lower east side. And it still does.

ILANA HARLOW You could say that pioneering efforts can be seen along the route of the train. It's the American dream—people come from all over the world to try to make a life in New York.

AARON BROWN (VO) And what trail could be more important than that? The trip through New York Harbor to the freedom and opportunity that could be found for the price of a ticket and a seven-mile ride on the 7 Train. A Fourth of July story

We're always interested in hearing from you. E-mail us at weekend@abcnews.com.

That's our report for tonight. Tomorrow on *This Week* with Sam Donaldson and Cokie Roberts, Susan Molinari and Geraldine Ferraro on First Lady Hillary Clinton's probable run for the Senate.

I'm Aaron Brown. From all of us at ABCNEWS, good night.

SUMMARY

One of New York City's subway trains has been honored as a National Historic Trail.

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Hartford Courant

Source: The Hartford Courant
Date: 07/02/1999
Document ID: PN19990706060003829
Subject(s): LOCAL/REGIONAL
Citation Information: 7 SPORTS FINAL; CONNECTICUT Section
Author(s): Courant Washington Bureau

Hartford Courant

STATE PART OF NEW URBAN TRAIL

WASHINGTON Connecticut will become part of a new federal urban trail linking 15 East Coast states from Maine to Florida, U.S. Rep. Sam Gejdenson, D-2nd District, said this week. The trail, to be known as the East Coast Greenway, will be similar to the inland Appalachian Trail but will run through such major cities as Boston, New York, Washington, Charleston and Miami, said Gejdenson, who promoted the idea. In Connecticut, the trail will parallel Long Island Sound from the New York border to New Haven, where it will turn north to Simsbury and then snake through more than a dozen eastern Connecticut towns, exiting the state at Sterling.

The greenway is one of 16 new National Millennium Trails approved by the U.S. Department of Transportation. Gejdenson said it eventually will be connected to other Connecticut trails and will increase recreation and tourism along its path. Completion is expected by 2010.

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The Metro Section

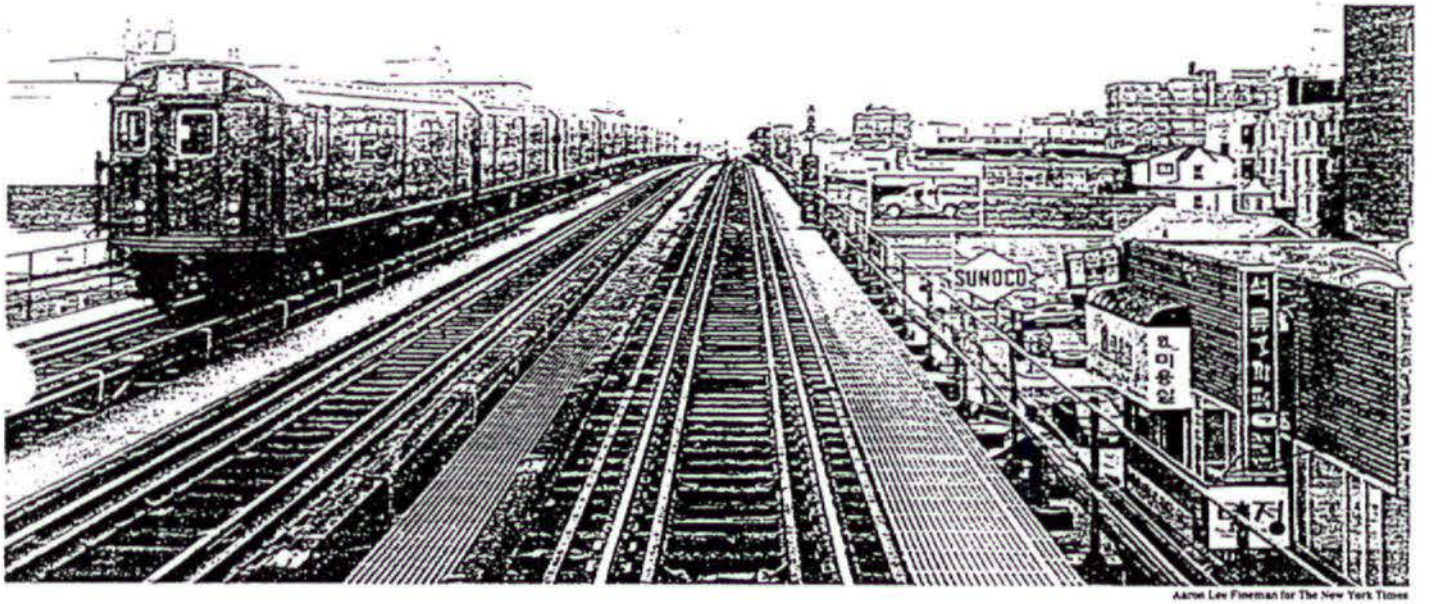
B1

THURSDAY, JULY 1, 1999

The New York Times

Some Hear a Screech, Others America's Story

For Aiding Immigration, No. 7 Line Is Named a Historic Trail. Who Knew?



Aaron Lee Fineman for The New York Times

By SOMINI SENGUPTA

When the White House released its list of 16 so-called National Millennium Trails the other day, it read like a flashback to one's sixth grade social studies textbook: There was the trail marking Lewis and Clark's expedition to Oregon, the Underground Railroad used by enslaved African-Americans fleeing the South, the trail along the venerable Mississippi River, stretching from New Orleans to Minneapolis.

Then, on the second page of the list, one curious item prompted a double take: The No. 7 subway line, that packed, red-bodied snake crawling noisily above Roosevelt Avenue in Queens.

Who woulda thunk it?

Apparently awed by the polyglot pastiche that many New Yorkers alternately relish or put up with every day, the White House lent its imprimatur to the No. 7 line last Saturday, when it announced its list of trails. The recognition is part of a larger initiative, led by Hillary Rodham Clinton, to preserve and publicize national treasures for the new millennium.

Walter Finch, a special assistant in the Department of Transportation, the Federal agency working on the trails project, said the list was intended "to raise the level of awareness and hopefully bring private sponsorship."

Each of the trails will receive a marker bearing a White House millennium logo, although it isn't clear exactly where that would be placed along the No. 7 line. Other than the marker, the designation brings only $500,000 to be shared by all 16 sites for celebrations next year. (Mrs. Clinton's widely publicized Senatorial ambitions, Mr. Finch insisted, had nothing to do with the selection of the No. 7 line.)

With the exception of the subway line, the 16 trails selected from more than 60 applicants are major monuments of American history and lore, from the Hatfield-McCoy trail tracing the old logging roads and rail beds of West Virginia, to the Iditarod National Historic Trail in Alaska, famous for the dog sled race.

The No. 7 line is the only trail on the list to commemorate contemporary social history. Ilana Harlow, the folk arts program director with the Queens Council of the Arts who wrote the application for the No. 7 line, described the people along the route as latter-day pioneers, men and women who moved to New York City and opened the first Indian sari shop, say, or the first Mexican bakery.

"It is so representative of the history of the nation on a smaller scale when you think of how immigrants came and settled," said Ms. Harlow, a folklorist who wrote her dissertation at Indiana University on traditional Irish legends before coming to explore Queens. "It is a living heritage trail."

To many New Yorkers, the No. 7 line, also known as the Flushing line, has in recent years become a kind of metaphor for the remarkable diversity of Queens — home to a greater number of nationalities than any other county in the nation.

It is a subterranean snake from Times Square to Long Island City. There it rises up and rattles noisily over Roosevelt Avenue, flying above the Irish pubs of Woodside and the Colombian nightclubs of Jackson Heights to the jumble of Chinese herb shops and all-night Korean barbecue houses

Continued on Page B2

Along with the path of the Lewis and Clark expedition and the Underground Railroad, the No. 7 subway line, a Queens workhorse, has been recognized by the White House as one of 16 National Millennium Trails.

A Screech To Some, No. 7 Train Wins Honor

Continued From Page B1

of Flushing.

Yesterday, riders on the No. 7 line readily understood the rationale of the national designation. "It's sort of like a connecting link," observed Barbara Hill, 53, as she waited on the eastbound platform of the Roosevelt Avenue station. But she quickly interjected what she really thought about the line. "Sometimes," she said, "it's dirty."

For what it's worth, the Strapgers Campaign earlier this year found the No. 7 to be the cleanest subway line in the city.)

Many riders were unimpressed yesterday by the highfalutin honors from Washington. Sure, the No. 7's ridership is diverse, they said, but try getting on in the morning.

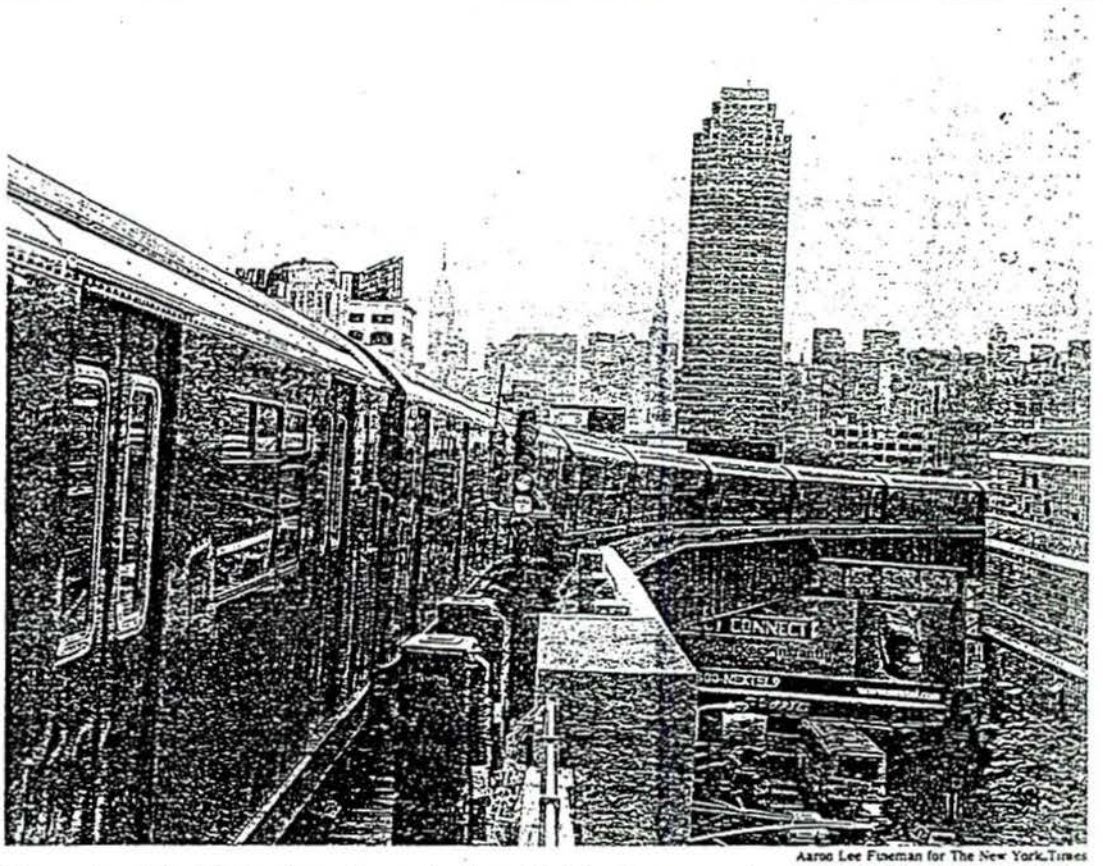
When she worked in Manhattan, said Jae Chong, 27, of Jackson Heights, she sometimes had to wait for two or three trains to go by before she could squeeze in.

"It's so crowded," Ms. Chong said yesterday as she climbed aboard a relatively empty car on her way to Queens College, where she is studying to be a teacher. "I'd rather ride the E or F train."

According to transit officials, the No. 7 line carries 400,000 riders on an average weekday and ranks as the 10th busiest of the city's 20 subway lines. Still, during the rush, its stations can test the patience of even that rare breed, patient New Yorkers. People cram in so close that they can practically smell what the next guy ate for lunch.

According to official tallies, the Main Street station in Flushing is the most heavily used station outside Manhattan, with an average of 47,000 riders a day. Perhaps, in this context, the No. 7's most remarkable feature is that fisticuffs don't break out more often. People manage to tolerate each other — at least, most of the time.

"There's more tension in the morning when it's crowded and people push each other and get on each others nerves," Vicky Kuo, 21, of Flushing, pointed out. "Other than that, I guess it's O.K."



Aaron Lee Fineman for The New York Times

The tracks of the No. 7 subway line snake from Flushing, Queens, to Long Island City before heading underground toward Times Square. To some, the train's riders represent latter-day pioneers to New York.

THE FRESH AIR FUND: 1877-1999

Northern Light

StarNet
The Arizona Daily Star Online

Source: The Arizona Daily Star
Date: 06/29/1999
Document ID: PN19990701020051330
Subject(s): LOCAL/REGIONAL; USG TRANSPORTATION HISTORIC
Citation Information: Vol. 13-123; METRO/REGION Section
Author(s): Hanna Miller

StarNet
The Arizona Daily Star Online

Anza Trail receives millennium designation

The 1,250-mile trail that a Spanish explorer followed from Mexico to Northern California has wound its way onto a list of the nation's most precious pathways. The U.S. Department of Transportation last weekend designated the Juan Bautista de Anza National Historic Trail as a Millennium Trail.

Millennium Trails are the roads, rivers and routes that best tell America's story.

Sixteen trails nationwide qualified for the title.

"It's fantastic," Anza Trail committee president Don Kucera said. "We worked very hard on our proposal."

Although no money accompanies the award, Kucera hopes the designation will generate publicity for the Anza Trail. The trail is being restored in small sections; the first segment was completed in 1990.

"This is a very young trail," Kucera said. "It's going to take a while to get it done."

Houses and factories are now firmly planted where de Anza once trod, making a total re-creation impossible. But Kucera said volunteers are working diligently to further restore the trail during the next millennium. A 4 1/2-mile stretch between Tumacacori and Tubac is already a popular destination for birders and hikers.

De Anza probably didn't waste much time birding in 1775 when he transformed an old Indian road into his expedition route. De Anza led 350 colonists from western Mexico up to and along the Santa Cruz River to Tucson, then turned west and north toward San Francisco.

"It's a very wonderful feeling to wander through that area," said Nancy Kelly, former president of the

Anza Trail committee.

Kucera said the committee is planning events to celebrate the trail, including a birthday party for de Anza.

"This project is just getting under way," said Steve Anderson, a Pima County Parks and Recreation planner. "This trail is really part of our heritage, and we want it protected in perpetuity."

OTHER MILLENNIUM TRAILS

* Unicoi Turnpike: A 68-mile trail in east Tennessee.

* Cascadia Marine Trail: A water trail in the Pacific Northwest popular with canoers.

* Freedom Trail: Connects 15 sites in old Boston significant to America's revolutionary history.

* Lewis and Clark National Historic Trail: Commemorates the Lewis and Clark expedition of 1804-06, covering 3,700 miles from St. Louis to Oregon.

* Underground Railroad: Follows numerous secret routes that slaves took from the South to the North.

* Civil War Discovery Trail: Connects Civil War battlefields, military routes and historically significant routes.

* International Express: The Number Seven train through Queens, N.Y., connects a series of immigrant neighborhoods.

* Iditarod National Historic Trail: A 938-mile route, surveyed in 1908, that is America's only remaining frontier trail. The yearly Iditarod dogsled race commemorates the delivery of serum to Nome, Alaska, during a diphtheria epidemic.

* Appalachian National Scenic Trail: A narrow 2,000-mile foot path that stretches from Georgia to Maine.

* Great Western Trail: Follows the spine of the Rocky Mountains from Canada to Mexico.

* North Country National Scenic Trail: Binds together more than 160 state parks, forests and wildlife areas from New York to North Dakota.

* Hatfield-McCoy Trail System: Old railbeds, logging roads and unused coal routes will be recycled into a 2,000-mile trail system in West Virginia.

* East Coast Greenway: Connects 15 states along the Atlantic Coast from Maine to Florida.

* Mississippi River Trail: Envisioned as a bike route that will follow the Mississippi from Minneapolis to New Orleans.

* American Discovery Trail: Will cover more than 6,500 miles across the nation.

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Title: US DOT: Hillary Clinton, U.S. Transportation Sec announce 16 National **Millennium Trails**

Summary: Celebrating America's rich history, as well as its bright future in the 21st century, First Lady Hillary Rodham Clinton and U.S. Secretary of Transportation Rodney E. Slater today designated 16 National **Millennium Trails**. The designations were announced in Pittsburgh at the International **Trails** and Greenways Conference organized by the Rails-to-**Trails** Conservancy. The **Millennium Trails** initiative is a part of the White House **Millennium** Council's efforts to stimulate national and local activities to "honor the past and imagine the future." This public/private partnership is led by the Department of Transportation, the Rails-to-**Trails** Conservancy and a collaborative of other agencies and organizations. The purpose of **Millennium Trails** is to spark the creation and enhancement of more than 2,000 **trails** as part of America's legacy for the future.

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Source: M2 Communications Ltd.
Date: 06/29/1999 13:58
Price: Free
Document Size: Short (1 or 2 pages)
Document ID: FC19990629320000201
Subject(s): Alaska; Canada; Caribbean; Charity; Coal; Communications; Conference; Corporate; Exploration; Florida; Georgia; Gold; Government; Habitat; Maine; Men; Mexico; Military; **Millennium**; Mississippi; Missouri; Mto; New York; News; Newsgrid; North America; North Dakota; Oregon; Partnership; SEC; Steel; Tennessee; Trade; Transportation; United States; USA; Virginia; War; Weather; West Virginia; Wildlife; Women

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US DOT: Hillary Clinton, U.S. Transportation Sec announce 16 National Millennium Trails

Story Filed: Tuesday, June 29, 1999 1:58 PM EST

JUN 29, 1999, M2 Communications - Celebrating America's rich history, as well as its bright future in the 21st century, First Lady Hillary Rodham Clinton and U.S. Secretary of Transportation Rodney E. Slater today designated 16 National **Millennium Trails**. The designations were announced in Pittsburgh at the International **Trails** and Greenways Conference organized by the Rails-to-**Trails** Conservancy. The **Millennium Trails** initiative is a part of the White House **Millennium** Council's efforts to stimulate national and local activities to "honor the past and imagine the future." This public/private partnership is led by the Department of Transportation, the Rails-to-**Trails** Conservancy and a collaborative of other agencies and organizations. The purpose of **Millennium Trails** is to spark the creation and enhancement of more than 2,000 **trails** as part of America's legacy for the future.

First Lady Hillary Rodham Clinton said, "Through the **Millennium Trails** project, we are building and maintaining **trails** that tell the story of our nation's past and will help to create a positive vision for our future. The 16 National **Millennium Trails** that Secretary Slater designated today are all visionary projects that define us as Americans."

"Transportation is about more than asphalt, concrete and steel, it's about people," said Secretary Slater. "The National **Millennium Trails** connect our nation's landscape, heritage and culture and demonstrate our national commitment to improving the quality of life for all Americans. The designated National **Millennium** Trails symbolize America's legacy for the **Millennium**." David Burwell, President of the Rails-to-**Trails** Conservancy, said, "All of the more than 50 applicants for National **Millennium Trails** designation deserve recognition. The National **Millennium Trails** announced today represent a cross section of the growing **trails** movement in America."

American Express is the lead corporate partner for **Millennium Trails**. Beth Salerno, president of American Express Foundation, said, "We are making a $500,000 grant to **Millennium Trails** in recognition of this great legacy for our nation. It builds on our long term support for historic and cultural **trails** worldwide. The trail and greenway movement is changing the American landscape and we are proud of our active involvement with **Millennium Trails**." The 16 National **Millennium Trails** designated today are:

The Unicoi Turnpike -- A 68-mile trail dating from the first **millennium** that carried the Cherokee people from the flatlands east to the Smokies through the mountains to the hills of East Tennessee. It provided similar passage for European settlers in Colonial and post-revolutionary times. In our day, the Unicoi spirits contemporary Americans into remote trailside communities still reflective of Cherokee and Appalachian cultures.

The Cascadia Marine Trail -- A water trail in the Pacific northwest currently enjoyed by canoeists, kayakers and other watercraft as they explore the beauty of Puget Sound and witness the grandeur of Mount Rainier. It follows the wake of inlets and coves that originally marked a Native American water trade system. The Juan Bautista de Anza National Historic Trail -- Stretches 1,200 miles from the Mexican border to San Francisco, marking the route of exploration and settlement followed by the Spanish as they claimed the Pacific coast for the Iberian Crown.

The Freedom Trail -- Connects 15 sites in old Boston that capture America' s revolutionary history, including Faneuil Hall, where plans were laid for an infamous tea party, and Old North Church, watched closely one night by Paul Revere as he rowed with muffled oar to the Charlestown shore. The Lewis and Clark National Historic Trail -- Commemorates the Lewis and Clark expedition of 1804-06, which covered 3, 700 miles of American frontier from St. Louis, Missouri, to the mouth of the Columbia River in current-day Oregon. It opened the continent of North America to European settlement. The Underground Railroad -- Follows multiple secret routes that originated in the South, intertwined throughout the North, and eventually led to Canada, the western territories, Mexico, the Caribbean, and freedom for those people held in bondage below the Mason-Dixon line. Loss of life or severest punishment was risked by fleeing slaves determined to find their destiny as free men and women. Civil War Discovery Trail -- Identifies and thematically connects the battlefields, military routes and sites of historic significance from the nation's most serious breakdown in domestic tranquility. It provides a lens through which contemporary Americans can view the war which tore the nation so dramatically asunder and offers lessons for its continued binding without malice and redeemed by charity.

The International Express -- The Number Seven Train through Queens, New York, connects a series of nmigrant neighborhoods and is a metaphor for the migration of all the world's people to America's shores. Pakistani, Irish, Romanian, African-American, Italian, Korean, Hispanic, Indian, Argentinean and other ethnic neighborhoods are connected and available for exploration and cultural discovery on this route from Sunnyside to Flushing.

Iditarod National Historic Trail -- Surveyed in 1908 by the U.S. Government, the Iditarod is America's only remaining frontier trail. Its 938 miles connect remote settlements to each other, mark the way of the Klondike Gold Rush, and provide a yearly reenactment of the dogsled race-of-mercy that brought life-saving serum to diphtheria-ridden Nome, Alaska. Winter travelers go by sled, snowshoe, snowmobile or cross country ski. Warm weather natives and visitors explore the trail via all modes of conveyance, including watercraft where the trailway has melted.

Appalachian National Scenic Trail -- Reaffirms America's love and respect for the great beauty of our land and is the nation's first major consciously-created trail. Not a route of exploration, settlement or trade, it is rather a 20th century recognition that we will have no trails in modern times unless we purposefully build and protect them. Stretching over two thousand miles from Georgia to Maine, the Appalchian Trail is a narrow footpath traversing the Appalachian Mountains' ridge-crests and major valleys. The need to protect the Appalachian Trail from encroaching development led to the passage of the National Trails System Act in 1968.

The Great Western Trail -- Follows the spine of the Rocky Mountains and stretches across America on a north/south axis from the Canadian to the Mexican border. It traverses lands managed by the federal government, five states and the Navajo Indian Nation. Its unique design of parallel routes accommodating different trail users allows a wide range of Americans access to the grandeur of our West.

The North Country National Scenic Trail -- Provides a narrow route through the unique northern rim pography of the continental United States and binds together over 160 state parks, forests and wildlife areas rom New York to North Dakota. It is a traceable footpath providing hiking opportunities through seven states, potentially covering 4,600 miles.

Hatfield-McCoy Trail System -- Employs an entirely new approach to trail building by forging a partnership with the corporate giants who own the coal fields of southwest West Virginia and surrounding states. Old railbeds, abandoned logging roads and other unused routes that once transported the region's wealth to fuel industrial America, will be recycled as a 2,000-mile trail system accommodating off-highway motorcycle and all-terrain vehicle riders, equestrians, mountain bikers, hikers and other trail users. The East Coast Greenway -- Sweeps the Atlantic Coast from Maine to Florida connecting 15 of America's most populous states and virtually every major city of the eastern seaboard. It will incorporate scores of currently disconnected local trails and traverse a remarkable range of urban, suburban, village and rural landscapes, providing recreation, transportation and historic assets to literally millions of east coast Americans.

The Mississippi River Trail -- Combines bicycling and blues by following the nation's mightiest river from Minneapolis to New Orleans. Envisioned as a bicycling route that will touch upon the cultural, historic and natural and habitat richness of the Mississippi River Valley, this trail will allow Americans to experience first-hand what Mark Twain has described as the "body of the nation."

American Discovery Trail -- From Sea-to-Shining Sea becomes a trail reality as the American Discovery Trail crosses the nation on a continuous line of existing trails, rail-trails, canal towpaths, forest lanes and country roads. When complete, the trail will cover over 6,500 miles, connecting America to America, our dreams to our realities, and the past which we honor to the future of our imaginations.

For additional information about **Millennium Trails**, please visit www.millenniumtrails.org

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FOR IMMEDIATE RELEASE
June 28, 1999

HATFIELD-MCCOY TRAILS RECEIVE FEDERAL RECOGNITION

PICKERINGTON, Ohio -- First Lady Hillary Clinton and U.S. Transportation Secretary Rodney Slater have declared the Hatfield-McCoy Trail System in West Virginia a "National Millennium Trail," the American Motorcyclist Association (AMA) reports. The prestigious designation places the system, which will open next year, in the top tier of the nation's showcase trails.

On June 26, the first lady and Slater designated 16 "National Millennium Trails" under the federal Millennium Trails initiative. The designations were announced in Pittsburgh at the International Trails and Greenways Conference, which was organized by the Rails-to-Trails Conservancy.

The Millennium Trails initiative is a part of the White House Millennium Council's efforts to stimulate national and local activities to "honor the past and imagine the future." This public/private partnership is led by the U.S. Transportation Department, the Rails-to-Trails Conservancy and other agencies and organizations.

The purpose is to spark the creation and enhancement of more than 2,000 trails as part of America's legacy for the future.

"Through the Millennium Trails project, we are building and maintaining trails that tell the story of our nation's past and will help to create a positive vision for our future," the first lady said.

The Hatfield-McCoy Trail System employs what U.S. Transportation officials call "an entirely new approach to trail building" by forging partnerships with the corporate giants who own the coalfields of southwest West Virgina and surrounding states. Old railbeds, abandoned logging roads and other unused routes that once transported the region's natural resources to fuel industrial America will be recycled into a 2,000-mile trail system.

The trail system will be used by off-highway motorcycle and all-terrain vehicles riders, equestrians, mountain bikers, hikers and others.

"Beginning with the vision of West Virginia enthusiast Leff Moore, Hatfield-McCoy has attracted full bipartisan support from both houses of Congress, the state's legislature, local government and, most importantly, the local landowners whose properties will support the trails," said Eric Lundquist, the AMA's senior legislative affairs specialist.

"The AMA is a proud supporter of this program, committing substantial Association staff time and funds in this important effort," he said.

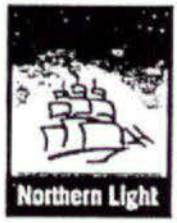
With the new designation, the Hatfield-McCoy Trail System benefits from enhanced media visibility, special partnerships, and funding opportunities that may develop as part of the Millennium Trails initiative.

The trail system also gets a Millennium Trails marker, a map and description of the trail included in a new National Trails Database and on the Millennium Trails website, and special recognition on

National Trails Day 2000

The other trails designated as National Millennium Trails are: the Unicoi Turnpike in east Tennessee; the Cascadia Marine Trail in the Pacific Northwest; the Juan Bautista de Anza National Historic Trail in California; the Freedom Trail in Boston; the Lewis and Clark National Historic Trail that stretches from St. Louis, Missouri to Oregon; the Underground Railroad that slaves in the South followed to freedom; the Civil War Discovery Trail that connects battlefields and military routes; the International Express train line through Queens, New York; the Iditarod National Historic Trail in Alaska; the Appalachian National Scenic Trail that stretches from Georgia to Maine; the Great Western Trail that runs from Mexico to Canada; the North Country National Scenic Trail from New York to North Dakota. The East Coast Greenway from Maine to Florida; the Mississippi River Trail from Minnesota to Louisiana; and the American Discovery Trail that criss-crosses America.

-30-



Florida Times-Union

Title: Jacksonville paddling toward ecotourism dollars

Summary: Joel and Stacie Tillery could be the answer to Jacksonville's tourism dreams. The newlywed couple, students at Mississippi State University, spent part of their honeymoon last week kayaking in the Timucuan Ecological and Historic Preserve.

Source: **The Florida Times-Union**
Date: 06/27/1999
Price: $2.95
Document Size: Short (1 or 2 pages)
Document ID: PN19990629050019819
Citation Information: FINAL; Issue: PSA-2377; NATIONAL / INTERNATIONAL Section
Author(s): Times-Union staff writer Steve Patterson
Document Type: Article

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Florida Times-Union

Jacksonville paddling toward ecotourism dollars

Joel and Stacie Tillery could be the answer to Jacksonville's tourism dreams. The newlywed couple, students at Mississippi State University, spent part of their honeymoon last week kayaking in the Timucuan Ecological and Historic Preserve.

"I wanted some kind of active way to see the sights," said Joel, who found an Internet site for a kayak company while planning their vacation on Amelia Island. The novice paddlers paid $50 apiece to learn to navigate in Simpson Creek, a tidal stream snaking through North Jacksonville marshland alive with wading birds.

Business leaders and politicians are pinning hopes for Northeast Florida's travel industry on the miles of undisturbed forests and coastal marsh targeted for conservation and increased public access by Mayor John Delaney's Preservation Project, a $312.8 million initiative launched this spring.

With its mix of water, woodlands and unique historical sites, they envision Jacksonville as a destination for ecotourism that could draw visitors from across the country.

But turning that hope into a livable reality will be a matter of deliberate, careful work to cultivate businesses that can grow around pristine waterways and rare wildlife without overwhelming them.

"It's a buzz word right now. A lot of what . . . communities are talking about is not ecotourism. It's just taking what they've already got and repackaging it," said Kitty Ratcliffe, president of the Jacksonville and the Beaches Convention and Visitors Bureau.

Despite rapid growth in the number of vacationers who want outdoor recreation, striking a balance between commerce and nature has proven difficult, said Jerry Mallett, president of the Colorado-based Adventure Travel Society.

"We don't do a good job here because we don't get good {environmental} management," he said.

Mallett's group stages a yearly World Congress on Adventure Travel and EcoTourism that will focus this year on making businesses both sustainable and marketable.

For Northeast Florida, one of the most basic questions will be how much tourism nature can tolerate.

The National Park Service, state parks and City Hall, all large landowners in northeastern Jacksonville, have been developing plans for a seamless web of footpaths, bike trails and boating facilities crossing agency property lines.

Legislation in Congress is seeking aid for projects including a visitors center, observation trails and docks for boats or water taxis to ferry visitors to key destinations, such as the 201-year-old Kingsley Plantation, originally designed to be accessed by water.

The legislation is being offered to help Jacksonville's Preservation Project, which has made the Timucuan a focal point for its efforts. The project is expected to try to buy more nearby land.

Jacksonville is also part of an **East Coast Greenway**, a network of off-road trails from Canada to Key West. Last week, the **greenway** was named one of 16 projects in a federal National Millennium Trails program.

Supporters of the ecotourism push have already found that efforts to encourage visitors raise a number of questions that conventional hotel and theme park tourism rarely considers.

For example, Ratcliffe said a concessionaire would probably be contracted to sell food and drinks at a tourist center. The company that's hired will face questions about the amount of trash it would generate and use of Styrofoam plates and cups, plastic and other material that could end up as trailside litter.

No hotels or inns are planned within the Timucuan. Visitors instead would be expected to stay downtown, at the beaches or in other developed areas, and make day trips to the parks and preserves. Mallett said that approach is more "farthinking" than in some communities, and said that areas around national parks in some Western states have become tacky and commercialized because of development at the parks' edge.

Tourism officials also hope to attract a company that would offer horse rentals and guided equestrian tours and others to rent bicycling and boating gear. Because there is no track record for such business locally, any companies filling that slot are likely to be small independent firms willing to gamble on the area's potential.

However managers of the property, most of it lying within a 46,000-acre federal preserve, are expected to set limits on the amount and type of traffic -- by boat, foot or horse -- allowed in any one area.

It's a matter of protecting what visitors are coming to see, said Ray Hetchka, who with his wife, Jody, runs Kayak Amelia, the business that taught the Tillerys how to paddle.

Bring in too many people, he said, and the rivers will fill up with pollution and the wildlife will

leave.

"This place is going to be on the map. People are going to be coming," said Hetchka, who opened the business two years ago after moving from New Hampshire. "This place is heaven for kayakers, and people haven't discovered it yet."

The morning of the Simpson Creek trip, the only other customer was Cathy Brooks-Fincher, a vacationer from Atlanta who wanted to learn more about kayaking before trying it with her children. With her husband often on the golf course, the creek trip was a sort of "equal time" issue, said Brooks-Fincher, who was staying in Ponte Vedra Beach.

How many other visitors will eventually want that same outdoor adventure is really a matter of conjecture.

A 1998 report based on a U.S. Census Bureau study estimated that 182,000 people already took part in some kind of wildlife viewing in Duval County, creating an industry with an economic impact projected to be $176 million annually. The study was done for the U.S. Fish and Wildlife Service.

Paired with hunting and fishing, the study estimated naturebased recreation had a $265 million yearly impact and fueled over 3,800 jobs in Duval County.

However, Ratcliffe said she thinks Northeast Florida has done far less than other parts of the state to capitalize on environmental recreation, noting that a phone survey financed by a statewide tourism entity concluded 51.6 percent of vacationers were taking part in nature-based activities such as exploring preserves.

She said she was certain that many fewer visitors to Jacksonville take nature-oriented trips, and that making it easier for them to do so would boost the region's tourism business. About 4.8 million people are thought to have visited Northeast Florida last year.

The convention bureau began marketing nature-based vacations "prematurely" more than a year ago, hoping to build a demand for that type of travel, Ratcliffe said.

The bureau ran a single ecotourism ad campaign last year that appeared in the Sierra Club's national magazine and one for the vacation industry. But they stopped after receiving phone calls from people who wanted more information, and found Jacksonville had almost no businesses actually in place to handle ecotourism.

Ratcliffe said she expects at least another year to pass before any new facilities are in place to encourage ecotourism.

But Hetchka, who now sits on various committees considering the area's future, said he has no doubt the visitors will come.

"I can't believe we're the first ones here," he said.

INFOBOX

HITTING HOME

Ecotourism is a catch phrase for outdoor recreation such as hiking, birding, horseback riding and fishing, done in ways that don't harm the environment.

News
Meeting to Address Options for Group Managing Niobrara
Julie Anderson

06/27/1999
Omaha World-Herald
Sunrise
Page 6b
(Copyright 1999 Omaha World-Herald Company)

It's coming down to crunch time on the Niobrara River.

Officially, the National Park Service was given 60 days to decide whether to appeal a judge's June 15 ruling that the agency gave too much authority to the local Niobrara Council for managing the 76-mile Niobrara National Scenic River east of Valentine, Neb.

So principle players in the drama will gather at the Park Service's Midwest Regional Office on July 13 to work through the options: appeal the judge's decision, rewrite the management plan to meet court requirements, or seek legislation to allow the existence of the Niobrara Council.

"Everyone is vigorously assessing the alternatives," said Paul Hedren, superintendent of the Park Service's Niobrara-Missouri National Scenic Riverways office in O'Neill, Neb.

If the agency decides to appeal, it will be up to the U.S. Justice Department to file the appeal within 30 days, just before the 60-day deadline.

Meanwhile, the council is moving forward, Hedren said. The 15- member body, made up of local landowners, county board members, outfitters, and state and federal officials, recently hired an executive director, who is expected to go to work about July 1 at the council's Valentine office.

The council has worked to establish a code of conduct for river users, post signs and install toilets along the river.

The Park Service has been ordered to stop following the existing plan, Hedren said. The agency has argued that the Niobrara Council and an advisory commission were sanctioned under the 1991 act by which Congress designated the Niobrara National Scenic River. Because much of the land along the river is in private hands, Congress encouraged state and local involvement in the river's management.

If the players decided to push for a federal law establishing the Niobrara Council, there would be precedent, he said. A similar council was created under federal law on the Upper Delaware River, another scenic stretch. The Park Service, however, has not argued for or against such a move.

The agency's overriding goal, Hedren said, is "to recapture where we were two weeks ago. Where we were was good."

Prairie Management

As easy and free as prairies appear to be, establishing, restoring and managing them can be tricky.

There are seeds to choose, weeds to eliminate and natural regimes to maintain, sometimes with the use of fire. But for the private landowners dealing with prairies, it's not easy finding someone who

knows how to conduct a prescribed burn.

David Breyfogle of Luverne, Minn., said that was why, two years ago, he started the Prairie Stewardship Project, a company aimed at helping landowners plant, restore and maintain prairie.

The company isn't alone. Natural Habitats Unlimited Inc. in Gretna also plants, restores and maintains prairie. But Breyfogle offers the additional service of managing burns, along with other maintenance options such as grazing or mowing plans.

Breyfogle, by day a prairie specialist with the Minnesota Department of Natural Resources, earlier this spring did several small burns to control invading trees - elms and boxelder - on a 30- acre tract near Blair. Breyfogle is a native of Mondamin, Iowa, and his wife, Barrie, originally is from Blair.

Breyfogle said he has led more than 100 burns without incident. He's a certified fire boss for the Minnesota agency and the Nature Conservancy.

Each burn has a plan. Burning to get rid of invading Kentucky bluegrass or brome grass at the wrong time, for example, can make the problem worse.

So far, he said, there hasn't been much demand for his services. "I think there's a lot of need," he said, "but people just don't know where to turn."

Millennium Trails

Nebraska Gov. Mike Johanns is scheduled to nominate a Nebraska hiking-biking trail by July 12 for inclusion in a national program celebrating the millennium.

A Millennium Legacy Trail will be named in each state, Puerto Rico and the District of Columbia, said Larry Voecks, recreational trails manager for the Nebraska Game and Parks Commission.

A committee is working on recommendations for the governor to consider in making the nomination.

The program was started by Hillary Rodham Clinton in cooperation with the U.S. Department of Transportation as part of the national celebration of the millennium.

The program provides for three categories of recognized trails. There will be 12 National **Millennium Trails** . Nebraska doesn't have anything in the running in that category, which will involve well- established routes such as the Appalachian Trail.

The second category is the 52 Millennium Legacy Trails, which will be announced in August. The selected trails will be those that meet the mission of honoring the past and envisioning the future, Voecks said. The trails also must provide future benefits to people in the state and must bring groups and individuals together in support of it.

Nebraska could have as many as 15 trails that could be designated in the third category, the Community 2000 Trails.

The 52 Millennium Legacy Trails would receive recognition, including trail markers with the White House Millennium Council logo and inclusion in maps and trail celebrations, Voecks said. There also is some potential for trails to receive additional funding.

"It's a promotional thing for trails," Voecks said.

The Florida Times-Union

June 28, 1999 Monday, Georgia Edition Jacksonville: METRO; Pg. B-1

Coast Lines

From staff

QUOTE, UNQUOTE

'Clowning is more than an art form. It is a heart form. I really feel like people are finding there is a tremendous satisfaction and fulfillment in being a character larger than life.'

-- The Rev. Buddy 'Budzo' Lamb of Columbus, drama consultant for the Georgia Baptist Convention, said that about 200 attend Christian clown conventions in Georgia. Story on this page.

GREENWAY QUALIFIES

The East Coast Greenway, a network of off-road trails from Canada to Key West that runs through coastal Georgia, is one of 16 projects included in the National Millennium Trails programs.

First lady Hillary Rodham Clinton and Transportation Secretary Rodney E. Slater announced the selections Friday, qualifying the project for $ 5 million worth of grants.

The East Coast Greenway Alliance is trying to link Eastern cities using 2,500 miles of off-road trails and abandoned rail lines for hikers and other non-motorized users.

FARMING SCHOLARSHIP

Eustace Griffin of Hoboken was among 50 students from 28 major farming states to win $ 2,500 scholarships to further their education in agriculture.

The Commitment to Agriculture scholarships are the first awarded under a new program jointly sponsored by the American Farm Bureau Foundation for Agriculture and Monsanto global life sciences company. Recipients of the scholarships are from families actively engaged in farming who will enter their first year of college this fall and plan to study agriculture.

Griffin plans to attend Abraham Baldwin Agricultural College in Tifton.

MALL OF GEORGIA

Hundreds of people turned out in Duluth Saturday for a Mall of Georgia job fair, seeking employment at the mammoth mall scheduled to open Aug. 13 at Interstate 85 and Georgia 20 in Gwinnett County northeast of Atlanta.

Applicants had an edge because of the high demand for workers and a low rate of unemployment, Labor Department representative Mel Wages said. Some stores offered $ 9 to $ 12 for entry level positions.

FAMILY STORYTIMES

Family Storytimes at the Valdosta-Lowndes County Library will be at 6:30 p.m. Wednesdays in July. All ages are welcome.

Pre-school Storytimes for those 6 and under are at 10:30 a.m. Mondays (except holidays) at the Valdosta-Lowndes County Library.

Summer Reading Club Storytimes continue this month and next for children of all ages at these times and locations: 10:30 a.m. Tuesdays at Valdosta-Lowndes Library; 2 p.m. Tuesdays at Lakes Library, Southside Library and Lakeland Library; 3 p.m. Tuesdays at Hahira Library; and 1:30 and 4 p.m. Tuesdays at Statenville Library.

Summer Movies for children will be shown at 2 p.m. Thursdays next month at all South Georgia Regional Libraries: Statenville, Southside, Lakeland, Lakes, Hahira and Valdosta-Lowndes.

For more information, call (912) 333-0086.

The Commercial Appeal

June 26, 1999, SATURDAY, FINAL EDITION Memphis: NEWS, Pg. A18

Y2K PUTS MEMPHIS ON BIKE TRAIL MAP

James W. Brosnan
The Commercial Appeal
Washington Bureau
WASHINGTON

The Clinton administration today will announce plans to mark a national bicycle route along the Mississippi River from Minneapolis to New Orleans through Memphis.

Rep. Harold Ford Jr. (D-Tenn.) said Friday that the Mississippi River Trail will be one of 16 National Millennium Trails for hiking or biking selected by the Department of Transportation and a private group, the Rails to Trails Conservancy. First lady Hillary Rodham Clinton and Transportation Secretary Rodney Slater are scheduled to make the formal announcement in Pittsburgh today.

The 2,160 unbroken miles of the Appalachian National Scenic Trail also will be designated a Millennium Trail as will a 68-mile "Unicoi Turnpike" marking the trail that the Cherokees and the first European settlers used to traverse the mountains of East Tennessee.

Communities along the trail will receive a Millennium Trail marker. The Department of Commerce is planning to promote the trails. And the American Hiking Society is planning events around the trails for the first weekend in June 2000.

The Department of Transportation has budgeted S 5 million for the program but also is inviting states to apply to use some of their federal highway funds for the trails.

Also to be designated are:

-- A 1,200-mile Spanish exploration trail from the Mexican border to San Francisco.

-- A water trail along Puget Sound.

-- The "Freedom Trail" linking 15 historic sites in Boston.

-- A trail tracking the 3,700 miles of the Lewis and Clark expedition from Missouri to Oregon.

-- An East Coast Greenway along the Atlantic Ocean.

-- An Underground Railroad trail along the multiple routes slaves took to freedom.

-- An International Express route connecting ethnic neighborhoods in the Queens borough of New York City.

-- The Civil War Discovery trail connecting major battlefields and military routes.

-- A 938-mile trail following the path of the Klondike Gold Rush.

-- A Great Western Trail following the spine of the Rocky Mountains through five states.

-- A 4,600-mile North Country National Scenic Trail linking 160 state parks, forests and wildlife areas from New York to North Dakota.

-- The Hatfield-McCoy trail in West Virginia and surrounding states.

-- An American Discovery Trail linking existing trails, rail-lines, and country roads in one 6,500-mile path.

To reach reporter James W. Brosnan, call (202) 408-2701 or send E-mail to brosnanJ@shns.com

Florida Times-Union

Title: Jacksonville Journal

Summary: QUOTE, UNQUOTE "It's hard to think you have to have security measures when you have church services."

Source: The Florida Times-Union
Date: 06/26/1999
Price: $2.95
Document Size: Very Short (509 words)
Document ID: PN19990629050019173
Citation Information: CITY; Issue: PSA-2377; METRO Section
Author(s): From staff
Document Type: Article

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Florida Times-Union

Jacksonville Journal

QUOTE, UNQUOTE "It's hard to think you have to have security measures when you have church services."

-- Jacksonville Sheriff's Office Sgt. Malcolm Farmer on security measures taken in the wake of a robbery during services at a Westside church Wednesday. Story on this page.

BOB PHELPS' PEOPLE

DeVera Chaffee of Spring Glen was driving across town and having a common reaction to Jacksonville expressway traffic. She was talking to herself.

Her grandson, Collin Hallett, 3, was strapped into his car seat in the back and he asked, "Who are you talking to, Gamma Dee?"

"Oh, I'm just talking to myself," she answered.

"Well, if you need me," the tot said, "my name is Collin Scott Hallett."

MANATEE PLAN OK'D

Less than three days after the City Council signed off, the state Department of Environmental Protection yesterday approved a new manatee protection plan that sets boating speed limits near

shore.

Boaters, environmentalists and government agencies had been at odds for most of the decade over exactly how much protection the big sea cows needed in Duval County.

Among other provisions, the new plan sets a low-speed, 500-foot buffer zone on each bank of the St. Johns River from the Fuller Warren Bridge to the Clay County line. In areas with docks, buffers will extend 200 feet from the docks.

The council approved the new plan Tuesday night.

"Tremendous effort has already gone into protecting manatees. However, further attention is critical," DEP Secretary David Struhs said in a statement announcing his decision.

Boat collisions were blamed for 75 manatee deaths in Duval County between 1974 and 1998.

-- Steve Patterson

POLICE DOG SERVICES

A memorial service for the Jacksonville police dog killed in the line of duty June 16 is scheduled for 10 a.m. Wednesday at the Fraternal Order of Police building, 5530 Beach Blvd. The public is welcome.

Quanto, a 4-year-old German shepherd, died while his partner, officer J.J. Thurne, was struggling to get the officer's gun away from a robbery suspect. The suspect fired one shot during the fight, hitting Thurne in the right index finger and Quanto in the ear.

FOP officials and Thurne also have established a memorial fund in Quanto's name. Anyone wishing to contribute may call (904) 398-7010 or send a check to the organization.

-- Kathleen Sweeney

GREENWAY QUALIFIES

The **East Coast Greenway**, a network of off-road trails from Canada to Key West that runs through Jacksonville, is one of 16 projects included in the National Millennium Trails programs.

First lady Hillary Rodham Clinton and U.S. Transportation Secretary Rodney E. Slater announced the selections yesterday, qualifying the project for $5 million worth of grants.

The **East Coast Greenway** Alliance is trying to link Eastern cities using 2,500 miles of off-road trails, and abandoned rail lines for hikers and other non-motorized users.

In Northeast Florida, the trail will run through Jacksonville, St. Augustine and Daytona Beach.

"This will be a wonderful recreational trail," said U.S. Rep. Corrine Brown of Jacksonville. "This is about bringing together our history and our community."

-- P. Douglas Filaroski

(Copyright 1999)

Omaha World-Herald

Source: Omaha World-Herald
Date: 06/26/1999
Document ID: PN19990629030016216
Subject(s): Land Use; Recreation Area
Citation Information: Sunrise; News Section
Author(s): JAKE THOMPSON

Omaha World-Herald

Bereuter Plan For U.S. Trail Gets a Boost

Washington Rep. Doug Bereuter's quest to create America's first coast-to- coast recreational trail, which would pass through Nebraska and Iowa, got a boost Friday from Hillary Rodham Clinton. The first lady and Transportation Secretary Rodney Slater are to designate 16 National Millennium Trails today, including the American Discovery Trail that the Nebraska Republican has sought to formally establish throughout the 1990s.

"Through the Millennium Trails project we are building and maintaining trails that tell the story of our nation's past and will help create a positive vision for our future," Clinton said in a statement Friday.

She said the trails are "visionary projects that define us as Americans."

Thursday, Bereuter reintroduced a bill establishing the American Discovery Trail. He had 39 co-sponsors, including Rep. Bill Barrett, R-Neb. If approved by Congress, the trail would cost about $360,000 to set up and about $200,000 a year to maintain with signs and other markers.

Bereuter spokeswoman Carol Lawrence said Friday that "we were quite pleased" the trail was included on the first lady's list, which will help its case before Congress.

The American Discovery Trail would stretch from the Delaware coast through Ohio, Iowa, Nebraska, Colorado and on to Point Reyes National Seashore in California.

It would be a link to other north-south trails, such as the Appalachian Trail and the Pacific Crest Trail, Bereuter said in recent testimony before a Senate committee.

It also would be the first to bridge rural and urban trails.

"This multiuse trail by itself creates a national system of connected trails and links large cities with majestic forests and remote desert landscapes," Bereuter told the committee. "Along the way, it provides access to countless historic, cultural and scenic landscapes."

In Nebraska, the trail begins in Omaha after crossing Veterans Memorial Bridge and follows sidewalks, existing paved paths or roadway shoulders winding behind Henry Dorly Zoo, through the Old Market, heading west past Nebraska Furniture Mart, by Bauermeister Prairie and on to Louisville.

Then, generally following the Platte River, it would pass through Lincoln, York, Grand Island, Kearney, North Platte, Ogallala and into Colorado.

In Iowa, the trail would pass through Des Moines, Cedar Falls, Cedar Rapids, Iowa City, Waterloo and Davenport.

Bereuter noted that just 68 miles of the 6,365-mile proposed trail are on private property. His bill prohibits the federal government from taking private property to set up the trail.

Among others, the first lady and the transportation secretary also were to designate trails: around Puget Sound in the Northwest; in the Rocky Mountains; the Lewis and Clark expedition route; the Underground Railroad used by African-Americans to flee from slavery in the South; a Civil War path linking battlefields, military routes and historic sites; and Paul Revere's ride.

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HEADLINE: LEISURE NOTES
Rick Steelhammer

06/25/1999
the Charleston Gazette
P1D
(Copyright 1999)

Hatfield-McCoy named Millennium Trail

Southern West Virginia's Hatfield-McCoy Recreational Trail on Thursday was named one of the nation's 16 **Millennium Trails** , designed as a White House initiative to "honor the past and imagine the future."

The Hatfield-McCoy trail system, which makes use of existing access roads formerly used to serve the mining, logging and oil and gas industries, would be open to all-terrain vehicles, off-road motorcycles, mountain bikers and horseback riders.

Preliminary mapping by the federal Bureau of Land Management has identified about 2,000 miles of trail in Boone, Lincoln, Logan, McDowell, Mingo, Wayne and Wyoming counties.

The Millennium Trail designation, announced by U.S. Transportation Secretary Rodney Slater, "puts us on the map. It gives us more impetus toward making the Hatfield-McCoy Trail a reality," said Nick Rahall, D-W.Va., who has obtained nearly $850,000 to plan and begin its development.

The trail system has also received $750,000 in state Lottery funds, and the Parkways Authority has earmarked $250,000 for the project.

"We have the potential to do with this trail system and the counties it runs through what whitewater rafting did for Fayette and Raleigh counties," Rahall said.

The Transportation Department has allocated $5 million to start development of the **Millennium Trails** .

"The opening of these trails will unveil a world of new opportunity for Southern West Virginia," said Sen. Jay Rockefeller, D-W.Va., who also pushed for the designation. "Jobs will be created with the additional lodging, restaurant and rental facilities that will be needed to handle extra tourists using the new trail system."

While the first segments of the trail are not expected to open to the public until spring or summer of next year, a series of preliminary events involving invited groups will be held along about 300 miles of trail this summer and fall.

Snowshoe opens outdoor adventure area

Snowshoe Mountain resort, the state's biggest ski area, has opened its new Outdoor Adventure Program to provide more recreation options for fair-weather visitors.

The program includes an Outdoor Adventure Park, with a skatepark for skateboarders and inline skaters, a climbing wall, a ropes course, a BMX and mountain bike park, a playground, a sporting clays area, a flyfishing school and walking and jogging trails.

A backcountry cabin that sleeps 12 has also opened along Cheat Mountain Ridge Trail, a unit of the resort's hiking trails system.

For details, call 572-1000.

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spacer

PROPOSED TRAILS

DETROIT FREE PRESS

Date: Friday, June 25, 1999 ; **Page:** 5A
Edition: METRO FINAL ; **Section:** NWS
Illustration: Map Detroit Free Press

The White House plans to announce Saturday 16 National Millennium Trails. The announcement will be made in Pittsburgh at the international Trails and Greeways Conference, organized by the Rails-to-Trails Conservancy.

The trails list is to encourage Americans to plan for up to 2,000 trails. Fifty trails were submitted for consideration. The winners:

1. Iditarod National Trail: 938 miles through Alaska, ending at Nome.

2. Cascadia Marine Trail: Water trail in the Pacific northwest.

3. Juan Bautista de Anza Trail: 1,200 miles from Mexican border to San Francisco.

4. Great Western Trail: Canada to Mexico along the spine of the Rockies.

5. Mississippi River Trail: In the works. Follows the Mississippi from New Orleans to Minneapolis.

6. Lewis and Clark Trail: The 1802-1804 route from St. Louis to the Pacific.

7. Civil War Discovery Trail: Connects battlefields.

8. Unicoi Turnpike: 68 miles in east Tennessee; 1,000 years old.

9. Underground Railroad: Numerous escape routes by slaves that included lines to Detroit and, eventually, Canada.

10. Appalachian Trail: 2,000-mile path from Georgia to Maine.

11. Hatfield-McCoy Trail: In the works. About 2,000 miles of trails through coal-mining states centered on West Virginia.

12. East Coast Greenway: The Atlantic Coast from Maine to Florida.

13. Freedom Trail: Connects 15 sites in Boston.

14. North Country National Scenic Trail: New York to North Dakota through seven states, including Michigan.

15. International Express: Route in Queens, N.Y., through immigrant neighborhoods.

16. American Discovery Trail: In the works. A meandering 6,500-mile path, coast-to-coast.

ANNOUNCEMENT; NATIONAL MILLENNIUM TRAILS; LIST

This electronic version may differ slightly from the printed article.

Charleston Daily Mail

June 25, 1999, Friday West Virginia: News; Pg. P2A

Hafield-McCoy trail to receive federal funds

Tourism in southern West Virginia is getting a boost from Washington. U.S. Secretary of Transportation Rodney Slater is expected to announce Saturday that the Hatfield-McCoy Trail, a web of recreational paths winding through seven counties, is among 12 trails designated as part of a national project called Millennium Trails.

The 2,000-mile proposed network in West Virginia, Virginia and Kentucky - along with 52 other sites and 2,000 local trails projects - will receive $ 5 million in federal funding.

The U.S. Transportation Department did not identify the trails. But Rep. Nick Rahall and Sen. Jay Rockefeller, both D-W.Va., announced Thursday that the Hatfield-McCoy Trail would be among those recognized by federal officials.

"It gives us bragging rights," Rahall said. "It really puts us on the map."

Rockefeller said the designation would bring "tremendous attention to the Southern part of our state."

The trails will be highlighted by a Millennium Trail marker and be the focus of festivals celebrating the trails. The Rails-to-Trails Conservancy, a private group, also will create a database of trail projects on the Internet.

Promoters of the Hatfield-McCoy Trail say it will draw much-needed tourist dollars to Boone, Lincoln, Logan, Mingo, McDowell, Wayne and Wyoming counties.

The first 300 miles of the recreation trail are scheduled to open on a trial basis this summer.

Beginning in late July, six events are scheduled to provide a test for trail enthusiasts.

Some long and winding roads

U.S. Transportation secretary in city to name 16 national trails

Friday, June 25, 1999

By Don Hopey, Post-Gazette Staff Writer

Sixteen trails, some with long histories, others with no pasts but bright green futures, have been named National Millennium Trails.

Designated trails well-trod through history include the Lewis and Clark National Historic Trail from St. Louis to the Columbia River in Oregon, the Colonial-era Freedom Trail in Boston, the Unicoi Turnpike, a 68-mile pathway of Cherokee tribes through the Great Smoky Mountains, and the Appalachian Trail, a 2,150-mile footpath from Georgia to Maine.

U.S. Transportation Secretary Rodney Slater will announce the designations at the second international Trails and Greenways Conference in Pittsburgh tomorrow.

Among those on the list but in various stages of development are the North Country National Scenic Trail, which will connect 160 state parks from New York to North Dakota; the East Coast Greenway, planned to connect 15 states and almost every major city on the Eastern seaboard; and the 6,500-mile, sea-to-sea America Discovery Trail.

The Millennium Trails program, a joint project of the White House Millennium Council, the U.S. Transportation Department and the Rails-to-Trails Conservancy, is designed to spark the creation and enhancement of trails across the United States.

"Transportation is about more than asphalt, concrete and steel. It's about people," Slater said in a statement released by his department.

"The National Millennium Trails connect our nation's landscape, heritage and culture, and demonstrate our national commitment to improving the quality of life for all Americans."

In addition to the National Millennium Trails, the program will designate 52 Millennium Legacy Trails -- one in each state, plus Puerto Rico and

the District of Columbia -- before the end of the year.

Other trails of local importance will be designated Community Trails 2000.

No Pittsburgh or Pennsylvania trails are on the national list, but Linda McKenna Boxx, president of the Allegheny Trail Alliance, said a strong candidate for the state's Legacy list is the 230-mile trail linking Pittsburgh to Cumberland, Md., along the Monongahela and Youghiogheny rivers.

"Through the Millennium Trails project we are building and maintaining trails that tell the story of our nation's past and will help to create a positive vision for our future," Hillary Rodham Clinton said in the statement. "The 16 trails Secretary Slater designated are all visionary projects that define us as Americans."

Other trails on the national list include the Cascadia Marine Trail, a water trail following the inlets and coves of the Washington coastline that were part of a Native American trade system; the Juan Bautista de Anza National Historic Trail, a 1,200-mile route from the Mexican border to San Francisco; The Underground Railroad, multiple routes from the South through Pennsylvania and the East to Canada; the Civil War Discovery Trail, which identifies and thematically connects battlefields and military routes; and the 938-mile Iditerod National Historic Trail, a frontier trail connecting remote Klondike gold rush settlements in Alaska.

Also, the Great Western Trail, along the spine of the Rocky Mountains from Canada to Mexico; the Hatfield-McCoy Trail System in West Virginia and several surrounding states; the Mississippi River Trail, a bicycle route from Minneapolis to New Orleans; and the International Express route, following the No. 7 train through various immigrant and ethnic neighborhoods in Queens, N.Y.

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NEW YORK NEWSDAY
Sheila McKenna
July 23, 1999

QUEENS PROFILE: ILANA HARLOW

Folklorist and folk arts program director for the Queens Council on the Arts, wrote a booklet about the No. 7 subway called "The International Express" in 1995; helped to win designation for the No. 7 subway train as one of 16 National Millennium Trails chosen by the Department of Transportation and first lady Hillary Rodham Clinton and announced June 26.

BIOGRAPHY
Born and reared on the Upper West Side; graduated from the University ofPennsylvania, received a master' s in early childhood education from the Bank Street College of Education and doctorate in folklore from Indiana University's Folklore Institute, and wrote her dissertation on traditional Irish narrative; single.

RESIDENCE
Apartment on the Upper West Side.

IMPACT
"My job is to learn about, document, and present traditional life, especially traditional arts, in Queens. Then, to create public programs which teach people about those traditions."

FOCUS
"I just finished a concert series which highlighted a single instrument and how people from different cultures make music on it . . . The larger ongoing project this year is a documentation of the hats and head coverings worn by people in various religions, cultural and social settings."

ABOUT THE NO. 7
"The No. 7 train is a present-day echo of how the nation was built. Queens neighborhoods would not be as diverse if it were not for the No.7. It was intended, in part, to distribute immigrants more evenly throughout the city, so the train and the immigrant patterns are historically linked."

ILLUSTRATION/PHOTO: Photo - Ilana Harlow.





Title: National Millenium **Trails** Announcement Set for June 26

Summary: News Advisory: What: Announcement of the **trails** around the United States that will be honored as "National **Millennium Trails**" under the **Millennium Trails** collaboration among the White House **Millennium** Council, the Department of Transportation and Rails-to-**Trails** Conservancy. The public is invited to attend.

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Source: U.S. Newswire
Date: 06/21/1999 10:45
Price: Free
Document Size: Very Short (192 words)
Document ID: FB19990621750000051
Subject(s): Conference; Hotel; **Millennium**; News; Newsgrid; Transportation; United States; USA; USN

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National Millenium Trails Announcement Set for June 26

Story Filed: Monday, June 21, 1999 10:45 AM EST

News Advisory:

What: Announcement of the **trails** around the United States that will be honored as "National **Millennium Trails**" under the **Millennium Trails** collaboration among the White House **Millennium** Council, the Department of Transportation and Rails-to-**Trails** Conservancy. The public is invited to attend.

Who: U.S. Department of Transportation Secretary Rodney Slater

When: Saturday, June 26, 11-12:30 p.m.

Where: Closing plenary session, Rails-to-**Trails** Conservancy's Second International Conference, Westin William Penn Hotel, 530 William Penn Place, Pittsburgh, Pa. 15219.

Background: The mission of **Millennium Trails** is to recognize, promote and stimulate the trail movement in the United States. First Lady Hillary Rodham Clinton serves as honorary chair of the **Millennium Trails** Celebration Committee. Rails-to-**Trails** Conservancy -- connecting people and communities -- is a 13-year-old nonprofit membership organization dedicated to enriching America by creating a nationwide network of public **trails** from former rail lines and connecting corridors.

Contact: Page Crosland, 202-974-5147 or Mark Hurley, 202-974-5150. After June 21, call Lara Caldwell at hotel in Pittsburgh, 412-281-7100. For more information about RTC's international conference, visit www.railtrails.org. Additional details about the **Millennium Trails** initiative are available at www.millenniumtrails.org.

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The Arizona Daily Star Online

Source: **The Arizona Daily Star**
Date: 05/20/1999
Document ID: BM19990524050083542
Subject(s): GRAND CANYON USG
Citation Information: Vol. 13-96; NEWS Section
Author(s): The Associated Press

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First lady dedicates start of Canyon trail system

GRAND CANYON NATIONAL PARK (AP) - Hillary Rodham Clinton inaugurated a new trail system at the Grand Canyon yesterday, kicking off a tour of the Southwest to highlight national treasures. "The Grand Canyon is a place that deserves our attention, our resources and our stewardship," Mrs. Clinton said, standing beneath blue skies with a panoramic view of the Canyon as a backdrop.

The Clinton administration contributed $196,000 to help begin construction on the Grand Canyon Greenway project. The project will eventually create a 73-mile system of trails for hiking, bicycles, horses and wheelchairs.

The first seven miles will be built from the community of Tusayan, south of the park's entrance, to the Canyon View Information Plaza on the South Rim.

The entire trail system will cost about $46 million and is designed to tie into the light rail and alternative fuel shuttle system that will eventually keep most cars out of Grand Canyon National Park.

The project is being funded by a combination of government grants and private donations.

In recent years, the South Rim, the more accessible side of the park, which gets about 5 million visitors a year, has been plagued by too many cars, not enough parking spaces and air and noise pollution.

Peter Axelson, a member of the Grand Canyon Greenway design team, recalled visiting the Canyon and being brought to tears by its wonder - only to have a honking tourist bus disrupt the experience.

"It's a very special place and everyone deserves the chance to reflect," Axelson told a crowd of about 1,000.

Mrs. Clinton, making her first trip to the canyon in 25 years, said the trail system would enable visitors to escape the noise and commotion often associated with trips to the park.

The Clinton administration contribution to the project was part of a group of Millennium Trails grants awarded to projects around the nation. Millennium Trails was established to encourage the creation of trails in communities throughout the country.

Following her visit to the Grand Canyon, Mrs. Clinton toured the Lowell Observatory in Flagstaff. In the next several days, she also will be visiting New Mexico and Colorado as part of her "Saving America's Treasures" tour.

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THE ARIZONA REPUBLIC

Source: The Arizona Republic
Date: 05/20/1999
Document ID: BM19990521130053481
Citation Information: Final Chaser; Vol. 13-95; Front Section
Author(s): The Arizona Republic Chris Moeser and Steve Yozwiak

THE ARIZONA REPUBLIC

CONNECTING THE CANYON 1ST LADY'S VISIT LAUNCHES SERIES OF PARK TRAILS

GRAND CANYON NATIONAL PARK With the Grand Canyon as a backdrop, first lady Hillary Rodham Clinton on Wednesday launched a 73-mile network of trails designed to help end drive-by visits to Arizona's premier natural wonder. Clinton said the Grand Canyon Greenway will "reconnect us to our own country," so that visitors will know "what it looks like, what it smells like."

She visited the Canyon's south rim as part of her "Save America's Treasures" tour, which this week included a four-day swing through the Southwest, with stops at Flagstaff's Lowell Observatory, Bandelier National Monument in New Mexico and Mesa Verde National Park in Colorado.

The tour is designed to help preserve important cultural and historic sites. Clinton is also promoting her Millennium Trails, a program to link communities with trails for hikers, bikers, wheelchairs and people on horseback.

"The Grand Canyon is a place that deserves our attention, our resources, our stewardship," Clinton said on the lawn of the historic El Tovar Lodge.

"We imagine a network of miles of trails connecting every community in America."

The first lady cited efforts to preserve the nation's "underground railroad," the South-to-North route of escaped slaves; urban trails in Baltimore and New York City; and a trail on the banks of the Hudson River.

Also Wednesday, Clinton announced 62 grants totalling $30 million for historic preservation, including money for: the Honanki prehistoric cliff dwelling near Sedona, Mission San Jose near Tumacacori, Theodore Roosevelt School at Fort Apache, and the Vail Ranch House in Sonoita.

"If we lose our history, we lose our collective memory and we endanger our future," Clinton said.

She was joined at the ceremony by Grand Canyon Superintendent Rob Arnberger, who helped develop the Greenway project. He said the trail system would help visitors better enjoy the sights of

the Canyon, allowing them to smell pine trees instead of car exhaust.

"This will separate the park experience from the parking experience," Arnberger said.

Peter Axelson, a trail designer who uses a wheelchair since a rock-climbing accident, said the new trails will help enable him to experience the beauty of the Canyon.

"The Grand Canyon was always a place that I was a little afraid to come to. This Greenway is going to provide a way for Americans of all abilities to experience the 'grand' in Grand Canyon," Axelson said.

Construction of the $46 million trails project, which is expected to begin this fall, was funded through state, federal and private grants.

Combined with planned light-rail and electric-bus mass transportation, the new trails will help eliminate cars from the park.

Cars in recent years have caused congestion, pollution and noise along the Canyon's scenic overlooks, which park officials and visitors say degrades the experience of visiting the park.

The trails would include bike racks, shelters, toilets, bridges and tunnels that would minimize environmental damage and the need for any road crossings.

The trails are planned to start at the Canyon View Information Plaza, currently under construction at Mather Point, which would be one of two light-rail transportation stations inside the park. The other light-rail station would be at the Maswic transportation center at Grand Canyon Village. Both would receive visitors who would board outside the park at a light-rail station in Tusayan.

The trails would run parallel to the light-rail system between Mather Point and Tusayan. They also would run along the south rim of the Canyon: west from Mather Point to Hermits Rest and east from Mather Point to Desert View.

Trails are also planned on the north rim, connecting Grand Canyon Lodge, Point Imperial and Cape Royal.

Clinton's visit comes within weeks of an expected decision by the U.S. Forest Service on a massive land trade just outside the park's main entrance near Tusayan.

To accommodate anticipated growth in tourism, a Scottsdale firm, Canyon Forest Village, wants to build thousands of hotel rooms, restaurants and retail outlets. Along with a new natural history museum and land for local housing, schools and other community facilities, the project would possibly connect to the planned light- rail system.

That plan, however, is contingent on the Kaibab National Forest trading nearly a square mile of land to Canyon Forest Village. In exchange, Canyon Forest Village would give nearly three square miles of private land - former homesteads scattered throughout the forest - to the federal government.

Canyon Forest Village would include 1,270 hotel rooms and 270,000 square feet of retail space. It has been endorsed by several environmental groups because water for the project will be shipped by rail and pipeline from the Colorado River near the Arizona-California border. It would have no effect on springs inside the Canyon.

The Forest Service also is considering a plan that would not require a land trade. That plan is proposed by a coalition of Tusayan businesses.

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Group seeks trail status

Legacy designation could bring more funds

May 14, 1999

BY EMILIA ASKARI
FREE PRESS ENVIRONMENT WRITER

If the recent warm weather has beckoned you outside to stroll, pedal or blade around your neighborhood, here's a bit of good news:

An ambitious plan to create a network of trails and green spaces throughout southeast Michigan took a small step closer to becoming reality this month. Local trail enthusiasts and planning officials nominated the detailed plan, called the Southeast Michigan Greenways Initiative, for designation as Michigan's Millennium Legacy Trail.

One trail in each state, Puerto Rico and the District of Columbia will be chosen by federal officials in August to receive the coveted millennium legacy moniker. With that honor comes a chance for federal trail enhancement grants.

Other trails in Michigan may also compete for becoming the state's Millennium Legacy Trail. But the Southeast Michigan Greenways Initiative should get the nod because it has the potential to be a model for the nation, according to David Burwell, national president of Rails-to-Trails, a nonprofit group that champions trails.

No other big city has such an elaborate plan for creating new links among communities across a seven-county area, Burwell said. Boston already is ringed by trails, and other cities including Boulder, Colo., and San Antonio have well-known trails along their riverfronts.

"Detroit, as the home of the automobile, contributed greatly to the creation of our nation's gray infrastructure -- our highways and road system," Burwell said. "We hope this initiative will make Detroit a leader in creation

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of green infrastructure -- trails and greenways."

The Southeast Michigan Greenways Initiative has little funding. But in the past year, it has accumulated a powerful leadership board, including Free Press Publisher Heath Meriwether, beer scion Peter Stroh, Henry Ford Museum President and Chief Executive Officer Steve Hamp and DaimlerChrysler Vice President for Government Affairs W. Frank Fountain.

If funds are found to hire someone to oversee the plans, that person likely would assist local officials in applying for federal grants.

The federal government annually gives away hundreds of millions of dollars for the improvement of trails and other non-vehicular aids to transportation.

But among cities over one million, Detroit ranks last in the country in putting that money to use in ways that benefit pedestrians or bicyclists, according to a study conducted by a graduate student at Harvard University's John F. Kennedy School of Government.

The state worker who oversees the U.S. Department of Transportation's grant program in Michigan says he doesn't get many applications from Detroit officials.

"They have not been very effective at getting this money," said Paul McAllister of the Michigan Department of Transportation. "I'd really like to see Detroit succeed in this and many other ways.... It has so many wonderful resources: the river, the neighborhoods. But they've got to do their part."

McAllister added that he has spoken to Mayor Dennis Archer about the problem. "He said, 'Send the applications to me, and I'll make sure they get distributed,' " McAllister said.

Archer did not return numerous calls to his office for comment.

But Stephanie Green, deputy director of Detroit's Department of Public Works, said the city has not been as aggressive as others in seeking the transportation enhancement grants because they require a 20-percent local match.

"We're working to increase the number of

projects we submit for the program," she added.

From 1991 to 1997, Detroit received a combined total of 25 cents per resident for trail and pedestrian projects, according to the Kennedy School study. By comparison, Dallas, which had slightly fewer residents than Detroit in the 1990 census, received $4.14 per resident.

• *For a copy of the Kennedy School study and more information about the Southeast Michigan Greenways project, call Rails-to-Trails at 1-202-974-5147 any time. Information about trails in Michigan is available at www.rail.trails.org.*

EMILIA ASKARI *can be reached at 1-313-222-6487 or askari@freepress.com.*

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Connecting Detroit with paths of green

May 9, 1999


Heath Meriwether

WE'D BEEN TO the opera last Sunday, eaten at one of Harmonie Park's new restaurants and now I wanted to show off the city's emerging potential to my wife and daughter.

There, I said in reverential tones, are the the steel girders of Comerica Park, the new ballpark for the Detroit Tigers. We then drove past the big hole that was Hudson's, which will become part of the Campus Martius project, the hoped-for home of Compuware and its 5,000 high-tech employees.

Imagine the possibilities, I rhapsodized: the marvelously restored opera house, the nearby Fox Theater, the stadiums for the Tigers and Lions, the combined Gem and Century Theaters, the restaurants, the retail, the business offices, the impetus for more residential lofts, the condos planned for nearby Brush Park.

Then it was a few blocks down Jefferson to Stroh's Riverplace and east on Atwater Street and the littered empty lots that will become the permanent casinos. Yes, those are cement silos next to Detroit's Chene Park and the city marina, I said as we moved on to GM's world headquarters in the Renaissance Center.

That's when the inevitable question came: Why hasn't Detroit done more to enhance its riverfront?

I think there's a real chance that could happen now, I said with a lot more hope than conviction.

As I thought about it later, though, I realized that we truly have reached a moment in our

history where there's an exciting possibility that public and private interests can merge for dramatic improvements in the quality of life, not just on Detroit's riverfront but throughout the region.

But first, full disclosure. I sit on an advisory leadership board for the Southeast Michigan Greenways initiative, which envisions an extraordinary open-space connector linking parks, rivers, nature preserves, cultural features and historical sites throughout our seven-county region. It would be a ribbon of green connecting us in ways that would bring us together as a people and mark us as a special place in urban America.

I also sit on the national board of the Rails-to-Trails Conservancy, a group whose Michigan chapter has driven a lot of the initial planning for the greenways initiative. RTC is also coordinating a White House initiative on America's Millennium Trails, which preserve open space and tell the story of our country.

Last week, RTC called on Michigan Gov. John Engler to designate the Southeast Michigan Greenways as the state's legacy trail (Each of the 50 states gets one designated legacy trail). So I'm not exactly a disinterested party.

Now that you're duly warned, let me return to the Detroit riverfront.

The ultimate dream would be a picturesque promenade along the river from the Ambassador Bridge on the west to the Belle Isle bridge on the east. The Greenways initiative sketched a demonstration project from the Ambassador Bridge to Joe Louis Arena. GM, city officials and the Greater Downtown Partnership are in various stages of planning for the riverfront from Joe Louis Arena to Stroh's Riverplace at Jos. Campau.

Besides these initiatives, recent legislation spearheaded by Rep. John Dingell, D-Dearborn, created an automotive national heritage area that includes Detroit, its riverfront, Lansing, Flint and cultural organizations such as Henry Ford Museum that tell some portion of the story of the automobile. The Detroit River recently won designation as an American Heritage River, which should make it easier to get the necessary federal help to revamp the riverfront and link a series of parks along the waterway.

All of these private and public efforts are in early stages of development. What's needed is coordination, perhaps collaboration, says Steve Hamp, president of the Henry Ford Museum, who heads the greenways advisory group and is coordinating plans for the national automotive area.

"These stand-alone projects shouldn't get in the way of the notion that they can flow together into an integrated vision of how to improve the quality of life in our community," he said. "We need to figure out how to get some two-fers and three-fers from these projects."

Too often here, we've seen projects where cities and counties haven't cooperated, where private groups have been at odds with public purposes, where, in effect, we've acted more like individual fiefdoms than one coherent region. As a new century dawns, and exciting possibilities loom for Detroit and the region, it's time to come together under one big tent and act in unison.

What better way to mark Detroit's upcoming 300th anniversary in 2001 than a demonstration that, at long last, we've learned to function together as a region?

That really would be something to show off to our families -- and to the world.

HEATH MERIWETHER *is publisher of the Free Press. You can reach him by phone at 1-313-222-5974, by mail at the Detroit Free Press, 600 W. Fort St., Detroit, Mich. 48226 or via E-mail at meriwe@freepress.com.*

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Happy Trails, to You

A government millennium initiative is creating and preserving American greenways. Here, nine projects—and ways to help. BY VALERY PINE

Take a walk. While you're at it, why not adopt a trail? The Millennium Trails program—a national initiative of the White House Millennium Council—hopes to draw attention to all kinds of trails, from famous national routes to state-run paths to trails maintained by local and community organizations.

This past November the U.S. Department of Transportation announced that nearly $4 million has been earmarked for the Millennium Trails Initiative. "We want to leave behind a whole new legacy of connecting people, the history of the land and culture," says Jeff Olson, program director.

Some Millennium Trails run through urban areas or along old railroad routes and canal paths; others are in national forests and parks. Still others are designed to highlight sites of historical significance. Some are on public land; some cross properties held by the government and private owners.

Federal money is only the beginning, however; citizens' groups will have to do the rest. "Just as the Appalachian Trail was started by a citizens' initiative 76 years ago, so will the Appalachian Trails of the next century be started by this program, and existing trails enhanced," says Olson.

Following are nine Millennium Trails projects that have gotten the go-ahead. Like trails all across the country, they will depend on volunteers—for building and maintenance, to raise money and to run educational programs.



Arizona: The Grand Canyon Greenway

With some 5 million visitors each year, the second most visited national park in America is becoming one big traffic jam. The planned Grand Canyon Greenway, a 73-mile network of trails, will allow visitors to hike, bike and, in some areas, horseback-ride to various points within the park instead of driving. One of the first segments under development is a one-and-a-half-mile portion of the Grand Canyon Village pathway system, intended to link various venues and destinations within the village (shops, lodges, restaurants, overlooks, activity centers) with a new rail-transit system.

VOLUNTEER CONTACT The Grand Canyon National Park Foundation, 520-774-1760

California: The Presidio–Bay Area Ridge Trail

Through the heart of San Francisco winds the Bay Area Ridge Trail, with more than 215 of the eventual 400 miles completed. The goal: to connect more than 75 parks and open-space preserves so that hikers, bikers and equestrians can enjoy an "urban wilderness." The newest addition will be a segment from the Presidio to the Golden Gate Bridge.

VOLUNTEER CONTACT The Bay Area Ridge Trail Council, 415-391-9300

Idaho: Oregon Trail Historic Reserve

Imagine packing up your home in an ox-drawn covered wagon for a five-month journey to an unknown land. In the mid–nineteenth century, approximately 300,000 emigrants did just that as they headed from the Midwest to Oregon over what is now known as the Oregon National Historic Trail. A new Oregon Trail Historic Reserve will be located on a 62-acre reserve in Boise and include a series of loops totaling nearly two miles intended as a "living classroom," highlighting spots of historical interest.

Continued on page 124

Continued from page 123 VOLUNTEER CONTACT Scott Martin, Boise Parks and Recreation Department, 208-384-4256

Massachusetts: Northern Canal Walk

In the early nineteenth century, waves of job seekers bid good-bye to their farms and families to go to work for wages in textile mills along the East Coast. Lowell, Massachusetts, was one of the centers of that agrarian exodus known as the American Industrial Revolution. Located 26 miles north of Boston, Lowell successfully harnessed the water power of Pawtucket Falls into nearly six miles of canals—driving the waterwheels of some 40 mill buildings lining the Merrimack River. Today those canals are part of an ongoing greenway development project known as the Lowell Canalway, which aims to link existing National Park sites and pedestrian pathways within the downtown and outlying neighborhoods. One portion of it, the Northern Canal Walk project, will reestablish its nineteenth-century walkway and landscape, providing continuous pedestrian access along the canal and allowing a closer look at the waterway.
VOLUNTEER CONTACT Marcia Dolce, Lowell National Historical Park, 978-970-5032

New York: Erie Canal Trail

The Erie Canal was known as "the greatest engineering marvel in the world" when it opened in 1825. At 363 miles long, it runs from the Hudson River to the Great Lakes and at the time provided the only practical trade route west of the Appalachian Mountains. Today, it is just one of four historic waterways that comprise the New York State Canal System. Running parallel to many of these canalways is the New York State Canalway Trail, a multiuse recreational trail system used for hiking, biking, horseback riding and cross-country skiing. Development of a new six-mile segment is under way to connect Oriskany and Rome, New York— two areas especially rich in Revolutionary history.
VOLUNTEER CONTACT New York State Canal Corporation, 800-4CANAL4

Rhode Island: Ten Mile River Greenway

Pawtucket Falls, located in Pawtucket, Rhode Island, is known for playing a part in the birth of the Industrial Revolution by providing the energy source to run Slater Mills, the first water-powered mill in America. This town is just one of a number of historic places that are part of the Blackstone River Valley National Heritage Corridor, a 50-mile national park that runs from Worcester, Massachusetts, to Providence. Since the Seventies, Pawtucket and the neighboring city of East Providence have envisioned a five-mile hiking and biking path that would run parallel to the area's Ten Mile River, and link the city of Pawtucket's 200-acre Slater Park with East Providence's Hunts Mills historic area.
VOLUNTEER CONTACT Michael Cassidy, Pawtucket's director of planning and redevelopment, 401-724-5200

South Carolina: Overmountain Victory National Historic Trail

When in the fall of 1780 a group of patriots wanted to drive the British from the southern colonies, they formed a militia and marched across the Appalachians to South Carolina, where they emerged triumphant in the Battle of Kings Mountain. In 1980, the route was established as The Overmountain Victory National Historic Trail. In an effort to educate the public about South Carolina's link to this historic event, as well as provide recreational opportunities, a 5.5-mile multiuse trail is being constructed as the first phase of a proposed 35-mile greenway linking Cowpens National Battlefield to Kings Mountain National Military Park.
VOLUNTEER CONTACT Paul LeFrancois, Ph.D., chairman of the OVNHT Committee, 864-488-4527

Washington: Mountains to Sound Greenway

Interstate 90 heading west into Seattle offers one of the most scenic commutes around. As it crosses Lake Washington en route to downtown, it is bracketed by 10,778-foot Mount Baker to the north and 14,410-foot Mount Rainier to the south. Paralleling I-90 is the Mountains to Sound Greenway, a corridor of bike trails, hiking paths, historic sites and public parks that extends from Seattle over the Snoqualmie Pass to the foothills of the Cascade Mountains in Thorp. The eventual goal is to make the Mountains to Sound Greenway—which has gaps totaling almost 10 miles—continuous. Development of a 1.7-mile bicycle/pedestrian trail is under way to link High Point (a freeway exit across from Washington's popular trailhead at Tiger Mountain State Forest) with historic Preston.
VOLUNTEER CONTACT The Mountains to Sound Greenway Trust, 206-382-5565

FYI To find out about other trails and upcoming projects in your area, let your fingers do the browsing.

- **www.nps.gov offers information on educational and recreational trails run by the National Park Service.**
- **www.outdoorlink.com/amtrails provides state-by-state links to trail resources from American Trails.**
- **www.railstrails.org lists the network of public trails created on former rail lines and connecting corridors by the Rails-to-Trails Conservancy.**
- **www.recreation.gov furnishes information about recreational trails on federal lands through links with the Forest Service, the Bureau of Land Management and the National Park Service.**

Wyoming to Idaho: Teton Pass Trail

The distance between the towns of Wilson, Wyoming (near Jackson Hole), and Victor, Idaho, is just 17 miles. Between the two, however, are the majestic Grand Tetons, whose numerous peaks reach more than 10,000 feet above sea level. For more than 100 years, people who've wanted to get from one side to the other—from Mormon settlers to mail carriers—have used the Teton Pass. Now a highway, the pass remains the main connection between Jackson Hole and just about everywhere else. Development is under way to create the Teton Pass Trail, a nonmotorized multiuse, multiseasonal trail corridor to parallel the highway pass.
VOLUNTEER CONTACT Jack Bogle, recreation staff officer, Teton Basin Ranger District, 208-354-2312

Spokesman Review

Source: The Spokesman Review
Date: 03/27/1999
Document ID: BM19990331010070936
Citation Information: IDAHO; Vol. 13-61; HANDLE EXTRA Section
Author(s): Laura Shireman Staff writer

Spokesman Review

FEDERAL RECOGNITION SOUGHT FOR TRAIL

POST FALLS We've got the Centennial Trail; why not go for the Millennium Trail? City Councilman Clay Larkin wants to apply to a federal program to make the Centennial Trail in Idaho one of 52 trails from each state, Washington, D.C., and Puerto Rico that will be designated Millennium Trails.

The Millennium Trails program is meant to "celebrate, recognize and be a catalyst for creating trails to honor the past and imagine the future as part of America's legacy for the year 2000," according to the U. S. Department of Transportation, one of the program developers.

Other program developers are the White House Millennium Council, the President's Committee on the Arts and the Humanities, the National Park Service, the U. S. Forest Service, the Bureau of Land Management and the Department of Commerce.

The designation could also bring in more money for the trail.

"I really want to see the Centennial Trail submitted and selected for that trail to get the federal recognition," Larkin said at the City Council meeting last week.

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Proposed trail has horse enthusiasts at odds

By Maggie Hall Walsh - Intermountain Farm & Ranch

Local equestrians are at odds over a proposed non-motorized trail over the Teton Mountains.

Some look forward to a scenic day's ride from the Teton Valley in Idaho to Jackson Hole, Wyo. Others say the prospect of paving the historic trail is a bad idea, made worse by the prospect of mixing mountain bikes, hikers and horses.

"It's a beautiful area. It would be a real experience," said Jay Larsen, an Idaho Falls horseman and member of the Eagle Rock Back Country Horsemen, a social organization for equestrians. "I think everybody would like to go over the pass and have lunch in Wilson, Wyo."

Others disagree.

Jackie Newman said the number of people who would be drawn to the developed trail would discourage her from using it. "I don't do the trails where there are a lot of bikers and backpackers. Mountain bikes and horses do not mix," said Newman, who grew up on a ranch in Bone and has ridden horses all her life. "That area is so heavily used now, I don't know if the environment could handle it."

The proposed 18-mile trail would follow the historic Teton Pass Road on the east side of the pass and, since the trail exists only in a few segments on the west side, access roads would be used and a new trail built. Proponents hope the Teton Pass Trail will be one of 52 projects accepted in the national Millennium Trail Program, which is funded by the federal government and is designed to promote trails throughout the United States and the world.

Several proposals are being considered for the Teton Pass Trail, said Jack Bogle, recreation manager for the Teton Basin Ranger District.

Accommodating the desires and addressing the concerns of everybody interested in the project is the challenge facing officials who are collecting data and conducting the feasibility study.

Bogle said the greatest conflict has been how to deal with separating fast mountain bikes, hikers and noisy traffic from horses, which may spook easily on the mountain trail.

Bogle and other officials are busy collecting comments and considering a variety of trail options.

One option is to build two parallel trails separated by a few feet. One trail would be paved for mountain bikes and hikers, the other would be a dirt trail for horses, Bogle said. Another

option has the parallel trails separated by a greater distance, with natural buffers between them.

Bogle said they see a fair amount of conflict between horses and bikes using the same trail now on the developed Wyoming side. "Some horse people who use the trail now think if the whole trail is developed, the mountain bikes will take over," he said. "We see that as a valid concern, having horses and bikers in too close proximity."

Bogle said a final decision on the project is six months to a year away but firm proposals should be ready early this summer.

For anyone interested in commenting about the proposed trail, comments may be sent to Jack Bogle, Recreation Manager, Teton Basin Ranger District, P.O. Box 777, Driggs, ID, 83422. You may also call 354-2312 or e-mail jbogle/r4_targhee@fs.fed.us.

For more information on these and other stories see today's edition of the Post Register or subscribe online.

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Post Register



AS THE LAST FEW NOTES OF "This Land Is Your Land" faded, First Lady Hillary Rodham Clinton stepped up to the microphone. Behind her, the sun-dappled Baltimore and Annapolis Trail streamed away from the neatly restored B&O Railroad Depot and skirted the woods' edge. Before her stood a diverse but eager crowd ranging from a cabinet member and two U.S. senators to an Eagle Scout, a Girl Scout Cadet and a wide-eyed fourth grader.

It was October 5, 1998, and Mrs. Clinton had come to Severna Park, Md., to launch the nation's ambitious quest to "honor the past and imagine the future" through the National Millennium Trails Program. Of the "21 Ways to Commemorate the 21st Century" that have been adopted by the White House Millennium Council, the trails program ranks close to the top of the list, second only to a program to restore historic sites and artifacts. For a one-year period beginning this June, the Millennium Trails program will celebrate, recognize and serve as a catalyst for creation of trails to be passed on to the dawning millennium.

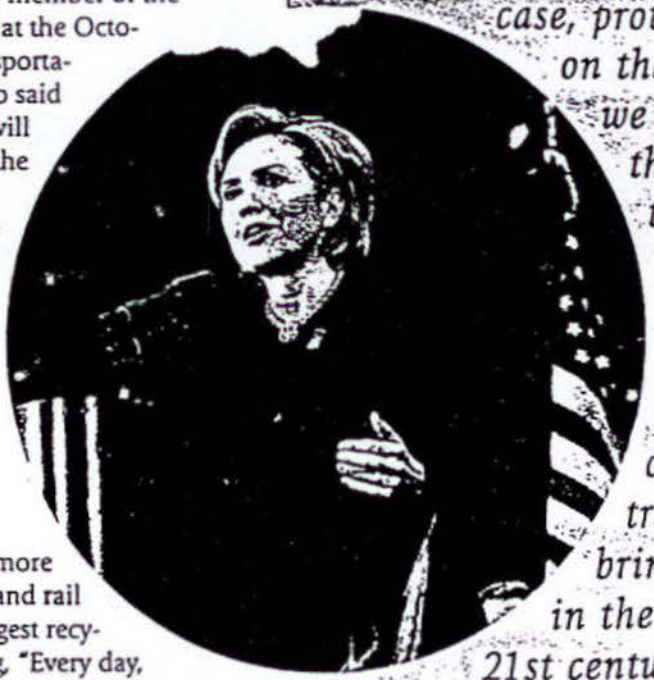
The new program has three components: Community Trails 2000, which eventually will involve at least 2,000 local trail projects around the country; Millennium Legacy Trails, 52 trails to be designated from each of the 50 states plus Puerto Rico and the District of Columbia; and National Millennium Trails, 12

BY JOHN GREENYA

"flagship" trails that symbolize America's natural and historical heritage. Examples may range from well-established trails, such as the wilderness Appalachian Trail and Boston's historic Freedom Trail, to the developing East Coast Greenway corridor (including the Baltimore and Annapolis rail-trail where the October ceremony took place; see "1,000 Trails, 10,000 Miles" story on page 19), to new trails such as a Continental Divide Trail or a Jazz Trail linking musically important cities from New Orleans to Memphis to Cleveland.

"President Clinton and I want to ensure that we as a country honor our nation's transportation history," said Mrs. Clinton. "Millennium Trails is a wonderful opportunity to showcase, protect and build on that legacy as we move into the 21st century. Like the railroads that brought us together in the 19th century, these trails will bring us together in the 20th and 21st centuries."

Mrs. Clinton was not the only member of the Clinton administration to speak at the October kickoff event. Next was Transportation Secretary Rodney Slater, who said the Millennium Trails program will not only celebrate and enhance the national network of off-road transportation corridors but also protect the natural environment.



"Millennium Trails is a wonderful opportunity to showcase, protect and build on that legacy as we move into the 21st century. Like the railroads that brought us together in the 19th century, these trails will bring us together in the 20th and 21st centuries."

Slater was introduced by the only officer of a national, nonprofit organization to take part in the ceremony, Rails-to-Trails Conservancy (RTC) president David Burwell. In his remarks, Burwell paid tribute to RTC's 80,000 members for converting more than 10,000 miles of old trolley and rail lines to trails. It's the nation's largest recycling project ever, he said, adding, "Every day, thousands of volunteers all across America are dedicating their time, money and energy to one common purpose: to tie this country together with ribbons of green."

Burwell's participation in the kickoff event was clear evidence of the commitment of the White House—and especially the First Lady—to the trails movement in general, and to RTC in particular. Harriet Fulbright, executive director of the President's Committee on the Arts and Humanities, was present at the creation of the National Millennium Trails Program. She recalls, "My role had been to get the four cultural agencies together—the National Endowment for the Arts, the National Endowment for the Humanities, the Institute of Museum and Library Services and ourselves, the President's Committee on the Arts and Humanities—and look for ways to collaborate on a Millennium project. We hit upon the idea of trails, and it just resonated with everyone. The project slowly wended its way through the Department of Transportation and into NEA...and then the Millennium Council. Everyone involved along the way just lit up and thought trails was an absolutely marvelous idea."

(The other federal agencies participating in the Millennium Trails program are the National Park Service, U.S. Forest Service, Bureau of Land Management and Department of Commerce.)

John Horsley of the Department of Transportation, "who has been among the program's most enthusiastic supporters," says Fulbright, hired Jeff Olson as project director. Trained as an architect, Olson has spent years on trails, and knows the field well. Fulbright says RTC entered the picture when the program planners decided the trails project "was bigger than all of us combined, and we needed to get the nongovernmental world involved." Horsley chose RTC from the private, nonprofit sector to be the government's partner in the project because RTC was "established and well-connected," and because its "mission of creating a national network of public trails is in perfect sync with the Millennium Trails program."

RTC's goal for the Millennium Trails program, according to Marianne Fowler, RTC senior vice president of programs, "is to elevate public awareness of the value of trails as both mechanisms for preserving our

Saluting the Nation's Trails

The new Millennium Trails program has far-reaching goals. On National Trails Day this June a year-long celebration begins, with communities coast to coast saluting America's most significant and most loved trails.

More than 2,000 "Community Trails" representing local history, culture, conservation and transportation will be selected during the year. One "Legacy Trail" will be chosen to represent each state, Puerto Rico and the District of Columbia. And 12 flagship "National Millennium Trails" will be designated as symbols of America's legacy for the millennium.

Millennium trails can be long distance hiking paths, scenic byways, cultural tours, neighborhood paths, historic trails, rail-trails, greenways or urban bikeways. Both existing and new trails will be considered. Each of the designated trails will receive a special Millennium Trail marker, to be installed as part of the National Trails Day celebration in the year 2000 that culminates the year of trail activities.

The U.S. Department of Commerce is helping to develop tourism promotions featuring the millennium trails, and challenging the tourism industry to get involved as well.

Project director Jeff Olson says the aim of the National Millennium Trails Program is "to include, not exclude" trail projects that have a place in this comprehensive nationwide celebration. Ideas for millennium trails and trail celebrations are welcome. Information about the Millennium Trails program is featured on the Department of Transportation Web site (www.dot.gov/mtp/). Rails-to-Trails Conservancy is developing a Web site containing details on the program and individual trail celebrations. Updates on the trails nomination process and how to get involved with the Millennium Trails program will be on the site, which can be accessed through RTC's Web site at *www.railtrails.org*.

nation's natural, historical and cultural heritage, and as facilities meeting current community needs—for recreation, transportation and health centers. And," she adds emphatically, "trails provide the opportunity to fulfill that most basic human instinct and need, the need to walk."

When President Clinton announced the formation of the White House Millennium Council in August 1998, he said, "We live in an exciting moment in history—the end of the 20th century and the beginning of a new millennium....We, as Americans, must ask ourselves, what will it take to meet that challenge and to prepare ourselves for a new century and a new millennium? What shall we bring to the future so that our children will know that we were thinking of them at this memorable time?"



School children from Anne Arundel County, Maryland, helped kick off the National Millennium Trails Program.

One good answer is the Millennium Trails initiative. As Burwell says, "The purpose of the Millennium Trails program is very consistent with that of Rails-to-Trails Conservancy, that is, to create a nationwide integrated trail and greenway system for the next millennium. It will be a gift, a legacy, from this generation to the next. Clearly the Clinton administration and the Millennium Council have decided that a trails system is a tremendous gift, a down payment on the kind of legacy that we feel demonstrates to Americans in the next millennium that we care about their quality of life and the importance of place."

Funding for Millennium Trails work, whether building new trails, completing older ones or interconnecting land, history and culture through existing trails, will come from a variety of sources. The federal government is taking the lead, providing funds through TEA-21, the new omnibus transportation bill. On November 15, 1998, the first day of the 14th Annual National Trails Symposium, Transportation Secretary Slater awarded nearly $4 billion in grant money for the new national Millennium Trails initiative. Burwell responded, "Today's announcement represents years of hard work by volunteers and provides a great boost to the growing public-private partnership for trails."

The White House plans for the trail initiative, in a cooperative effort involving public and private partners, to enhance or complete significant trails both nationally and locally, develop regional trails that protect and preserve natural history, designate "heritage and cultural trails" and "promote itineraries that trace important aspects of the American story."

Millennium Trails director Jeff Olson says, "From the earliest routes of our ancestors, to new urban greenways, to itineraries that tell the story of our nation, trails are an important part of the American landscape, providing real connections between our people, the land, and our history and culture."

In his 30 years as a Washington, D.C.-based freelance writer, John Greenya has left a trail of 15 books, including biographies of major political, business and media figures.

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The millenium

Merchants hope to ring in new era with turn-of-the-century products

02/15/99

By Katherine Yung / The Dallas Morning News

Forget about the Year 2000 bug. With little more than 10 months left, many corporations are busy making plans to hop aboard the millennium marketing bandwagon.

From McDonald's Corp. to J.C. Penney Co., large companies are joining hundreds of smaller ones in seizing a sales opportunity that only comes along once every thousand years.

"This is hype city. There is going to be so many things with '2000' and 'millennium' that it's going to be like white noise," said Seth Siegel, co-chairman of The Beanstalk Group, a New York licensing agency.

Say what you will about hype. Basic arithmetic buttresses Mars Inc.'s millennium promotion. "MM" is 2000 in Roman numerals, the company points out, so it's only natural that the company's M&M;'s chocolate candies be dubbed the "official candy of the new millennium" on wrappers, posters, t-shirts and billboards.

Another candy maker, Godiva Chocolatier Inc., is just beginning to plan a millennium campaign that will launch in the fourth quarter.

The promotions aren't limited to confectioners, however. While several companies were tight-lipped about their strategies, others were eager to share their ideas:

McDonald's, the world's largest fast-food chain, is teaming up with children's cable television station Nickelodeon on a yearlong project.

The two plan a day of television programming devoted to kids that would air on Jan. 1, 2000. Programs would feature the hopes, dreams and fears of kids around the world - in addition to plenty of hamburger commercials.

McDonald's also plans to team up with The Walt Disney Co. for a millennium-related promotion later this year, a spokeswoman said.

Omni Hotels is allying itself with France's Gosset champagne for promotions tentatively called "Countdown to the Millennium."

In addition, Omni hotels around the nation are selling their own millennium packages. One Chicago Omni hotel already has one customer interested in paying $450,000 to book the entire hotel, a band and catered food on New Year's Eve.

"There is a significant demand for entertainment venues such as hotels and ballrooms," said John Hopkins, Omni's senior vice president of operations.

Omni, which operates 43 hotels in the United States and Canada, is already anticipating millennium events as early as September and October, not just the week between Christmas and New Year's Day, he said.

Magazine and Internet publisher Ziff-Davis and *U.S. News & World Report* will launch their Millennium Conference Series on March 4 in Washington, D.C. The agenda: the technology industry's relationship with government.

Mazda Motor Corp. will sell a millennium edition of its Millenia sedan starting in August or September, a spokesman said. The automaker is also working on other millennium promotions.

Plano-based J.C. Penney started selling millennium merchandise in November at half of its 1,200 stores nationwide. The boutiques offer caps, jackets, belts, pillows, purses, earrings, socks and stuffed animals - as well as time capsules.

"The millennium is going to be the biggest celebration we see in our lifetime," said J.C. Penney spokeswoman Stephanie Brown. "With all the stories about Y2K snafus and glitches, we said, 'Hey, let's bring some fun into the picture.' "

As more companies roll out millennium promotions, marketing experts predict it will only get harder for any one to make a lot of money from the event.

"The marketing window is really going to be the fourth quarter of this year," said James Rosenfield, a San Diego-based marketing consultant who specializes in consumer trends and psychology. "We have the attention span of reptiles here in the U.S. Once we get late in the year, there will be lots of sales of millennial stuff."

Crowded house

Expect the travel, entertainment and champagne industries to profit the most from the urge to commemorate the beginning of a new era, experts said. But most people are expected to buy one or two millennium items as keepsakes.

"I want something to hang on my wall," said Crystal Caudoin, a 16-year-old high school student who was recently looking at millennium picture frames at a Dallas J.C. Penney. "To me, the millennium represents a whole new world. I am a little scared."

The blitz of millennium merchandise could help alleviate fears about year-end computer breakdowns and end-of-the-world natural

disasters, said Thomas Barry, a Southern Methodist University marketing professor.

"It will eventually take away that negative publicity of the Y2K problem," he said. "Everybody is going to want a little. . .memento from the arrival of the millennium."

Hard to resist

It is easy to understand why companies are finding it hard not to attempt to capitalize on the celebration of this once-in-a-lifetime passage of time.

Small businesses are finding the millennium can be applied to just about anything. At one Internet Web site called Everything 2000, consumers can buy a certificate declaring ownership of one of the last seconds of 1999 or, better yet, the first seconds of 2000.

Millennium marketing has become so widespread that even the White House has gotten into the act. It already hosts a series of "Millennium Evenings at the White House." Sponsored by the Endowment for the Humanities and Sun Microsystems, the events feature live broadcasts of special guest speakers such as physicist Stephen Hawking and cultural exhibitions on jazz and other subjects.

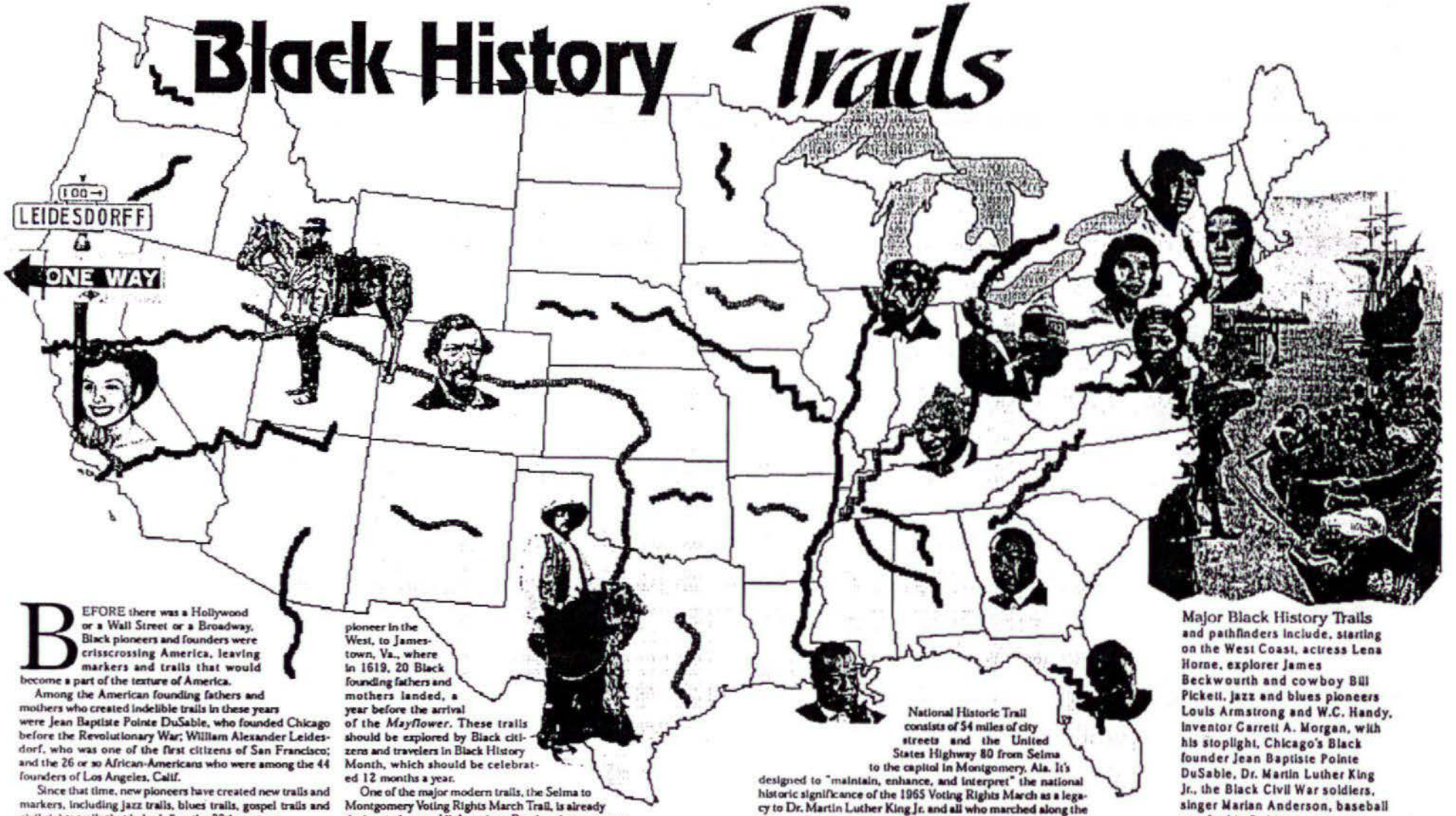
The White House has also launched a program designating a dozen natural trails around the country "National Millennium Trails" and "Millennium Legacy Trails" in each state.

"This phenomenon has been overmarketed," said Michael Solomon, a professor of consumer behavior at Auburn University in Auburn, Ala. "It's like the impeachment trial. It is important. It is historic. But nobody gives a damn."

The Road to 2000, a page devoted to coverage of the turning century and the new millennium, will appear every Thursday in the Metropolitan section throughout 1999.

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This site is best viewed using Netscape 4.0 or IE 4.0.

Black History Trails



BEFORE there was a Hollywood or a Wall Street or a Broadway, Black pioneers and founders were crisscrossing America, leaving markers and trails that would become a part of the texture of America.

Among the American founding fathers and mothers who created indelible trails in these years were Jean Baptiste Pointe DuSable, who founded Chicago before the Revolutionary War; William Alexander Leidesdorf, who was one of the first citizens of San Francisco; and the 26 or so African-Americans who were among the 44 founders of Los Angeles, Calif.

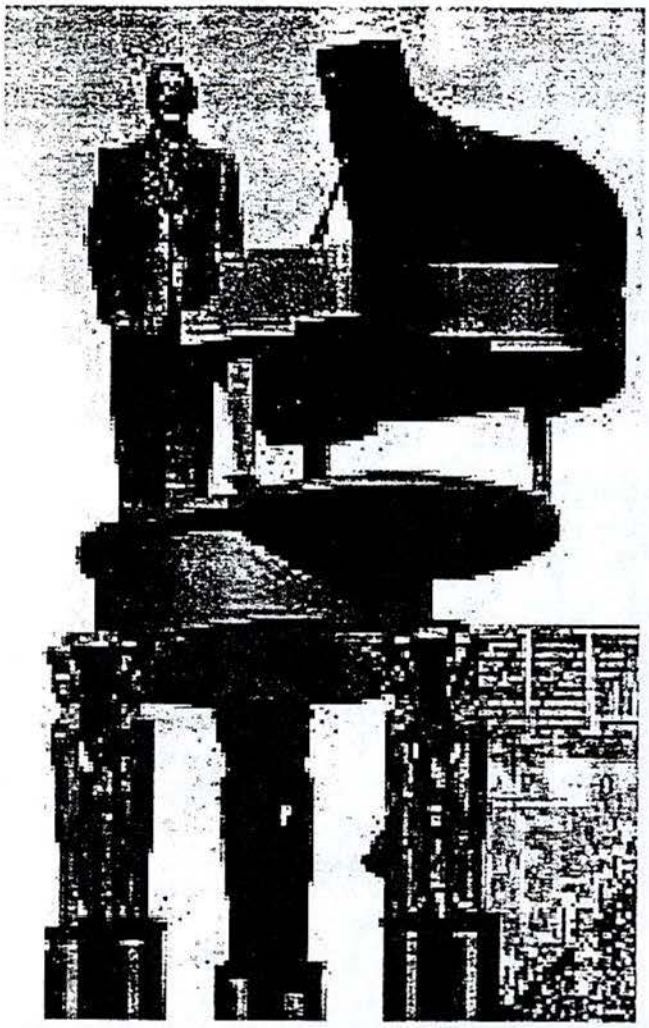
Since that time, new pioneers have created new trails and markers, including jazz trails, blues trails, gospel trails and civil rights trails that help define the 20th century.

The trails created by the unsung Black founders extend from one end of the country to the other, from Centralia, Wash., which was founded by George Washington, a Black pioneer in the West, to Jamestown, Va., where in 1619, 20 Black founding fathers and mothers landed, a year before the arrival of the *Mayflower*. These trails should be explored by Black citizens and travelers in Black History Month, which should be celebrated 12 months a year.

One of the major modern trails, the Selma to Montgomery Voting Rights March Trail, is already designated as an All-American Road and commemorates one of the premier civil rights protests in American history and its lasting influences on the social and political life of the United States. The Selma to Montgomery National Historic Trail consists of 54 miles of city streets and the United States Highway 80 from Selma to the capitol in Montgomery, Ala. It's designed to "maintain, enhance, and interpret" the national historic significance of the 1965 Voting Rights March as a legacy to Dr. Martin Luther King Jr. and all who marched along the route to fight for voting rights legislation.

Within recent years, local, state and federal agencies have focused national attention on these trails as tourist attractions and highways to the American past and future. The most important Major Black History Trails and pathfinders include, starting on the West Coast, actress Lena Horne, explorer James Beckwourth and cowboy Bill Pickett, jazz and blues pioneers Louis Armstrong and W.C. Handy, inventor Garrett A. Morgan, with his stoplight, Chicago's Black founder Jean Baptiste Pointe DuSable, Dr. Martin Luther King Jr., the Black Civil War soldiers, singer Marian Anderson, baseball star Jackie Robinson, pioneer filmmaker Oscar Micheaux, Harriet Tubman, and educator Mary McLeod Bethune.

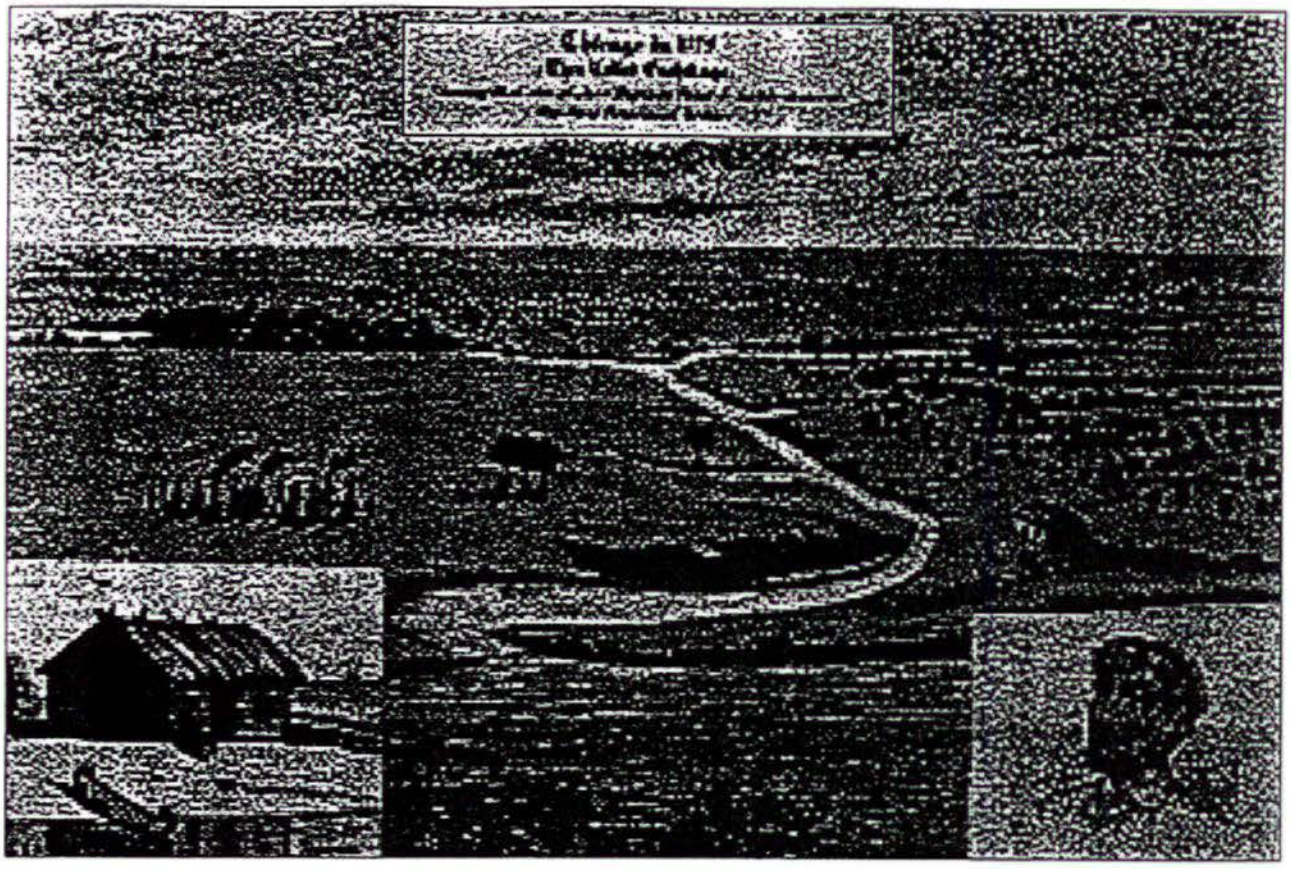
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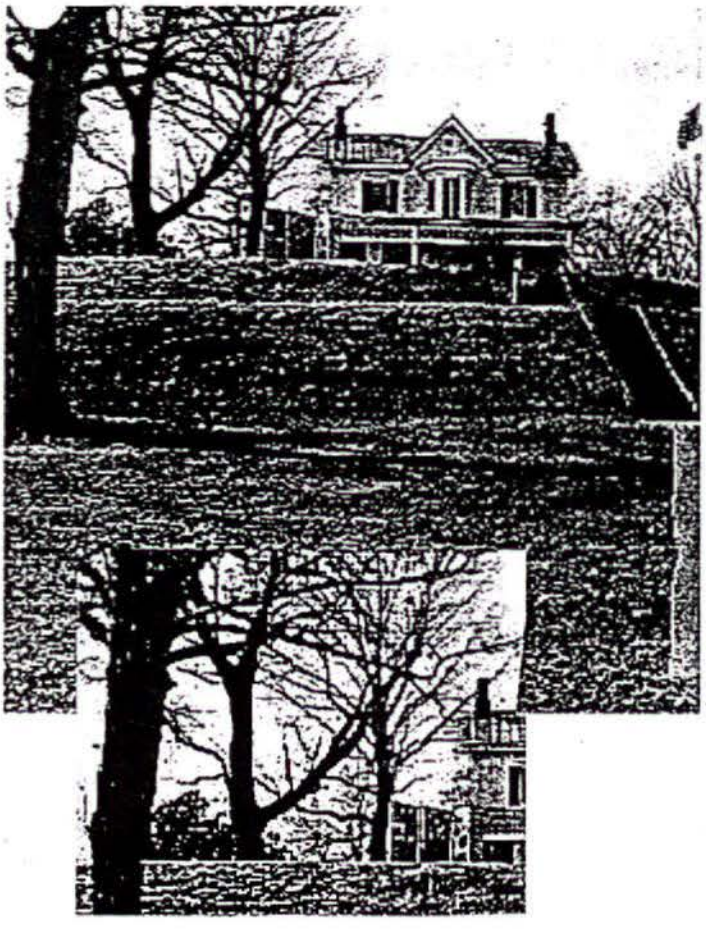




National Millennium Trails Program is announced by first lady Hillary Rodham Clinton and U.S. Transportation Secretary Rodney Slater. Major African-American historical trails include the jazz trail (left) symbolized by New York's monument to Duke Ellington. The Montgomery Bus Boycott civil rights trail was commemorated (below) by Secretary Slater (not shown), Coretta Scott King and other civil rights leaders.







Original Chicago Trail was inaugurated by Chicago's Black founder Jean Baptiste Pointe DuSable, who is pictured on a historic engraving showing Chicago in the 1770s. DuSable's cabin is shown on the north bank of the Chicago River, a site that is now one of the richest commercial sites in the world. Frederick Douglass Trail can be traced to his Washington, D.C., mansion(below, left) and Gospel Trail on the South Side of Chicago is portrayed by gospel founder Thomas Dorsey, shown (below, right) with a few of the many gospel songs he wrote that are now gospel standards.





Creating modern U.S. trail, civil rights demonstrators demanded freedom in 1965 Selma To Montgomery March.

TRAILS *Continued*

tant of these programs is the White House Millennium Trails Program which, in association with the Department of Transportation, is highlighting national trails, including a number of African-American trails. Secretary of Transportation Rodney E. Slater says funding for the new trails project as well as the extension, completion and enhancement of existing trails, will come in part from the new Transportation Equity Act.

Secretary Slater and First Lady Hillary Rodham Clinton, coordinator of the White House Millennium effort, are urging Americans to recognize and celebrate existing trails and to seek out and create new trails in their neighborhoods and communities.

"The White House Millennium Council's Millennium Trails project reinforces the connection between people, their land, and their history and culture," says First Lady Hillary Rodham Clinton. "Through millennium trails, more Americans will be connected to our past. On the Underground Railroad, for example, you can experience the journey of Harriet Tubman, who risked her life to bring slaves to freedom. By recognizing such trails, more Americans will have the chance to really think through what is important to us about our country and how we want to work together to clear a path to our future."

Under the Millennium project, 12 U.S. Trails will be designated as flagship National Millennium Trails; 52 will be designated as Millennium Trails chosen by the 50 states, the District of Columbia and Puerto Rico, and more than 2,000 will be designated as Community Millennium Trails.

Several states are planning to include Underground Railroad routes on their trails. The Ohio River Scenic route, more than 800 miles long, is designated as a National Scenic Byway. The states along that route, Illinois, Indiana and Ohio, have been working together to identify special routes used by Underground Railroad conductors who moved slaves from the slave states to the Northern states and Canada. In New York, the Seaway Trail interprets the sites and residences of important leaders in the Underground Railroad movement, including the home of Harriet Tubman, called "Moses," a major figure of the Underground Railroad.

Other scenic trails proposed include the Jazz Trail, up the Mississippi River from New Orleans to St. Louis. Trails depicting the Great Migration North are planned for the South and Midwest, and trails are planned in the West in the San Francisco Bay region, Denver and Los Angeles, Appalachia and the Grand Canyon.

Trails that are near and dear to African-American history will be central to the program, Slater says. Other major stops on any African-American history trail include: Abolitionist Frederick Douglass' house in Washington, D.C.; Sojourner Truth's gravesite in Battle Creek, Mich.; and the Black Cowboys Trail up from Texas and through Colorado. The blues trail from Alabama and Mississippi to Memphis and St. Louis and the Gospel trail, including historic sites on the South Side of Chicago associated with the music's founder, Thomas Dorsey. The jazz trail includes New Orleans, Harlem, Kansas City, Mo., Chicago, and the homes of Duke Ellington, Charlie Parker, Louis Armstrong and other great jazz musicians.

"There are a number of very unique trails planned," Slater says, including a plan to coordinate with the Dept. of Commerce on an 'I Have A Dream' theme, "focusing specifically on African-American contributions, including sites central to Dr. Martin Luther King Jr. in Atlanta, but not just in Atlanta, but all over the country."

"The Millennium Trails project's ultimate goal is to have a recreational trail within 15 minutes of every home in the United States," Slater says. The trails provide "real connections" between the people, the land and our history, he added. □

Editor's Letter

On the Trail Campaign

It could have been a standard-issue political event. On a rail-trail in Severna Park, Md., Hillary Rodham Clinton was about to kick off the White House Millennium Trails project, a multimillion dollar plan for creating, improving, and recognizing America's trails as part of the country's year 2000 celebrations. During the coming year, trails of all kinds all across the country will benefit.

The day was stage-managed to the last detail, with the requisite flower-bearing school children, flag-waving Cub Scouts, and officious local officials. But the predictability lasted only until the keynoters got up to speak. From Secretary of Transportation Rodney Slater to National Park Service Director Robert Stanton to Mrs. Clinton, this event went beyond the pro forma to the personal—there was genuine excitement. David Burwell, president of the Rails-to-Trails Conservancy, said this was our chance to "tie the nation up in a ribbon of green." "Trails were America's original surface transportation system," said Slater, whose department primarily oversees the building of federal highways. "Not merely preserving but expanding trails can improve the quality of life for millions of Americans, lifting their spirits and their pocketbooks."

In this issue of WALKING writer Melissa Chessher finds that bit of political rhetoric is true. Her story, **Is Your Life Hazardous to Your Health?** *(p. 66)*, shows how our society's approach to food and transportation robs people of their health. For her sake, and that of her daughter, Chessher takes a big step—a new job in a new community.



Not just a gesture: Clinton was excited about Millenium Trails.

Mrs. Clinton would no doubt support Melissa. "Millenium Trails," she said, "are tangible gifts to our future. With them we are creating the kind of communities—and the kind of nation—we want to have." She stepped down from the podium. As her coterie glanced at their watches and tried to edge her toward her limo, Mrs. Clinton lingered, chatting away. You sensed she was aware of her choice: She could continue to enjoy the outdoors and the friendly community it engendered, or she could return to Washington. Mrs. Clinton stayed. I don't blame her a bit. That's what trails are for.



SETH D. BAUER
Editor in Chief

Northern Light

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Source: The Providence Sunday Journal
Date: 01/03/1999
Document ID: BM19990106020075909
Citation Information: ALL; Vol. 13-02; NEWS Section
Author(s): PAUL DAVIS Journal Staff Writer

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Plan for East Coast "urban" trail gains momentum *The Coventry Greenway is one of five paths that have already been accepted as part of the planned 2,000-mile Maine-to-Florida trail, which organizers hope will be completed in 2010.

SOUTH KINGSTOWN Inspired by the Appalachian Trail, a group of cyclists is putting together its own path through the mill towns, industrial cities and financial and political centers of the Eastern Seaboard. The 2,000-mile trail - parts of which are already in place in the Northeast - would run from Calais, Maine, near the Canadian border, to Key West, Fla. Its crazy-quilt network of state- and town-owned paths would bisect some of the nation's biggest cities, from Boston to New York City to Washington, D.C.

"We see our trail as the urban Appalachian Trail," said Karen M. Votava, executive director of the East Coast Greenway Alliance, a nonprofit group that has its headquarters in a small, gray-shingled building off Main Street in Wakefield.

The alliance is working to encourage the establishment of a chain of paths through a dozen states - together, called The East Coast Greenway, and scheduled for completion in 2010 - for joggers, cyclists and hikers. Much of the planned route is along abandoned railway rights of way.

But unlike traditional trails, which feature woodsy settings, the mostly-paved East Coast Greenway is to route visitors past fishing villages, canals, museums, factories, airports, skyscrapers, lighthouses and parks.

"It's a cool idea," said Richard Fries, publisher of The Ride magazine, a Woburn, Mass., cycling magazine. "Bikes are most appropriate in crowded urban environments."

To create the coastal route, the alliance has asked state committees to recommend local paths for inclusion in the larger route.

The paths would be built with local, state and federal money. About 80 percent of the interstate route would be on trails other than major roads and highways.

Although the planned route will skip major highways, it will skirt restaurants, stores, inns, hotels and motels, Votava said. That's good news for retailers: federal studies show that bike-path users spend as much as $10 a day.

"We're kind of a value-added project," Votava said. "Tourists may combine it with their vacation and spend a few days on the trail. Or they may plan their whole vacation around it."

The full, 2,000-mile route would take a cyclist about a month to complete. By comparison, the Appalachian Trail takes a seasoned hiker about six months to finish.

"We think the first city-to-city project will be the Hartford-to-Providence piece," which would follow an interstate highway in Connecticut and a railroad line in much of Rhode Island, Votava said.

The timing couldn't be better.

In response to a flood of new homes, coastal towns and cities are including bike and walking paths in their recreation plans.

Planners have begun to recommend building such paths as an alternative to car-clogged highways.

At the same time, health experts are urging Americans to exercise more. Biking and walking are high on the list of recommended activities.

Those factors, combined with an aging baby-boom population, have spurred a steady growth in bicycle sales, merchants say.

"In New England, we're seeing new cyclists come into the sport . . . and existing cyclists using their bikes more often," said Clint Paige, president of Belmont Wheel Works, in Belmont, Mass.

Nationwide, about 7,500 specialty bike retailers generate about $3 billion in annual sales. Wheel Works stores in Belmont and Somerville, Mass., last year sold about 8,000 bikes and repaired another 20,000. In recent years, the company's sales increases have been "in the high single- to low double-digit figures," Paige said.

Many Wheel Works customers are college students from Boston, Paige said, "but our fastest-growing segment is the 45-year-old to 65-year-old." Older, affluent consumers are paying more attention to their health as they near retirement. "They're riding more often and are riding more miles," he said.

So far, the East Coast Greenway Alliance has designated only five trails - in Rhode Island, Connecticut, New Jersey and Maryland - as part of the Greenway.

But six additional trails are under consideration. And many states are working on bike paths, Votava said. "Virtually every state has one or more projects under construction."

The five designated trails - totaling about 55 miles in length - are:

*The Coventry Greenway, a 3-mile bike path in western Rhode Island.

*The Charter Oak Greenway, a 5-mile path along Route 384 in Connecticut, linking Manchester and East Hartford.

*The Farmington Canal Greenway, a 6-mile path through woodlands and wetlands in Connecticut's

Hamden and Cheshire Counties.

*The Delaware & Raritan Canal State Park, a 28-mile route in central New Jersey, linking South Bound Brook and Trenton.

*The B&A Trail, a 13.3-mile trail traversing suburbs, shopping malls and horse farms near Annapolis, Md.

Other trails nominated for inclusion in the Greenway include more than 3 miles of the Blackstone River Bikeway, a path in northern Rhode Island and southern Massachusetts, and 40 miles of the Charter Oak Greenway, in Connecticut.

The idea of an East Coast path first arose in the early 1990s - as a topic among planners and trail enthusiasts in New York, Philadelphia and Washington. Votava, a New York City planner and a Manhattan bike rider, was enthusiastic. But she thought the group needed to go further.

"I said to them, 'It's a great idea, but if we're going to do it, let's meet, form an organization, and get this thing off the ground.' "

The East Coast Greenway Alliance was incorporated in New York in 1991.

The next year, nine alliance-sponsored cyclists - urban, minority and suburban riders - biked from Boston to Washington in a publicity-grabbing tour. "They met with governors, who issued proclamations," Votava recalled. "We got a lot of notice."

In 1994, Votava moved the agency's headquarters to Wakefield, in part because her mother and sister live in Rhode Island. The move has allowed Votava to concentrate on fundraising. In the next five years, she expects the agency to run on corporate sponsorships, foundation grants and membership fees.

Even the White House has become interested in the project. Three months ago, First Lady Hillary Clinton visited the B&A Trail, in Annapolis, to announce an administration plan to designate a dozen U.S. trails as flagship "millennium trails." Alliance members hope their Greenway will make the list.

Eventually, the Greenway Alliance wants to add 500 miles of connecting trails to the Maine-to-Florida path, enabling bikers to visit Cape Cod, parts of Canada or even the Kingston train station, near the University of Rhode Island.

"It seems like a crazy idea to do this," Votova said, "but when you start talking to people locally, you find there's a lot of support. It's a very grassroots-driven effort."

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Source: Traffic World
Date: 1998
Document ID: PN19981019020000055
Citation Information: Start Page: 9(1) 0041-073X

Walk the Walk.

Two seemingly unrelated events involving the White House occurred last week.

First, word came that the Clinton Administration had finally seen the light and shelved its plan to replace the harbor maintenance tax. That was good news for shipping lines, ports and shippers, all of whom opposed the plan that funded a much-needed port dredging program with a new shipping tax that would raise $1 billion a year.

Ports need a replacement for funds that had been provided by the harbor maintenance tax, the export portion of which was overturned by the Supreme Court.

But the American Association of Port Authorities and other industry groups say no new tax is needed for the already significantly taxed group of navigation users. The ill effects that would come with a new tax, the AAPA says, include a diversion of ships to Canadian ports, with relay of their cargo to the United States by rail, and harm to the competitiveness of the U.S-produced commodities and goods.

The association also questions the basic fairness of the proposal, since commercial fishing, research and recreational boats use the harbors but would not contribute to the "user fee."

Instead of a new tax, the AAPA said, Congress should pay for dredging with funds from the general treasury. But the Clinton Administration's view is there isn't any more money to spend on harbors.

The second event took place in a Maryland suburb, along an abandoned Baltimore and Annapolis Railroad line that is now a hiking and biking trail.

There, Hillary Clinton joined Transportation Secretary Rodney Slater in hailing something called the

Millennium Trails Initiative, funded by the Recreational Trails provisions of the Transportation Equity Act for the 21st Century. The record-setting TEA-21 was signed into law by President Clinton in June.

The Millennium Trails Initiative is part of a larger program, the White House Millennium Council Initiative, which includes the Mars Project. The Mars Project involves "imagining a human community in space and appears only slightly more far out than the Millennium Trails Initiative.

Picture if you will, as Rod Serling used to say, $270 million of your tax dollars melting away as the DOT designates 12 hiking trails in the country as flagship National Millennium Trails. Then there are 52 Millennium Trails chosen by the 50 states, Puerto Rico and the District of Columbia, and more than 2,000 Community Millennium Trails selected by local governments.

There was plenty of flowery language along the B&A Railroad bed. "President Clinton and I want to ensure that we as a country honor our nation's transportation history," Mrs. Clinton said. But more important is improving the nation's transportation future.

"Transportation is about more than concrete, asphalt and steel; it is about quality of life for the American people, today and in the future," Slater said.

Fair enough. But quality of life in the United States depends a great deal on cargo transportation, and that isn't helped by massive spending for hiking trails.

It's not that these proposals are not worthy of public support, but they never belonged in a bill that was born as part of an urgent campaign to rebuild the nation's transportation infrastructure and fueled by concerns that the nation's freight networks are rapidly nearing their capacity. Some have already exceeded capacity.

How many tons of freight will diverted from the nation's highways to the backpacks of hikers ambling along the Appalachian Trail.

It's a silly question. But it doesn't seem any sillier than some of the priorities evident in the programs of the Clinton Administration.

Clayton Boyce

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Millennium Trails Program will celebrate trails

First Lady unveils multiyear publicity effort

by Tim Blumenthal

The setting was a grassy, suburban field adjacent to the 13-mile Baltimore-Annapolis Rail Trail in eastern Maryland. The occasion was an announcement of the Millennium Trails Program, an ambitious multiyear promotion project funded by the Federal Highway Administration. But perhaps the most noteworthy element of this October 5 ceremony was the group of government leaders in attendance: heavy hitters by any standard, including First Lady Hillary Rodham Clinton. Equally important was their across-the-board support for cycling and the wisdom of supporting alternative transportation projects.



Photo: Robert Visser

Mrs. Clinton heads the White House Millennium Council, a multiyear initiative designed to recognize the accomplishments of this century and carry them into the next. In her passionate keynote speech, she noted that the Millennium Trails Program will "celebrate, recognize and be a catalyst for creating trails to honor the past and imagine the future as part of America's legacy for the year 2000.

"You give a gift to the future (by being involved in trails)," Mrs. Clinton said. "This Baltimore-to-Annapolis trail is only here because people imagined it and made it a reality."

Other speakers included Secretary of Transportation Rodney Slater, National Park Service director Robert Stanton, Maryland Governor Parris Glendening, and David Burwell, president of the Rails-to-Trails Conservancy. Rails-to-Trails, a key player in the Bikes Belong Coalition that successfully prodded Congress into passing a bike-friendly transportation bill, coordinated the event with the White House staff and support from American Trails.

All of the speakers emphasized themes that helped drive the Bikes Belong Coalition: connecting communities, tracing our heritage, physical fitness and alternative transportation. The Rails-to-Trails Conservancy received special credit for recently reaching 10,000 total miles in a system of 1000 rail trails.

While the Millennium Trails Program is still being defined, it will have at least three components. Twelve flagship National Millennium Trails will be designated by the year 2000 and will be recognized, one per month, in public celebrations. Fifty-two State Millennium Trails-one per state plus the District of Columbia and Puerto Rico-will be designated. An additional 2000 local trails will be identified for Community Trails 2000. The first-year budget for this project-some of it tea-21 Transportation money-was announced as $5 million, with $4 million to be distributed as grants.

This program will be coordinated by the Federal Highway Administration, which is likely to

hire the Rails-to-Trails Conservancy and other trails groups to coordinate special events. For more information, contact fhwa Millennium Trails Program director Jeff Olson by phone, 202/366-4045, or e-mail: trails2k@aol.com.

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Sunday, November 15, 1998
Home Edition
Section: PART A
Page: A-30

Nation IN BRIEF / ARIZONA;

Grand Canyon Gets Funds for Rim Trail;

By: From Times Wire Reports

A new trail will be blazed through the Grand Canyon, making it easier for bicyclists and hikers to see the natural wonder in northern Arizona. Transportation Secretary Rodney Slater announced the park will receive nearly $900,000 for construction of a five-mile trail. The grant was among several that will go to national parks for new trails. Jeff Olson, head of the National Millennium Trails Project, which fosters public-private partnerships to build trails, said most Grand Canyon trails were designed for hikers who want to go into the canyon. The new trail will allow people to walk or bike along the rim.

Type of Material: News Brief; Wire Service Story
Descriptors: GRAND CANYON; TRAILS; ARIZONA -- FEDERAL AID;

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Living On Earth TRANSCRIPT

October 23, 1998

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News Features

- Gubernatorial Politics in Maryland
- Many Voices Speak Out on Sprawl
- SF Bay Bridge Blues
- Almanac: Biosphere II Experiment
- Yankee Armaments in Panama
- Plutonium, To Canada or Bust
- Listener Letters
- Presenting Mr. Schumer
- "Grandpa Al" Lewis, NY Gubernatorial Candidate

HOST: Steve Curwood
REPORTERS: Meghan Cox Gurdon, Peter Thomson, Joe Rubin, Beth Fertig
GUESTS: Neal Pearce, Al Lewis, Craig SEEMAN
COMMENTATOR: Suzanne Elston

(Theme music intro)

CURWOOD: From National Public Radio, this is Living on Earth.

(Music up and under)

CURWOOD: I'm Steve Curwood.

As Democrats capture votes with a perceived environmental friendliness, a new coalition of Republicans is calling for a free-market approach to ecological protection.

NORQUIST: We reject your idea that state-sponsored edict, one size fits all economic fascism is good for the environment. It's wrong; it's bad for the environment.

CURWOOD: Also, a pundit predicts a growing backlash against sprawl and congestion. And a bid to put trains back on the bridge that links San Francisco and Oakland is stirring up deep political passions.

DEAN: If future generations look back at us and they wonder who the idiots were that didn't make the right decisions about mass transit, that's a terrible legacy.

CURWOOD: This week on Living on Earth, but first this hour's news.

(NPR News follows)

(Music up and under)

Gubernatorial Politics in Maryland

CURWOOD: This is Living on Earth. I'm Steve Curwood.

Voters will soon head to the polls to pick the 106th Congress and many state and local offices. In Maryland, Governor Parris Glendening is in a tight race with his GOP challenger Ellen Saurbrey. The Governor has been campaigning heavily on his environmental achievements, one area where the Democrat feels there's a clear difference. As Meghan Cox Gurdon reports, the questions about Ellen Saurbrey's environmental record illuminate a larger Debsate within Republican ranks: how to repair the party's image as environmentally ruinous rogue elephants.

(Bluegrass Country music plays)

GURDON: On a cool autumn day Maryland Governor Parris Glendening opens a new public trail on an old railway bed. The outdoor setting is a picture- perfect backdrop for a Democrat who's risen to national prominence on his environmental record.

GLENDENING: I really, truly care about the quality of life, and we're not willing to sacrifice that investment in the quality of life and especially in these very, very good economic times that the nation and the state are experiencing.

(Milling crowds)

GURDON: Governor Glendening is leaning heavily on his reputation as a fearless defender of Maryland's outdoors. He's been endorsed by major environmental groups, which applaud, among other measures, his decision to close 3 state rivers last year when an outbreak of the toxic microbe Pfiesteria threatened the Chesapeake Bay.

GLENDENING: The environment has become very important today because of things like the Pfiesteria outbreak, because of the excess of sprawl that is destroying our open space. And it has always been a major issue in Maryland. It's also very important, though, because there's probably not a more stark contrast between 2 different records.

GURDON: To sharpen the contrast between his record and that of his Republican challenger, Maryland legislator Ellen Saurbrey, Governor Glendening recently stepped up his media excoriation of Mrs. Saurbrey's environmental wrongdoing.

(Dramatic music and voice-over: "In the legislature Saurbrey voted against banning phosphates. Against the Clean Air Act. Even against penalties for oil spills in the Bay. The League of Conservation..." Fade to a phone ringing)

WILKINSON: Thank you. Good evening, Ellen Saurbrey for Governor. This is Tom Wilkinson. How can I help you?

(A copier runs)

GURDON: At Ellen Saurbrey's campaign headquarters, an ailing copier pushes out press releases laying out her environmental goals, such as seeding Chesapeake Bay with disease-resistant oysters to help filter the water. Mrs. Saurbrey claims Governor Glendening is grossly distorting her environmental record, highlighting a handful of highly controversial votes from her 16 years in the Maryland legislature.

SAURBREY: You don't have the time to go on television and rebut, point by point, why these votes were cast. And often bills have titles that sound good, but they include things that most people would have great difficulty believing are the right things to do.

GURDON: A week ago, Mrs. Saurbrey parried the Governor's attacks by publicizing a development he's

proposed on environmentally-sensitive land. But otherwise, the Democrat has controlled the environmental Debsate. Here in Maryland and across the nation, that's a special problem for Republicans. For when pollsters asked the public who it thinks cares most about the environment, the public says Democrats.

HAYDEN: Republicans have not, except for a few of us, embraced the environment and conservation as we should have.

GURDON: Mike Hayden is a former Republican Governor of Kansas and the new chairman of the League of Conservation Voters.

HAYDEN: So it's partially our fault. It's also smart politics on the part of the Democrats to elevate their environmental record while chastising the environmental accomplishments of Republicans.

(Breezes blowing and birds chirping)

GURDON: And Republicans do have an environmental legacy. I'm standing right now on a small part of it here in Washington, DC. This is Roosevelt Island, a leafy nature reserve just across the Potomac River from the Kennedy Center. The island is a memorial to Republican President Theodore Roosevelt, who dramatically expanded the National Parks system. President Eisenhower, another Republican, created the Arctic National Wildlife Refuge. And Presidents Nixon and Bush respectively signed into law the Clean Water and Clean Air Acts.

Yet the image of Republicans in the pockets of plutocrats and polluters endures, and with recent justification, according to Steve Cochran, legislative director at the Environmental Defense Fund.

COCHRAN: Perception is very strong, but perception is fueled by the reality of the very strong anti-environmental efforts that occurred in the 104th Congress in 1995. Taking some flight again because of some of the efforts that are going on now at the end of the Congress. So there is some reality to the perception.

GURDON: The efforts Mr. Cochran mentions are dozens of anti-environmental riders some Republican members of Congress attached to this fall's budget proposals. Meanwhile, the Congressional leadership has launched a new effort called the Coalition of Republican Environmental Advocates, or CREA. Its national co-chair, Grover Norquist, says the environment as an issue is ripe for an ideological shake-up.

NORQUIST: We reject your idea that state-sponsored edict, one size fits all economic fascism is good for the environment. It's wrong; it's bad for the environment.

GURDON: Mr. Norquist says CREA will trumpet Republican environmental achievements and promote what he calls a more rational Debsate.

NORQUIST: Take a look at the difference between prosperous countries with property rights and economic growth and free trade, and countries in the Third World that don't have property rights and don't have economic growth and don't have free trade, and you ask me which one has safer drinking water and safer food and a more healthy environment.

GURDON: But CREA is not the only GOP group trying to burnish the party's image on the environment. In Congress, Republican Representative Sherry Boehert of New York and his Senate ally John Chaffee of Rhode Island have funneled through their Political Action Committee, the TR Fund, about $100,000 to help elect environmentally-minded Republicans. Boehlert says he's seen a dramatic increase in the number of Republicans willing to toe a more moderate environmental line, since a vote he particularly remembers back in early 1995.

BOEHLERT: There was a bill that was advanced. It sounded very good. The generic name was Regulatory Reform. Now, who would be opposed to reforming needless regulations? Well, the answer is, as you began to look, examine the provisions of that bill, one quickly discovered it was not a good

bill in terms of the environment. We had 2 Republicans that voted against that bill: Christopher Shays of Connecticut and me. Fast-forward. Now, every time we have a test on a key environmental issue, I get anywhere from 60 to 80 Republicans voting with our bloc to protect the environment.

GURDON: The GOP is clearly wrestling with how to handle its approach to the environment. But the party is split between those who dismiss environmentalism as just so much tree-hugging, and those who think ecology is good for both party and country.

(A woman on a bullhorn; a man answering)

GURDON: Back in Maryland, Republican Gubernatorial challenger Ellen Saurbrey, who's on the honorary board of CREA, says Democrats have had the issue to themselves too long.

SAURBREY: I think it is important that Republicans not just continue to be playing defense on the environment. That Republicans identify things that we care about and can go out and do something aggressively to pursue.

GURDON: Right now, though, Mrs. Saurbrey is concentrating on her aggressive pursuit of the Governor's job. And polls suggest she has a strong chance of taking it. Which is why Parris Glendening is getting some help from the White House.

(Applause)

MRS. CLINTON: Oh, thank you.

GURDON: In the serene and smiling person of Hillary Rodham Clinton, who shares the Governor's enthusiasm for nature trails like the one being opened on this day.

(Sirens in the background)

MRS. CLINTON: You know, when we take a stroll on the BNA trail or the CNO canal, we're walking in the footsteps of people who understood clearly how important it was for all of us who live in an urban environment, like we can hear (audience laughter amidst the sirens), to get out and be able to enjoy nature and to do it in a way that's accessible to every person.

GURDON: Love of nature is not confined to either political party. Love of political advantage is craved by both. Which is why Republicans seem intent, if not in this election then in the next, to capture some of the green terrain now held by the Democrats. For Living on Earth, I'm Meghan Cox Gurdon.

Many Voices Speak Out on Sprawl

CURWOOD: Ever since World War II, a house in the suburbs with a 2-car garage, a white picket fence, and a lush lawn has been the dream of many American families. But in much of the country, that dream is becoming a nightmare of long commutes, congestion, and unsightly development. Syndicated columnist Neal Pearce follows the sprawl issue. He says many politicians are missing out on the growing anti-sprawl revolt.

PEARCE: There are a few who are really sort of picking it up as a cause, but there are not many of those. Governor Christie Todd Whitman, Republican of New Jersey; Parris Glendening in Maryland; John Kitsauber in Oregon; Roy Roemer in Colorado. But mostly, I think that the elected leaders, just as in the early days of the Civil Rights movement, this is too hot a potato to touch, that they'll cross local office-holders who want to control everything down at that level, or that development interests will crucify them if they start to push for controls or guides on where growth will go.

CURWOOD: So, people's sentiment against unchecked development is really growing, you're saying,

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THE SUN

Baltimore, Maryland 50 cents

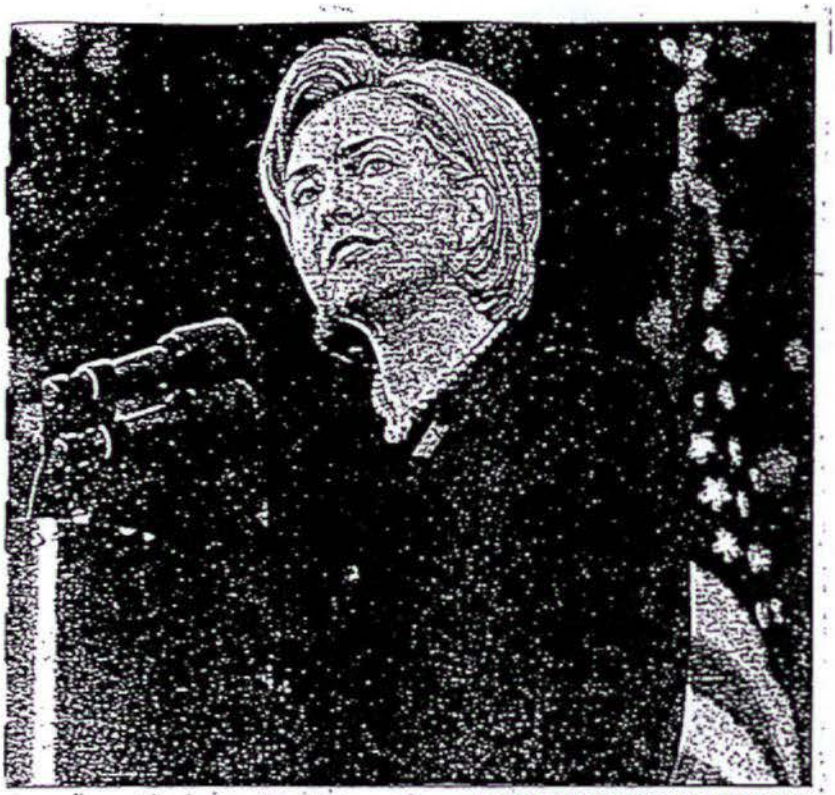
October 6, 1998 Section B



NANINE HARTZENBUSCH : SUN STAFF

ON THE TRAIL CAMPAIGN

Walking, talking: *Hillary Rodham Clinton (center) tours the B & A Trail with Rep. Benjamin L. Cardin (left), National rk Service Director Robert Stanton, Rails to Trails' David Burwell, Sen. Paul S. Sarbanes, and Gov. Parris N. Glendening. ead are Mike Jones (left), Oak Hill Elementary fourth-grader Tyneka Paca, 9, and Jennifer Jarman.* *(Article, Page 2B).*



NANINE HARTZENBUSCH : SUN STAFF

Trail talk: *First Lady Hillary Rodham Clinton speaks at the Baltimore & Annapolis Trail in Severna Park during an event to kick off a White House program to promote U.S. trails.*

First lady's path leads to B & A Trail

Hillary Rodham Clinton kicks off federal trail effort

By CHERYL LU-LIEN TAN
SUN STAFF

Ignoring a banner that said "Save the Presidency. Jail Ken 'Porno' Starr," first lady Hillary Rodham Clinton spoke in Severna Park yesterday flanked by a phalanx of politicians that included Gov. Parris N. Glendening, who snubbed the president when he visited a Montgomery County school last month.

Mrs. Clinton — almost an hour late when she arrived at the Baltimore & Annapolis Trail — stepped into the miniature-flag-waving fanfare of a community that is rarely visited by dignitaries beyond the county government level. She was there to kick off a White House Millennium Council program to promote and develop 2,000 trails nationwide.

The first lady's visit followed the recent slighting of President Clinton by Glendening, who sup-

When Glendening canceled plans to show up at a Silver Spring elementary school during a Sept. 8 presidential visit to show support for the governor's educational initiatives, he blamed scheduling conflicts. Glendening canceled an Oct. 2 fund-raiser with Clinton and criticized him for failing to set a good example for the nation's youth.

Yesterday, Glendening took a swipe at the cost and intent of independent counsel Kenneth W. Starr's investigation.

"In all honesty, I think it's a waste of time, money and energy on ... a person's personal life," he said.

Asked yesterday about his Silver Spring absence, the governor said Lt. Gov. Kathleen Kennedy Townsend had been there for the administration and that he didn't regret pulling out of the fund-raiser. Since then, he said, Clinton has admitted he "made a mistake and apologized" for the Monica Lewinsky affair.

"It is time to try and move on," he said. "Let's get on with the business of running this country."

Mrs. Clinton said nothing about the scandal at yesterday's event. She took no questions from the media and ignored reporters who yelled questions about the House Judiciary Committee's impeachment inquiry.

She arrived just before 4 p.m., walked about 500 yards of the trail, inspected a map and went to the stage.

About 1,000 people showed up to give Mrs. Clinton a standing ovation and to cheer as Anne Arundel County Executive John G. Gary, a Republican, took the microphone to say, "Isn't she great?"

Mrs. Clinton spoke about trails and their importance in "bringing together the community."

"Like the railroads that brought us together in the 19th century, these trails will bring us together in the 20th, 21st centuries," she said.

The ceremony took little more than an hour, but Mrs. Clinton's visit — which brought a crowd of Secret Service agents and county police to the usually quiet area — left an indelible impression on many.

Holding up his right hand, 10-year-old Dimario Walker of Annapolis said Mrs. Clinton had just shaken it.

"I'm never going to wash this hand," Walker said. "I'll just never

THE NATION'S NEWSPAPER
USA TODAY
PUBLISHED BY GANNETT

WASHINGTON

Hillary's hike blazes millennium trails

By Susan Page
USA TODAY

WASHINGTON — Hillary Rodham Clinton will hike b along the Baltimore & An.polis Trail in Maryland this afternoon to announce a White House "Millennium Trails" project designed to promote development of bike paths and jogging trails across the nation.

By 2000, the program will designate 12 national "flagship" millennium trails of special importance, honor a "state millennium trail" in each state from nominations made by governors and identify 2,000 community trails.

The goal: to help create trails and riding paths within 15 minutes of each American's front door by the end of the millennium celebration.

"Trails connect people, their land, their culture and their history," says Marianne Fowler of Rails to Trails Conservancy, a private group that is joining in the project.

The 13.3-mile Baltimore & Annapolis Trail is an abandoned rail corridor that winds past suburban developments, historic sites, shopping centers and picnic spots. It is a link in the proposed East Coast Greenway, a 2,000-mile system of recreational trails that is to stretch from Maine to the Florida Keys.

The East Coast Greenway is likely to be designated one of the nation's flagship trails, says Ellen Lovell, director of the White House Millennium Council. The council, the federal Department of Transportation and a half-dozen other federal agencies are participating in the project.

Other likely flagship trails include the Appalachian Trail, which was started more than 75 years ago; the Grand Canyon Greenway, a project that will enable tourists to hike around the rim of the canyon; and the Bay Area Ridge Trail, a project that is developing a trail around the San Francisco Bay area.

The project will encourage states to tap federal Transportation Department funds available to develop pedestrian and bike paths and other trails. Last year, states were given an estimated $1.35 billion for trails and paths.



Reuters

Taking a trip: The Clintons head for Camp David, Md., Saturday.