



President's Message:

Significant events since the Spring Newsletter:

- The Hoover Trail connecting the Cedar River Trail to Ely officially opened on June 3. This is a scenic paved trail through a mostly wooded area. LCTA assisted in acquiring some of the property several years ago and LCTA is giving the city of Ely \$1,750 for a kiosk at the trail-head through a contribution from PIGS. Ely is approximately 10 miles from Green Square Park via the trail.
- LCTA presented a check for \$96,250 to the Linn County Conservation Commission on August 22 to match a grant to pave the Cedar Valley Nature Trail. Paving from County Home Road to Schultz Road (3 miles from Center Point, mile post 10) will begin in the spring. This is approximately 7 miles of new paving.

Several of us on the LCTA board have spent the summer working on the new Metro Area Trails Guide. The last map was published in 2007, so an update was certainly needed; besides we ran out of maps. We printed 60,000 maps in 2007 and 60,000 more this time. Hopefully many of the "future trails" will be in existence before the next map publication. We have taken the liberty of showing trails that will be completed this year as existing trails. This is particularly true of many of the bike lanes and sharrows shown on the map that will be painted yet this year. (A sharrow is a bicycle symbol with chevron arrows painted on the side of the road indicating a shared usage roadway. Bicycles should always ride on the right side of a 2 way road.) The new map identifies three different the trail types: paved separated trail, bike lane/sharrow/paved shoulder, and gravel/sod separated trail. Also new with this map is the mileage table showing trail mileage within the CVNT/CRT/Hoover Trail route. Note the list of trail guide sponsors on the back of the map. No funds from LCTA contributors were used to publish the map!

Unfortunately many of the "future trails" shown on the 2007 map are still future trails. That is the nature of trail development; it is slow and expensive. The primary LCTA mission is to "make trails happen". We do this by promoting trail usage, publishing statistics on trail usage, encouraging the local governments to design and build more trails, contributing funds to acquire land and providing matching funds for trail development grants. LCTA financial strength comes from a large number of supporters that contribute annually. The supporter page on the LCTA website <http://linncountytrails.org/support/> lists many of the past accomplishments made possible by our supporters. We are launching a drive to increase our list of active supporters and renew the annual support from our existing supporters. Please consider contributing if you have not already done so.

Note the mailing address on this newsletter contains an "expiration date" for your annual contribution. The date is a friendly reminder of when you made your last annual contribution. Remember that all LCTA contributions are fully tax deductible.

Happy Trails,

John Wauer

LCTA Officers

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(Cedar Rapids City Council)



Upcoming Events

LCTA Board Meeting

Monday, September 12, 7:00pm

Location: Peoples Church

4980 Gordon Street NW

Cedar Rapids (New Location)

LCTA Board Meeting

Monday, October 10, 7:00pm

Location: United Way of East Central Iowa

317 7th Avenue SE, Suite 401

Cedar Rapids, IA

LCTA Annual Board Meeting

Monday, November 14 7:00pm

Location: United Way of East Central Iowa

317 7th Avenue SE, Suite 401

Cedar Rapids

All meetings are open to the public.

Sign up to receive recent updates on trail news and events,
visit the Linn County Trails Association's website at

www.linncountyltrails.org



Find LCTA on facebook @
www.facebook.com/lctrails



Follow LCTA on Twitter @
www.twitter.com/lctrails

*Trail Connections is the quarterly publication of the
Linn County Trails Association.*

*It is published January, April, July and October
Articles may be submitted as an MS Word or text file.
Typed, printed or clearly handwritten articles are also ac-
cepted. Photos can be prints or can be submitted digitally
and saved with a resolution of ideally 300 dpi and a size
of 6x8 inches. The deadline for each issue is the first day
of the month prior to publication. Please send pictures,
stories, and ideas to Brad Mullin:
mullinb1427@yahoo.com*

Current Metro Area Trails

Open For Use

Summer 2011



Separated Trails	Miles	Surface	Remarks
Bowling Street Trail	1.8	Asphalt	From 50th Street SW to Wilson Avenue
Boyson Trail	2.4	Crushed Limestone	Follows Indian Creek, Marion
Cedar River Trail	13	Asphalt	Cedar Rapids and Hiawatha (ADT)
Cedar Valley Nature Trail	20.5	Asphalt/Crushed Limestone	Linn and Benton Counties (ADT)
CEMAR Trail	0.6	Asphalt	From 20th to 29th St. NE
CRT Lake Loop	1.6	Asphalt	Around Cedar Lake
Ellis Trail	3	Asphalt/Concrete	From Ellis Park to Downtown
Grant Wood Trail	8.5	Natural	Through Eastern Linn County in 3 segments
Hoover Nature Trail	2.7	Asphalt	76th Ave. SW to Ely Park (ADT)
Kirkwood Connector Trail	1.2	Concrete	From Ely Rd. to Kirkwood Campus
Marion Railroad Trail	1	Crushed Limestone	From Lindale Dr. West to Marion City Limits
Robins Trail	0.7	Asphalt	Along Main St, Robins. Connects to CVNT
Sac and Fox Trail	7.1	Crushed Limestone	Along Indian Creek and Cedar River (NRT)
Park Trails	Miles	Surface	Remarks
Beverly Park Trail System	5	Natural	SW CR: Singletrack Mountain Bike trails
Cedar Greenbelt Trail	4.7	Natural	Near Indian Creek Nature Center/Sac and Fox Trail
Cherokee Park Trail	1	Crushed Limestone	West Side: Edgewood to Wiley Blvd.
Cherry Hill Park Trail	0.8	Crushed Limestone	NW Cedar Rapids: Cherry Hill Park
Fay Clark Memorial Trail	0.7	Asphalt	Hiawatha: Fay Clark Memorial Park
Fross Park	1.2	Crushed Limestone	NW Center Point
Huston Park Trail	0.11	Asphalt	SE Cedar Rapids
Jackson Park Trail	0.4	Crushed Limestone	NW Cedar Rapids near Jackson Elementary School
Lowe Park Trail	0.5	Asphalt	Marion: N. 10th St to 35th Ave
Matsell Bridge Natural Area Trail System	8.4	Natural	NE Linn County, near Viola
Morgan Creek Trail System	3.8	Natural	NW Cedar Rapids
Nixon Trail	0.75	Crushed Limestone	NE Cedar Rapids: Around Nixon School
Noelridge Park Trail	0.8	Crushed Limestone	NE Cedar Rapids: Noelridge Park
Pinicon Ridge Park Trail System	12	Natural	Five park trails near Central City
Prairie Park Fishery Trail	2	Asphalt	SE Cedar Rapids: Prairie Park Fishery
Reed Park Trail	0.25	Crushed Limestone	SW Cedar Rapids near Taylor Elementary School
Squaw Creek Park Trail System	4	Natural	Located within Squaw Creek Park plus 1 mile singletrack mountain bike trail
Thomas Park Singletrack	2	Natural	Singletrack mountain bike trail
Van Buren Park Trail	0.5	Crushed Limestone	SW Cedar Rapids near Van Buren Elementary School
Wickiup Hill Outdoor Learning Center Trail System	5	Natural	5 mile network near Toddville

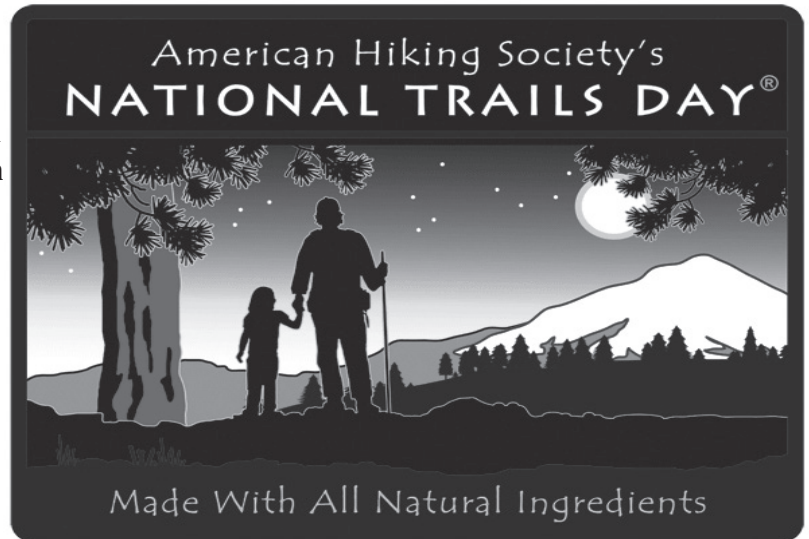
ADT=American Discovery Trail, NRT= National Recreational Trail

2011 National Trails Day®

The Annual Linn County Trails Association National Trails Day Breakfast occurred on Saturday, June 4th. A scattered shower did not deter people from using the trail on a humid morning. Trail support is hard work and trail supporters were awarded with a diverse selection of baked goods from area businesses. Vicky Evans was able to secure several donations that were distributed to trail supports.

This year the LCTA partnered with the Bicycle Advisory Committee in conducting the bicycle corral. The Downtown District's first Farmer's Market utilized the new portable bike racks purchase through the Healthy Linn Care Network grant received earlier this year. The new racks are able to support 8 bikes at one time. On National Trails Day 2011, over 100 people used the bike corral service. In addition to having a secure place to leave their bikes, they were provided with free breakfast items from the LCTA. The Farmer's Market was great opportunity for LCTA to interact with the public and increase awareness of area trail activities.

The Linn County Conservation Department held an interpretative hike at the Matsell Bridge Natural Area. Participants explored the designated National Recreational Trail through the wooded hillsides and stream valleys of northern Linn County. The free program is co-sponsored with the Linn County Trails Association and LCTA provided healthy breakfast items at the beginning of the hike. Thank you to all those who participated in this year's activities.



2011 NTD Volunteers

McLoud Park

Dean and Jan Barnum
Ron and Toni McGraw

Sokol Park

Mike and Esther Wilson
Brad Mullin

Greene Square Park

Leland Frie
Derek Stepanek
Ron Griffith
John Wauer
Steve Hershner
Nancy Craig

2011 National Trails Day Sponsors



Gems of Hope: Ride for Hope

Gems of Hope Inc. is a nonprofit organization that offers gifts of jewelry mounted on inspirational cards to cancer patients. It provides unique opportunities for patients to connect with others as they are invited, along with family and friends, to attend workshops to create similar gifts for others. Exposure to inspirational quotes and access to a resource library become the true gems that patients can carry through their treatment and beyond. As part of the 34th Annual Houby Days Festival, Gems of Hope organized a family bike ride beginning at the Sokol Park Pavilion. On Sunday, May 15th, the *Ride for Hope* featured a 5-6 mile short ride from Sokol Park to C St. SW and Ely Rd. A longer route, approximately 25 miles, from Sokol Park along the Cedar River Trail to Ely and back to the park. The Linn County Trails Association provided a water stop at C St. SW and Ely Rd. Kari Lammer, Tom Pfeffer, Carol Reasnor and Brad Mullin volunteered. For more information about Gems of Hope, visit: www.gemsofhopenet.org/



Cedar Valley Nature Trail Update:

Black Hawk County is “bridging the gap” in the Cedar Valley Nature Trail. On July 31, 2011, the CVNT Bridge over the Cedar River at Evansdale was opened for use. The new bridge will have 3 pillars (rather than the previous 7 pillars) and is eight feet higher than the old bridge. Cedar Valley Nature Trail users are now able to travel from Evansdale down to King Rd. outside McFarlane Park. The bridge over the Cedar River at McFarlane Park secured some funding in the fall of 2010. The cost of replacing the bridge is \$3.6 million. Currently, the county has secured \$3.2 million. With design work underway, the Black Hawk Conservation Department hopes to begin bridge construction in the spring of 2012. With FEMA funding, trail repairs from east side of the trail bridge to Carter Rd. are scheduled to be completed by the fall 2011. However, this section will remain close until the bridge construction is finished. Hopefully, the CVNT will be connected from Hiawatha to Evansdale by end of 2013.



Photo: Rick Chase (Waterloo Courier)

AREA TRAIL PLANNING -Brad Mullin

Since its existence, the Linn County Trails Association has cooperated with several government officials to develop long-range trail development plans. LCTA involvement has enabled trail supporters to have input on the planning process through either serving on committees or encouraging supporters to attend public input meetings. Well developed trail plans represent a community's commitment to providing its residents with new recreational and transportation opportunities. An established plan is important for a community seeking bicycle friendly status. Trail plans may be important in several other ways. Many plans often set priorities for trail development as well as establish design standards, or concepts, for trail projects. Trail plans can be beneficial to funding trail projects. They can identify funding resources, aid in programming projects into budgets and are an important asset in obtaining state and federal funds for projects.

One of the first area planning efforts was the 1976 *Preliminary Bikeways Plan*. It was similar to contemporary plans involving shared-use lanes and separated trails. In 1992, the city of Cedar Rapids formed the *Metro Area Trails System Committee* (MATS) to plan for a bicycle and pedestrian recreational trail network in and around the area. Its creation was in response to six bicycle and pedestrian deaths in the previous two years in Linn County. The LCTA had several members on the MATS committee. Over the next twenty years, trail planning became incorporated into transportation, recreational and community re-development plans. Many organizations and communities have created independent trail plans detailing development in their specific community. In Linn County, there are several trail plans along with several current larger plans with trail elements in them.

Corridor Metropolitan Planning Organization (MPO)

The transportation planning agency for the Cedar Rapids Metro Area is the *Corridor Metropolitan Planning Organization* (MPO). The Corridor MPO includes the cities of Cedar Rapids, Ely, Hiawatha, Fairfax, Marion, Robins, and portions of unincor-

porated Linn County. MPOs are entities designated by federal law with the responsibility for developing an area's transportation plans and coordinating the transportation planning process. All urban areas with a population over 50,000 that receive and spend federal money on transportation improvements are required to have an MPO. The Corridor MPO distributes about \$2.5 million in federal transportation funding each year to local projects. About \$225,000 is directed to new bike and pedestrian trails.



Connections 2040



The Long Range Transportation Plan (LRTP) is the federally required long range (20 year) strategy and capital improvement program developed to guide the investment of public funds for the region administered by a MPO. The LRTP must be updated every five years to address the changing transportation needs over time. The LRTP also provides the context from which the region's annual Transportation Improvement Program (TIP), a short range capital improvement program for implementing highway, transit, and bikeway projects, is drawn. *Connections 2040* is the Long Range Transportation Plan for the Cedar Rapids region. It will guide how the region grows and invests transportation dollars over the next 30 years.

Within *Connections 2040* is a Land Use Transportation Vision Plan. The Plan recommends \$91 million in trail improvements (Trails Vision Plan) over the next 30 years. Currently, 7 trail projects have received federal funding and are programmed to completed in the next five years:

Ellis Blvd. Trail Extension:	\$237,000
Grant Wood Trail Underpass:	\$600,000
Ely Connection Trail	\$142,000
Marion Trail	\$198,500
Boyson Road Trail	\$706,673
Cedar Valley Nature Trail Reconstruction	\$642,000

For further information and review of the plan visit:
www.connections2040.com

City of Cedar Rapids

Comprehensive Trails Plan (2011)

In the fall of 2009, the City of Cedar Rapids received an honorable mention bicycle friendly status from the American League of Bicyclists. In efforts to elevate the city's status, a City of Cedar Rapids selection committee chose Shive-Hattery to aid in the preparation of a Comprehensive Trails Master Plan. The focus of the plan is to create a network of trails, designated bike lanes, shared car-bicycle lanes and wider sidewalks that will one day put every resident in the city within half a mile or ten minutes from a network access point. This is accomplished by creating a network of trails and streets that access several destinations around the city. The plan also emphasizes the idea that trails can be a "legitimate focus" of the city's transportation network and not just a recreational amenity for walkers and bicyclists.

The city held open houses in 2009 and 2010 to gather public input for the plan. Participants were asked to rank their top 5 trail or connection priorities from a list of twenty. In addition, attendees were asked evaluate their choices on convenience to their residence, access to destinations, security and safety, commuter relevance and recreational potential. The finished master plan will be based on the feedback. Currently, the City of Cedar Rapids has 28 miles of existing trails. The new trail plan would add an additional 130 miles of trails. 50 miles of off road trails and 80 miles of shared use lanes (on street). The Cedar Rapids Bicycle Advisory Committee hopes to present a final plan to the city infrastructure committee in September 2011. Upon recommendation from that committee, the Cedar Rapids City Council would adopt the plan in October 2011.

Park and Recreation Master Plan (2010)

In addition to the Comprehensive Trails Master Plan, the city of Cedar Rapids Parks Department developed a Park and Recreation Master Plan. Through several

open houses, Saskai Associates presented the plan to the city council in late 2010. The final plan emphasized developing connectivity between designated "signature parks", Cherry Hill, Ellis, Noelridge, Bever, and Jones, to one another. Trails were solutions to establishing connectivity. The redevelopment of the

riverfront would also be part of the park system. Bridges of spanning the Cedar River near Ellis Park, connecting with Ellis Trail at Penn Ave, were featured on the preliminary plan's maps. The Park and Recreation Master Plan focuses on the building funded trails first and

development of east-west "spine" trails connecting them to the signature parks. These trails may be the CEMAR, Ellis, Lincoln and Prairie Creek trails. The ultimate goal would be the creation of local trails and regional extensions to create loops.

The Comprehensive Trails Plan is divided into five year sections. Given funding availability, projects may or may not be completed in the five year time period. The Comprehensive Trails Plan's 1 to 5 year priorities include planned development, either in the form separated multi-use trails, shared used lanes or both, on the following trails or roadways:

2nd and 3rd Ave
Bever Trail
Bowling Street
C Avenue Northeast
CEMAR Trail
Collins Road
Dry Creek Trail
Edgewood Road North
Edgewood Road South
Ellis Trail
Indian Creek Trail
Otis Road Trail
Seminole Valley Trail
Wiley Blvd.

Once the plan is adopted by the City Council, look for on the City of Cedar Rapids website.





City of Marion

Comprehensive Plan (2010)

In 2010, the Marion City Council adopted a Comprehensive Plan. The plan encompasses all of Marion and includes several smaller area plans in the city. One of the goals of the Comprehensive Plan is to continue to expand the city's trail system and connect various existing trail segments into an integrated network. Connecting parks and open spaces with trails, establishing trails connecting the larger trail network with regional parks and natural areas and establishing a universal signage system for the City's parks and local trail system are all priorities of the Comprehensive Plan. The plan recommends the development of multi-use trails along the city's three creek related greenways, the Illinois Central Gulf Railroad corridor (passing through the center of the community) and in the right-of-way of existing and proposed streets. Trails that will be located in the public right-of-way will have designated lanes, shared lanes or off-road widened sidewalks.

Marion Trail Plan (2010)

The Marion Master Trails Plan is included within the 2010 Comprehensive Plan. It was developed by the Marion Park and Recreation Department in 2006. Its purpose was to ensure the orderly development of a stable and continuous recreational trails system for Marion residents to enjoy. The plan provides design guidelines for trail construction, details a cost estimating process and lists a number of potential funding sources for recreational trail planning, construction and maintenance. Trails proposed within the plan were prioritized on their connectivity to existing or proposed local and regional trail components, contributing to a continuous trail network in Marion. The plan identified four Priority One Trails. Priority One trails have secured funding or are designated for funding through federal or state agencies. The four high priority trails, to be completed in the near future, are:

CEMAR Trail

The Marion section of the CEMAR trail is 1.6 miles. The north section, or Krumholz trail, is under construction from Hanna Park to Indian Creek. Currently, the city is waiting on a flood plain permit from the Iowa Department of Natural Resources regarding a

bridge over Indian Creek. In return for the permit, Marion will construct wetland mitigation in Squaw Creek Park. The alignment for the trail is set to Highway 100 with easements obtained from Menards and CreekBend Home owners. The trail south of Highway 100 is dependent on right-of-way acquisition. Permission is granted to use part of Faulkes Woods Park. In 2012, preliminary construction will start to Highway 100.

Grant Wood Trail Extension

In May 2011, the Marion City Council approved funding for the Highway 13 underpass. Funding for the project is half provided by Marion and other half by Linn County Construction may begin in 2012. The project will construct a .7 mile trail connecting the Grant Wood Trail, under Highway 13, to the Marion Railroad Trail. Another section of the Marion Railroad Trail, from 35th Street to Highway 13, was programmed to receive Corridor MPO funding in 2006. Construction of the trail may occur in 2012 or 2013.

Dry Creek Trail

A one mile trail from the Boyson Trail to the western city limits along the Dry Creek greenway. No funding is secured. Any work on the trail will begin after some funds are obtained.

Squaw Creek Connection Trail:

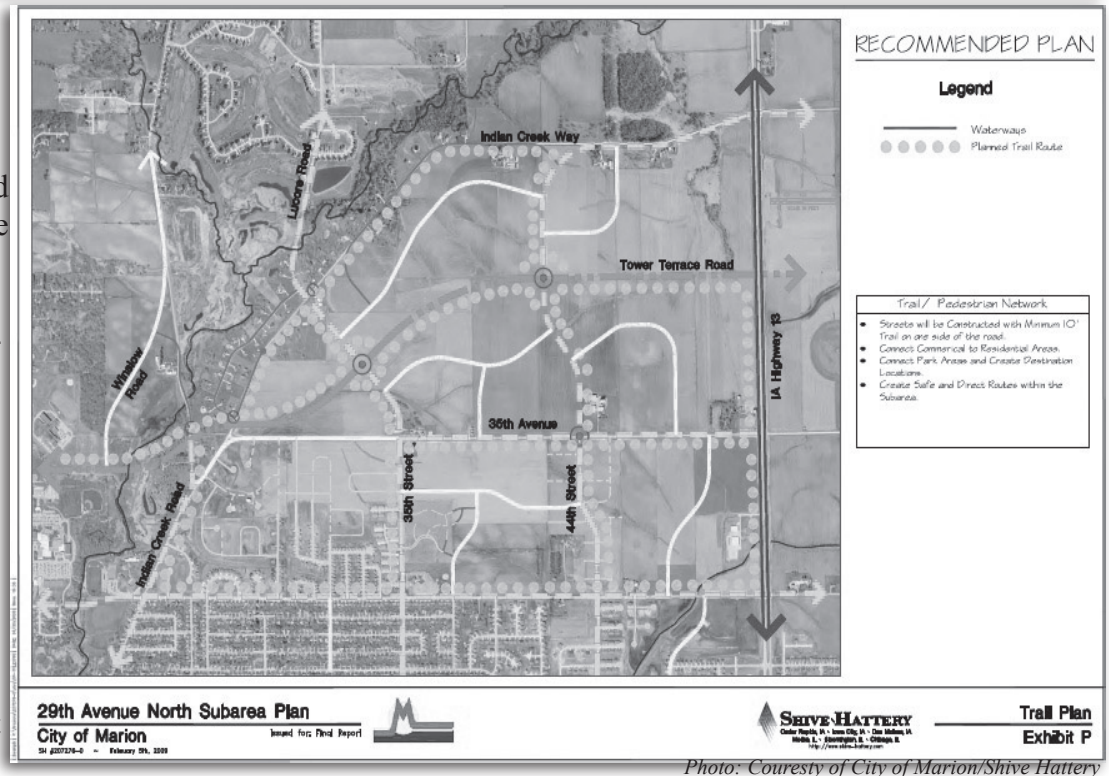
A 2 mile trail along Squaw Creek from 29th Ave. to Squaw Creek Park. An underpass under Highway 100 may part of the construction. No funding is secured. Any work on the trail will begin after some funds are obtained.

Central Corridor Master Plan (2009)

Another integrated plan in the 2010 Comprehensive Plan, is the Central Corridor Master Plan. The city of Marion completed the Central Corridor Master Plan in the fall of 2009. The plan is a detailed subarea plan for the properties located between 8th Avenue, 5th Avenue, 9th Street and 35th Street. In addition, the plan details land use, building design standards, streetscapes and utilities plans. The Central Corridor Master Plan includes recommendations for the realignment of 6th, 7th and 8th Avenues. A controversial element of the plan, is the construction of a new Marion "Avenue"

along the old railway corridor with added on street parking. Its goal is to re-establish a commercial and economic backbone for the entire community.

The first phase of the Central Corridor Master Plan will involve the rebuilding and improving the accessibility of the existing 6th Avenue, construction of a trail system and streetscape improvements. The project will feature a ten foot wide multi-purpose trail that will connect City Hall and the Public Library to other community landmarks.



29th Avenue North Subarea Plan

The 29th Avenue North Subarea Plan was developed for the area north of 29th Avenue, east of Indian Creek Road, south of Indian Creek Way and west of Highway 13. The Subarea plan is an amendment to the City of Marion Comprehensive Plan and serves as a guide of future development of the area. The plan will designate road alignments and extensions and identify future land uses, as well as identify specific development criteria for the area (see map). Current subarea construction plans:

- 35th St. from 35th Ave. to Indian Creek Rd: ½ mile 8 foot wide trail to Hunter's Ridge, native grasses, bushes, trees, art piece in center of a new roundabout
- 29th Ave from Highland Dr. to 44th St. connection with 8 foot wide trail part of the reconstruction.
- 29th ave. from 44th St. to Highway 13: quarter mile of new paving with a trail on side.
- Tower Terrace Extension: Indian Creek Road west to Winslow Rd. and then to 10th Street. A trail is planned along the entire length of the new road.
- Oak Ridge Middle School to Excelsior Middle School trail connection through the Indian Creek greenway.

City of Hiawatha

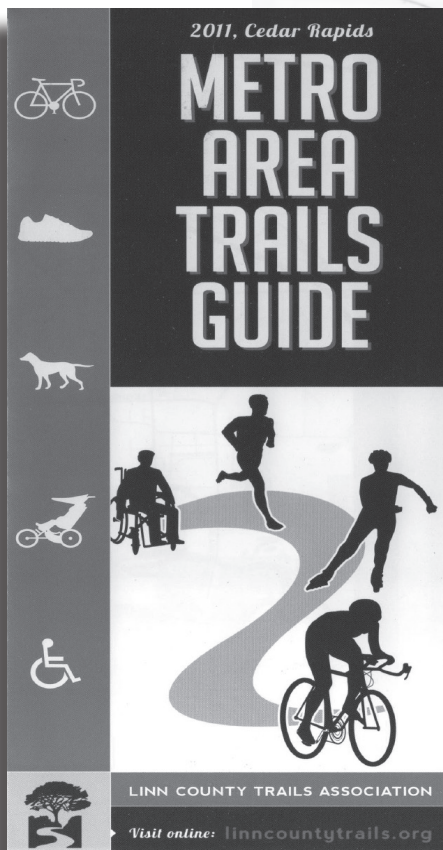
The city of Hiawatha is in the process of developing a Comprehensive Development Plan. Included in the Development Plan, is a Comprehensive Park and Recreation Plan (2010-2020). The Potential Park and Recreation Facilities Map proposes creating a number of recreational trails, on and off road, within the city's new neighborhood areas. These trails would link Fay Clark Park to planned parks within the new northwest neighborhood. The proposed trails primarily follow the edge of the existing floodplain and drainage corridors. The Park and Recreation plan provides several trail-related recommendations. To increase safety for trail users, the plan recommends installing lights along park trails, possibly solar powered LED lights. The city may develop a City-wide Bike and Pedestrian Plan to further detail trail development and maintenance.

City of Robins

With REAP (Resource Enhancement and Protection) funding, the city purchased additional land adjacent to the Robins City Park located on South Troy Road. The South Troy Park Master Plan includes a trail connection to the Cedar Valley Nature Trail, additional baseball/softball fields and additional green space.

Cedar River Trail Resurfacing:

The City of Cedar Rapids budgets \$30,000 per year for trail maintenance. In the spring of 2011, several trail users encountered construction crews. In June, the city repair deteriorated approaches to the Union Pacific Railroad overpass on the Cedar River Trail south of Tait Cummins Park. The city continues to resurface the Cedar River Trail. A section from Sokol Park to the 2010 resurfaced section was completed in June as well.



NEW
***METRO AREA
TRAILS GUIDES ARE
NOW AVAILABLE!***

***LOOK FOR THEM AT KIOSKS AND BOXES
ALONG AREA TRAILS.***

LCTA SUPPORTER FORM

Why would I want to support LCTA?

1. Your support will count you among the hundreds of enthusiastic trail advocates who make up the Linn County Trails Association.
2. By becoming a supporter you will have already begun to play an important role in building a network of connected trails in Linn County and the surrounding area.
3. 95% of all money raised through donations and grants goes directly to build more trails or to improve existing trails. LCTA has been able to multiply this financial support by providing matching funds to secure significant grants.
4. As a supporter, you will receive our quarterly newsletter. Here you can read about trail vacations, upcoming trail events, opportunities to volunteer, and issues that are important to trail development.
5. Supporters are not expected to attend meetings and no one will call you. Of course, if you want to get involved, we will welcome your help.

Learn more about LCTA by visiting our website at www.linncountytrails.org

Information required: (fill out if not on label on other side)

Name(s): _____

Address: _____

City/State/Zip: _____

E-Mail: _____

Please print the information CLEARLY

Donations to LCTA are Tax Deductible

TRAIL BLAZER	<input type="checkbox"/>	\$100*
TRAIL PARTNERS (Family)	<input type="checkbox"/>	\$ 35
TRAIL SCOUT	<input type="checkbox"/>	\$ 20

* At the Trail Blazer level, supporters also receive the "Advocate," the newsletter of the Iowa Trails Council.

Please consider an additional donation for NEW TRAIL DEVELOPMENT \$ _____

If you provide your email address, we will send future reminders via email and will add you to the LCTA email distribution list, which is used to provide information on trail-related events to supporters.

Mail donations to:
Linn County Trails Association
PO Box 2681 Cedar Rapids, IA 52406

*Please check your mailing label for your
Support Renewal Date.*

*If you renew without our sending you a
reminder, it saves us time & money.*

So PLEASE - Renew in a timely manner.

THANKS!

If you are not already a supporter, please consider helping us.

Linn County Trails Association
P.O. Box 2681
Cedar Rapids, IA 52406-2681

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Never mind the Bollards? Required by federal law, bollards are barriers part of every federal construction project. Bollards, three feet apart, are installed on the Cedar River Trail , in two locations, near the United States Federal Courthouse.