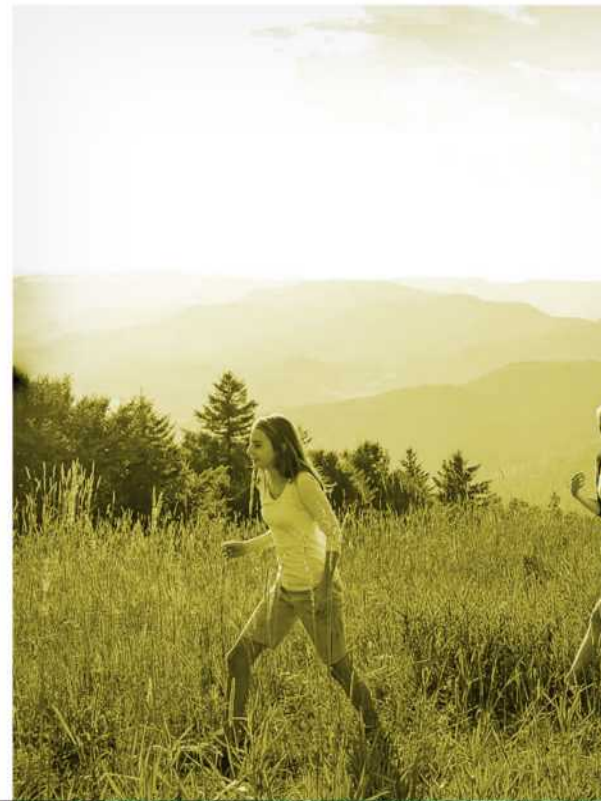
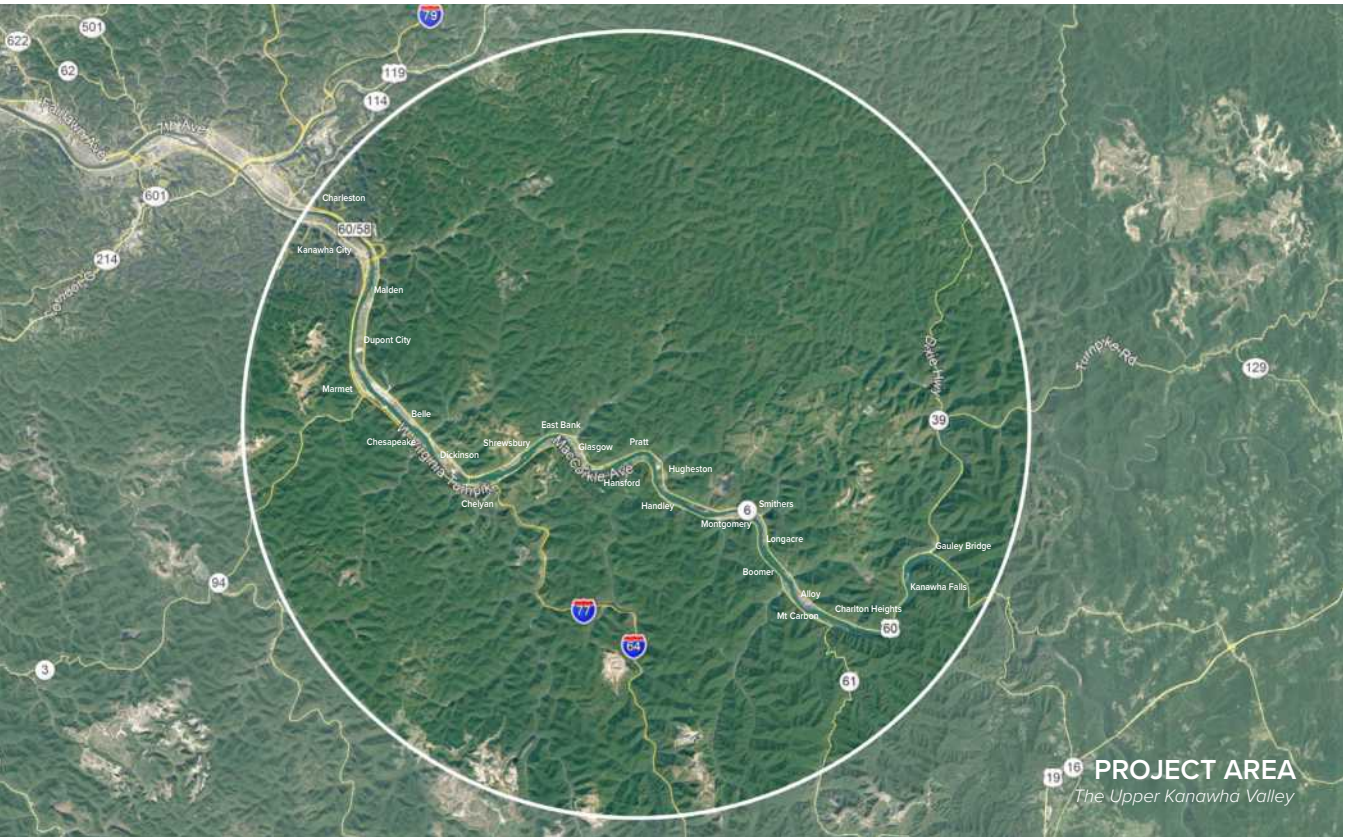
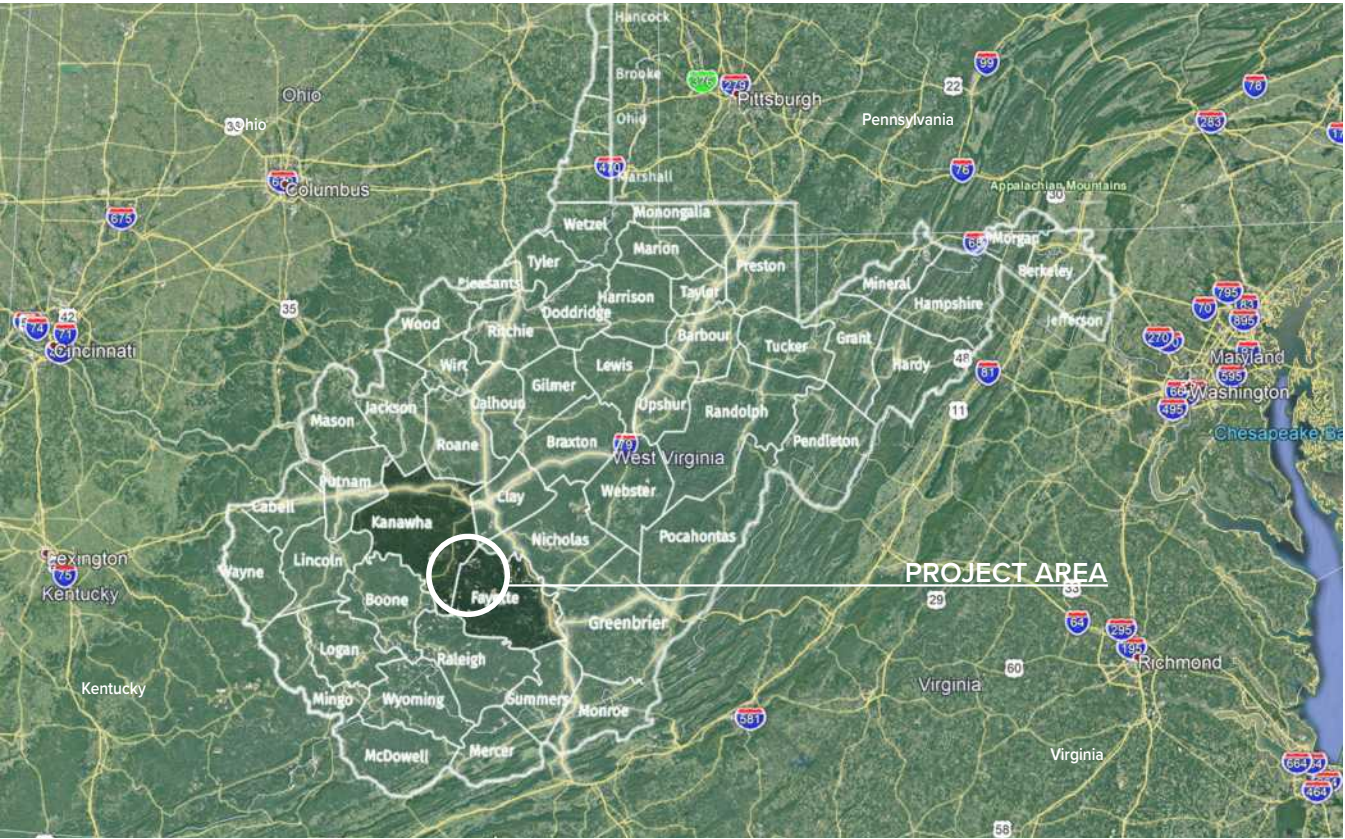




PROJECT AREA: UPPER KANAWHA VALLEY

The Upper Kanawha Valley is located in central-eastern Kanawha County and extends into the western part of Fayette county with the valley itself stretching 30 plus miles down-river from Charleston to Gauley Bridge. The Upper Kanawha Valley has a surprisingly close proximity to major cities, being only 150 miles from Columbus, Ohio, 170 miles from Pittsburgh, Pennsylvania, 170 miles from Lexington, Kentucky, 220 miles to Richmond, Virginia, and 240 miles from Washington DC.



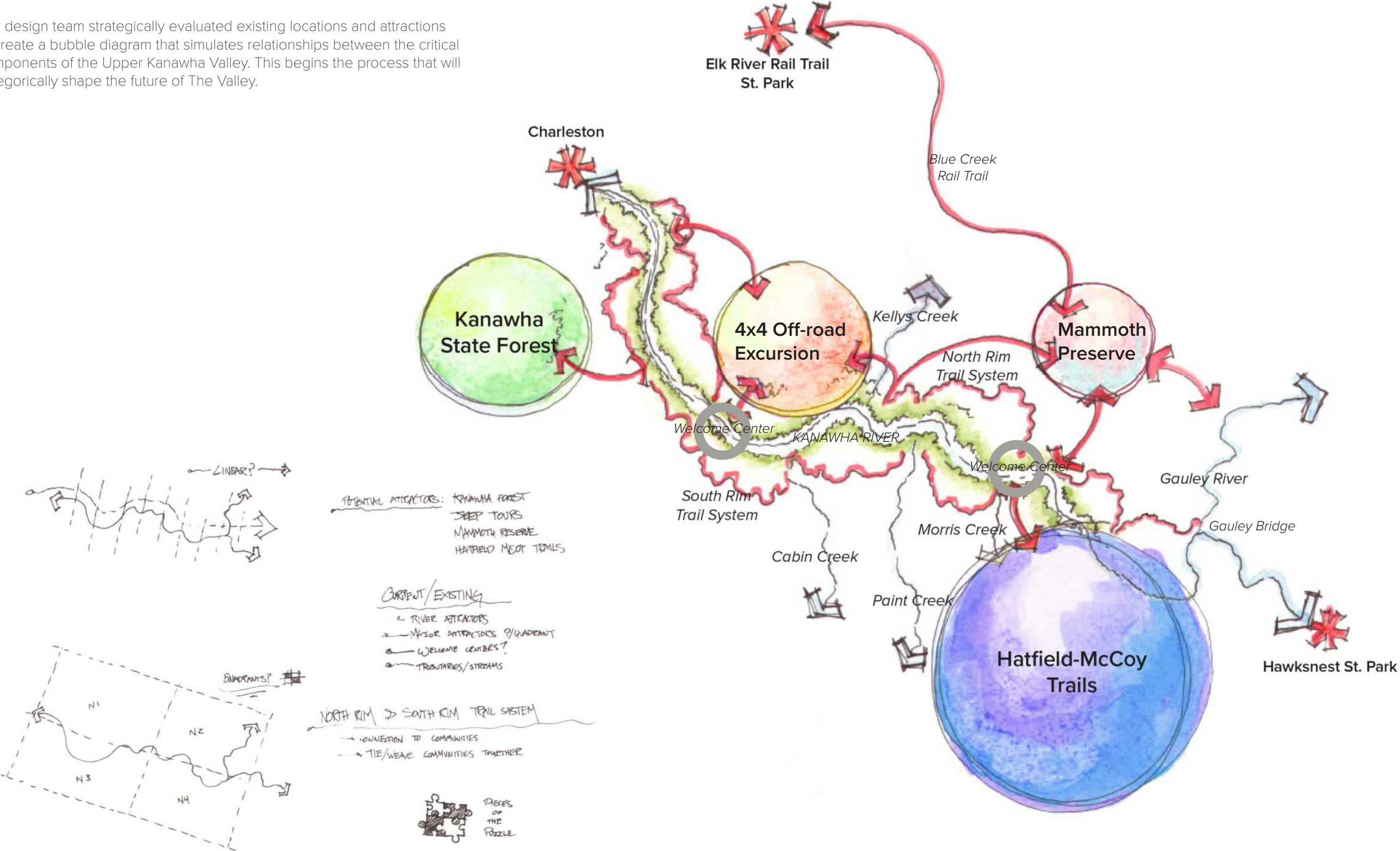
“The Valley” is an inspired ecotourism destination surrounded by the natural beauty of the Kanawha Valley. The location serves as a gateway between Charleston and the New River Gorge, filling in the missing tourism gap by providing amenities underutilized to the area. Dramatic hillsides, tree canopies, and framed river views offer a natural playground for recreation, leisure, and discovery. An extensive network of river access, walkways and elevated trails weave through the Valley, tying together a hierarchy of outdoor spaces to the thirteen communities nestled within the Valley. The existing landscape lends itself to engaging outdoor amenities such as boating, paddling, fishing, hiking, horseback riding, off-road jeep adventures, ATV networks and diverse lodging opportunities like glamping (glamor camping).

Our team’s vision serves as a catalyst for tourism growth in the Upper Kanawha Valley through providing master planning and design development for interventions along the Kanawha river as well as the surrounding valley landscape. The vision of starting and ending the adventures in the communities of the Valley will bring locals and visitors alike to a unique network of communities and outdoor recreation.



CONCEPT BUBBLE DIAGRAM

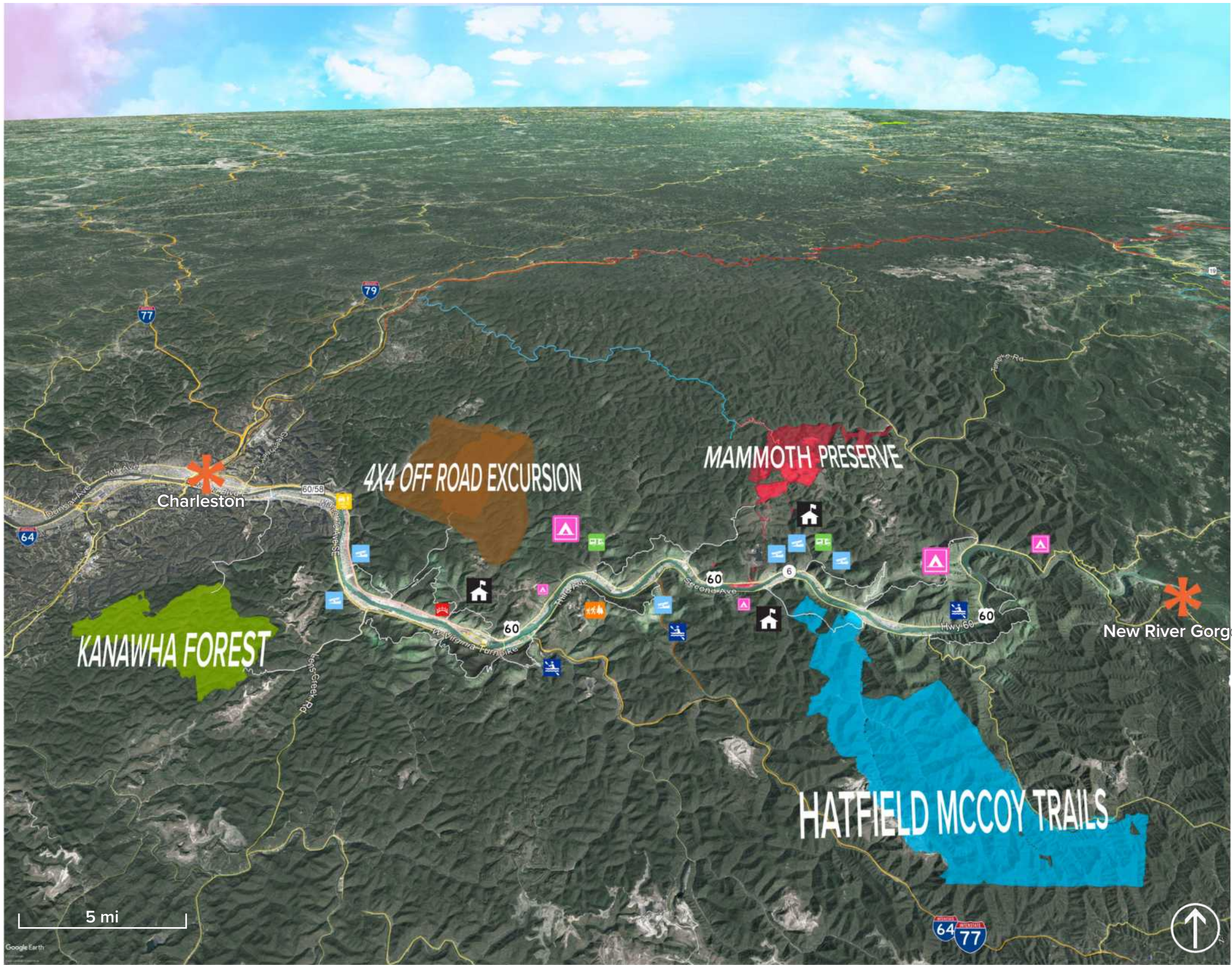
Our design team strategically evaluated existing locations and attractions to create a bubble diagram that simulates relationships between the critical components of the Upper Kanawha Valley. This begins the process that will categorically shape the future of The Valley.



MASTER PLAN

The Valley master plan begins to form, integrating the critical components onto actual locations on a map. Symbols along the 30+ mile stretch of river display the riverside attractions within the communities while the colored shapes represent the different major attractors in the area. To fully program the space we pinpointed major existing attractions to guide our proposed designs. The interventions include tourism and community improvements such as share the road sharrows, boat and kayak access, welcome centers, diverse lodging opportunities, motorized and non-motorized trail networks, and more spanning the valley.

-  Kanawha State Forest
-  Mammoth Preserve
-  Hatfield McCoy Trails
-  4x4 Off Road Excursion



MASTER PLAN

To organize the regional plan, the Upper Kanawha Valley project site is divided into four geological regions; Quadrant North 1, North 2, South 1 and South 2. Working in conjunction with existing and potential attractors, the four areas accommodate features to make up small “puzzle pieces” that fit within the completed regional system of outdoor tourism. Each region has a major recreational draw as well as community improvements.

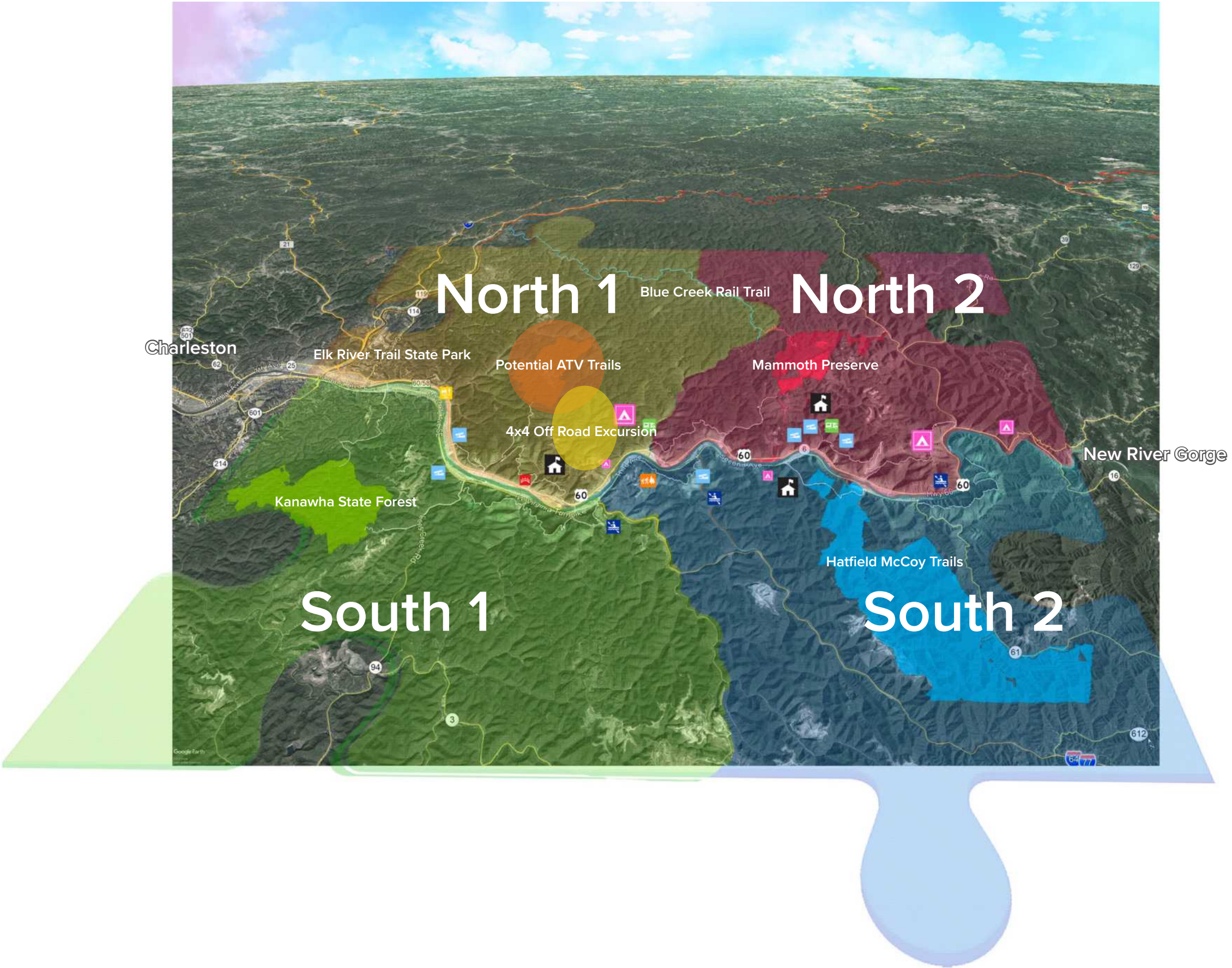
Quadrant North 1 includes the Elk River Rail Trail State Park, the Proposed Blue Creek Rail Trail, Potential ATV Trails, and Potential 4x4 off Road Excursion.

Quadrant North 2 contains the Mammoth Preserve, a gift to the West Virginia LandTrust; a former mine site with the potential to stimulate the local economy with ecotourism.

Quadrant South 1 includes the Kanawha State Forest and potential connections to the riverside communities.

Quadrant South 2 holds the land acquired by the Hatfield-McCoy Trail organization, providing a future for professionally managed ATV trails for the area.

These various attractions integrated with proposed elevated trails that weave through the Valley tie together a hierarchy of outdoor spaces to the thirteen communities nestled within the Valley and complete the tourism gap between Charleston and the New River area.





Feature Projects:

Valley-wide

FEATURED PROJECT: Rim Trails & Hut System

Rim Trails and Hut System

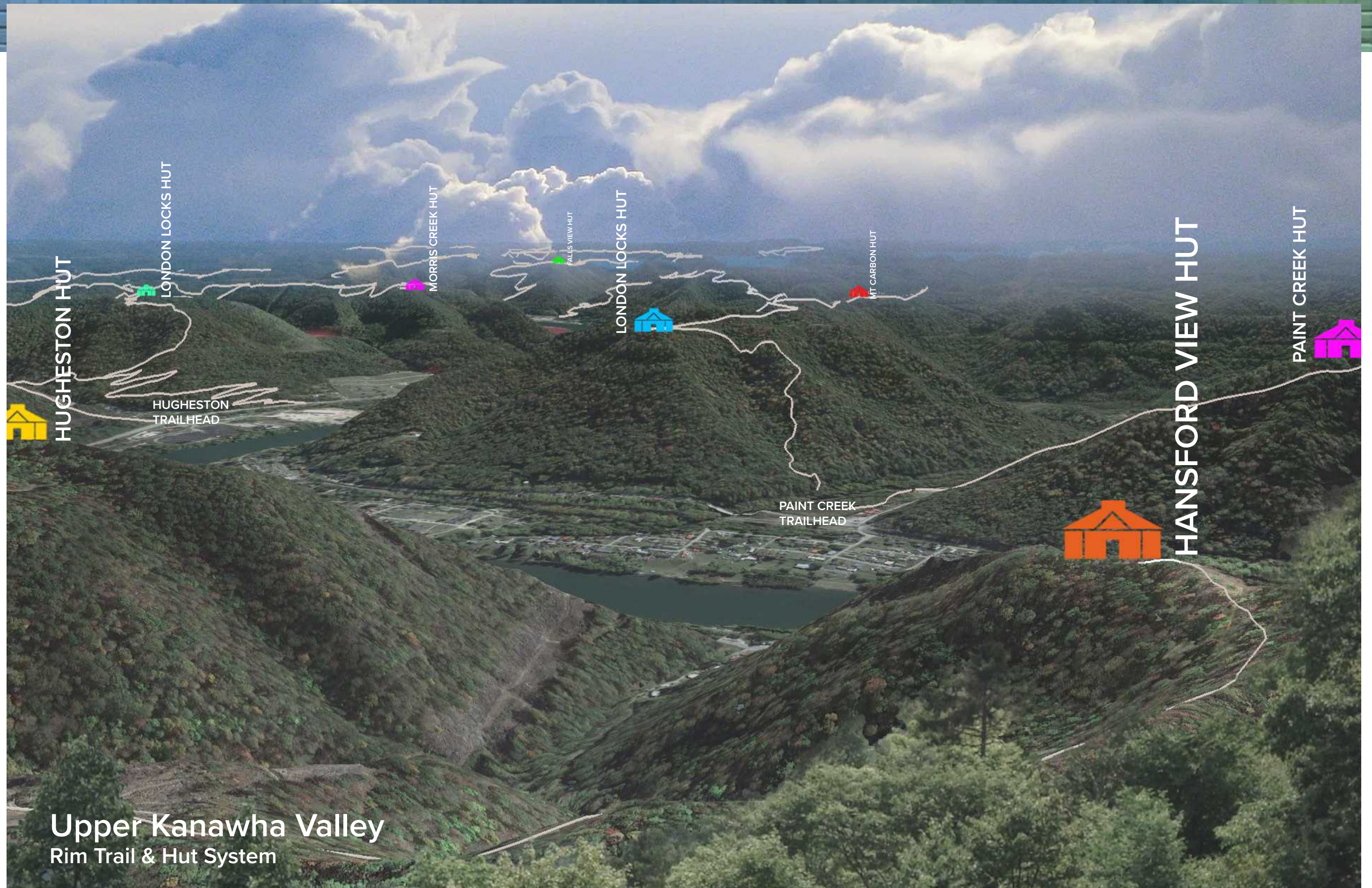
Utilizing the ridge-line that surround the Upper Kanawha Valley, the North and South Rim trail system gives users access to the surrounding mountains and takes advantage of sweeping views that showcase what the area has to offer. The creation of this trail will unite the proposed outdoor recreation and tourism system created within “The Valley” concept and connect the 4 geographical regions and their respective attractors together, forming a regional ecotourism destination. Each Rim trail will be made up of numerous trail segments, which connect to each community on the Northern and Southern portions of the Valley. With this system in place, guests will be able chose their day’s adventure based off of their desired experience. For those with less outdoor recreation expertise, a day hike between towns, such as Malden and Rand, would be possible. At the same time, those looking for more of an adventure can use the North Rim Trail to move from Malden to Gauley Bridge, which are located on opposite ends of the project. Being able to choose your desired length allows the user experience to be tailored to the individual, giving great opportunities of adventure to both new and dedicated hikers and mountain bikers. No matter the situation, visitors can utilize the trail to travel from one outdoor attraction to the next, spending the day in the mountains before traveling back down to the river communities for the night.

The Rim Trails will also connect to a hut system. Located at points with spectacular views into the surrounding Valley, this

collection of huts will be found between segments of the North and South Rim Trails. Using one of the Rim trails to access, they will provide lodging options for anyone, from those looking for a longer outdoor experience to simply a night in the remote mountainside. This collection of rentable housing will be made up of a variety of buildings, from yurts to A-frames and cabins. Opportunities exist to incorporate the Rim Trails and hut system into each major site attractor found within the Upper Kanawha Valley. For example, connections can be made between the huts around the Mammoth Preserve, allowing users a multi-day experience in the outdoor adventure destination by providing evening lodging. This creates a flexible system for tourists and allows them to customize their trip to the Upper Kanawha Valley in a way that best suits their desires.

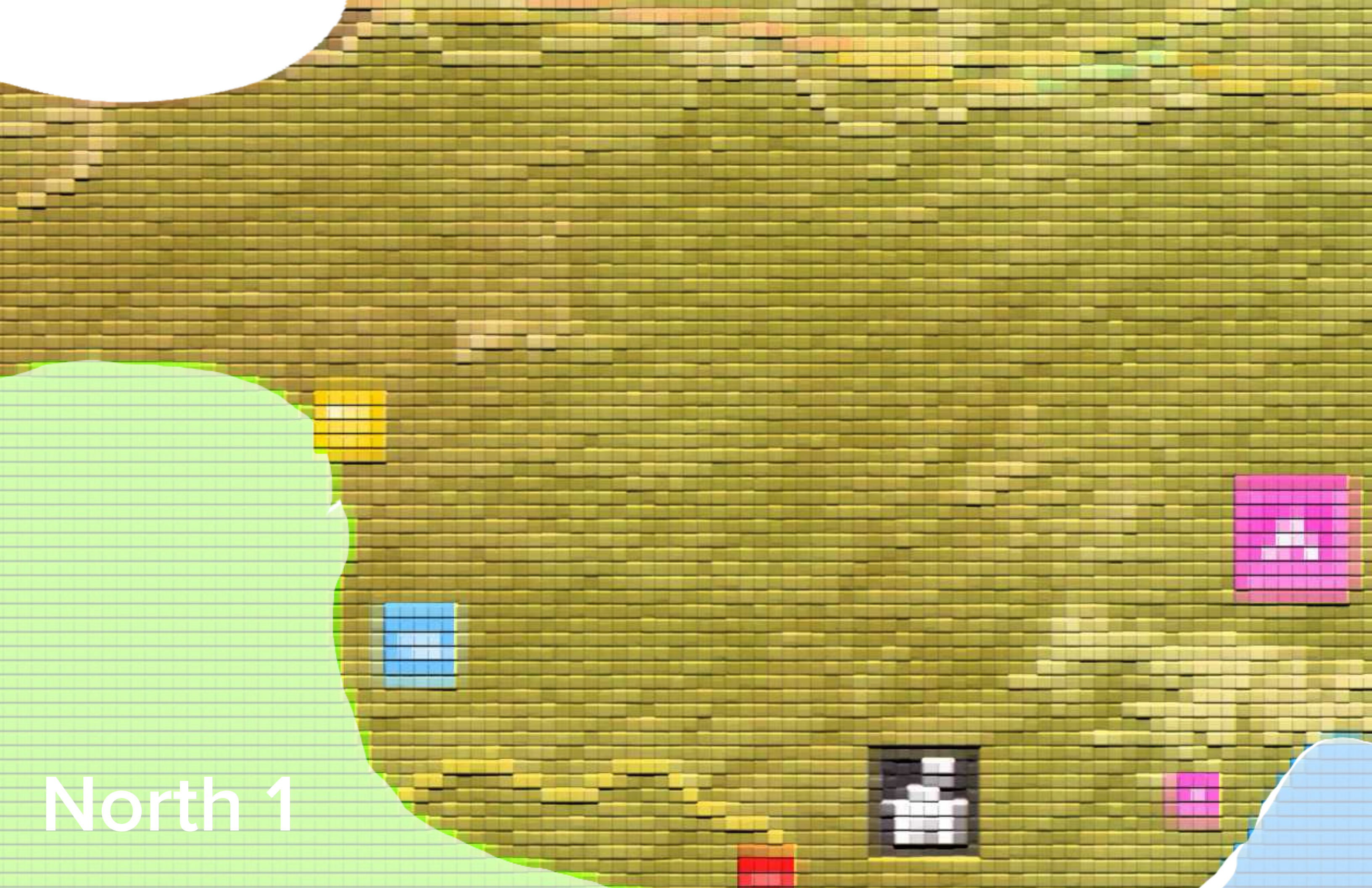
Together, the Rim Trail and Hut System will tie together the various puzzle pieces of the Upper Kanawha Valley and unite the River communities together. Each user’s experience within this system will be completely customizable, making this destination flexible for both families and experienced adventurers. They will connect attractions in the mountains to the towns below them, allowing guests to navigate the Valley with little use of a car. Upon the repair of the bridge at the eastern side of the Valley, Northern and Southern Rims will be united, allowing guests complete access to all attractions available through the use of a Rim trail. This unity and flexibility will be essential to the visitor experience within the Valley.





Upper Kanawha Valley Rim Trail & Hut System

North 1



QUADRANT NORTH 1

MALDEN

- Midland Drive Trail
- Salt Works Boat Ramp
- Access to North Rim Trail

RAND

- Midland Drive Trail
- Access to North Rim Trail

DUPONT CITY

- Midland Drive Trail
- Access to North Rim Trail

BELLE

- Witcher Creek Pedestrian Bridge

DIAMOND

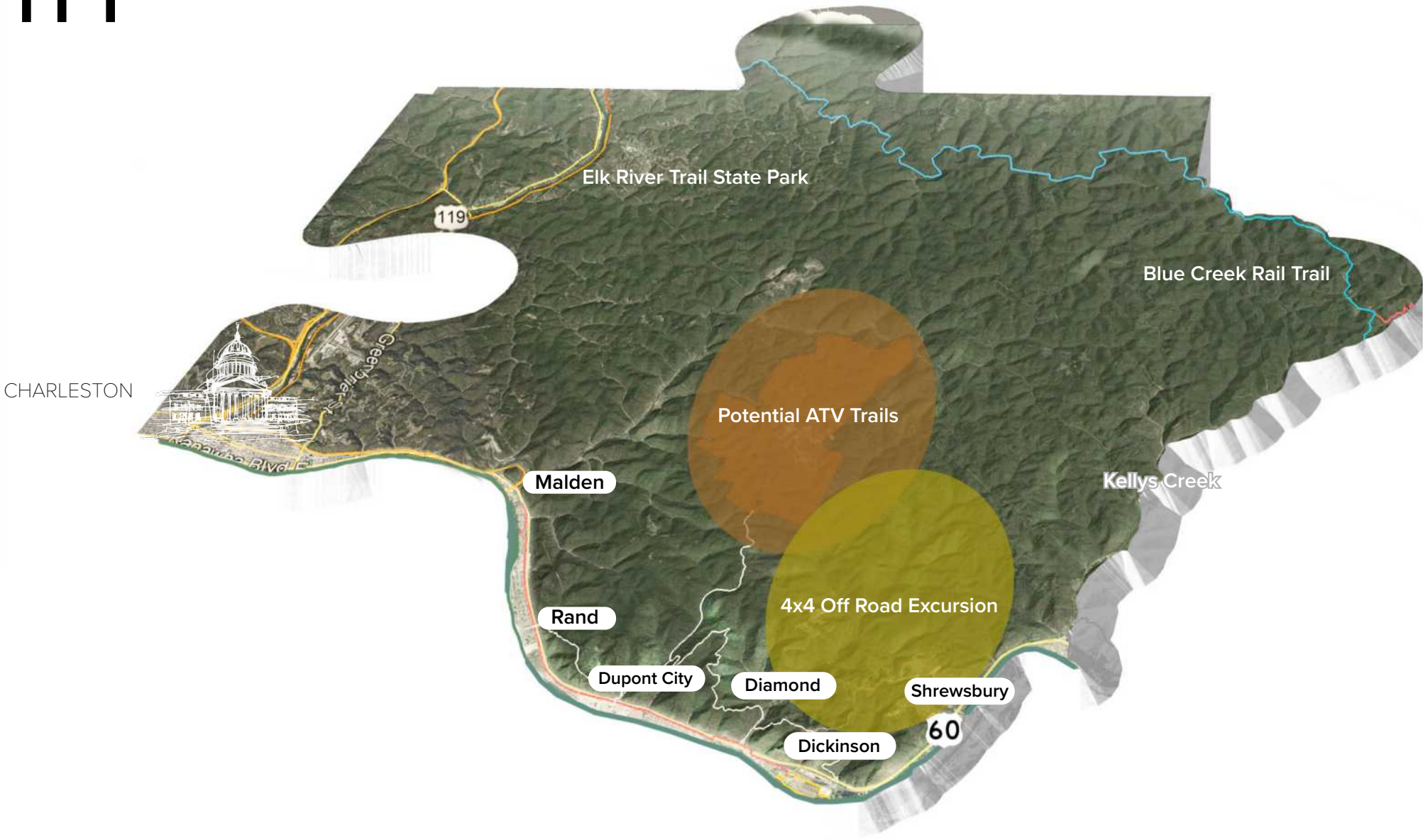
- Midland Drive Trail
- Access to North Rim Trail
- Connection to 4x4 Off-Road Excursion

DICKINSON

- The Dickinson Welcome Center
- ADA Multi Purpose Trail
- Access to North Rim Trail

SHREWSBURY

- Lodging
- Shrewsbury Boat Ramp
- Access to North Rim Trail



Midland Drive Trail:



Creating a link between Malden and Dickinson through a share the road concept, the Midland Drive Trail will utilize approximately 8 miles of established roadway to connect communities within the North 1 area. This will be accomplished through marking the chosen route with sharrows and signage, indicating to vehicular traffic of the shared use designation. This cost effective technique quickly establishes a trail network while providing guests and users a welcoming and adaptive community experience.

Salt Works Boat Ramp:

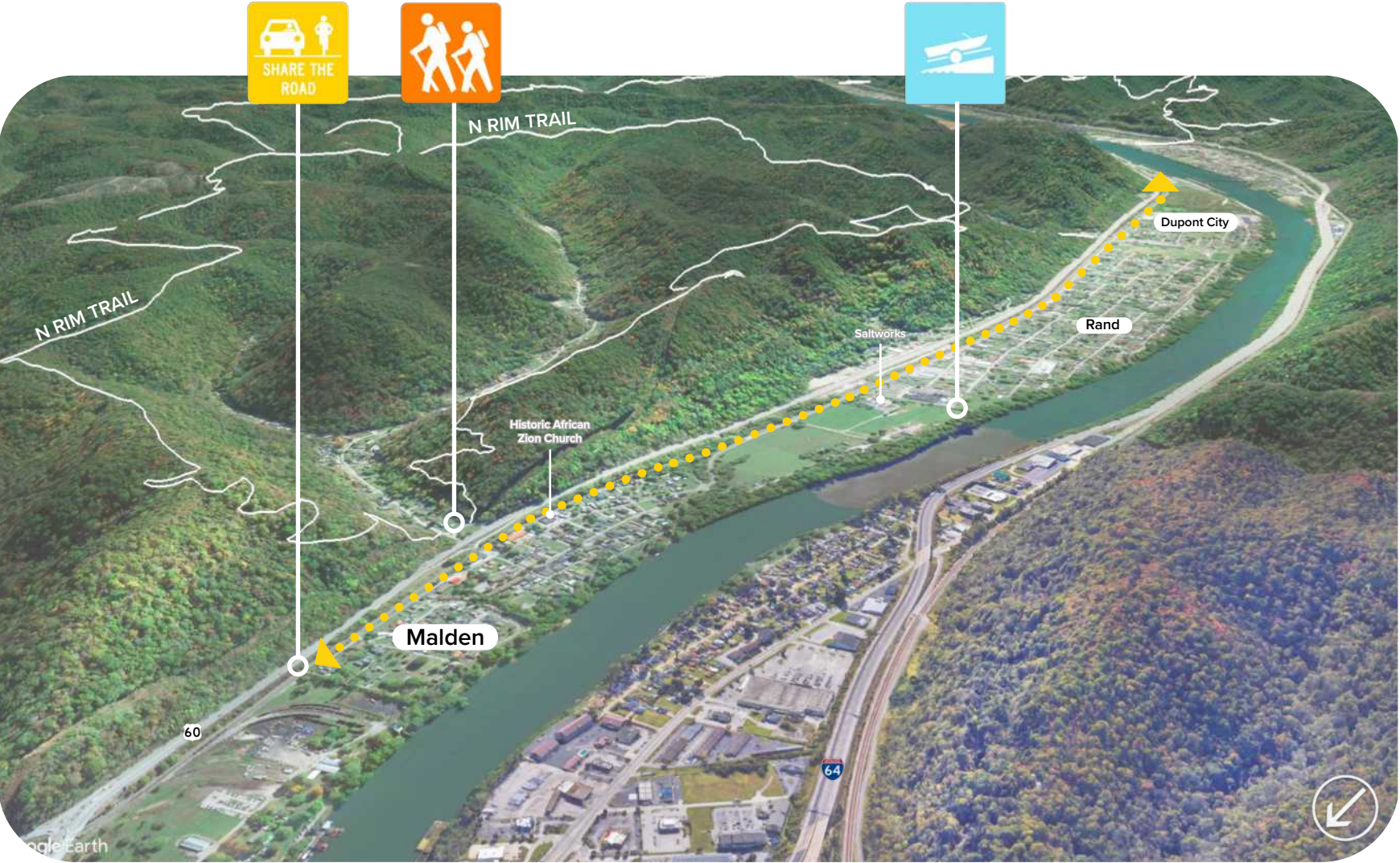


This is the first boat ramp in the Upper Kanawha Valley system and is located adjacent to the existing regional attraction JQ Dickinson Salt-Works.

Access to North Rim Trail:



As a part of the overall community connection and tourism attractor, the North Rim Trail outlined in this plan plays an important role in each town and connects the trail user to the communities of “The Valley”. Trail users will be able to start or end in Malden, Rand, Dupont City or Belle.



Midland Drive Trail



Salt Works Boat Ramp

QUADRANT NORTH 1

MALDEN

- Midland Drive Trail
- Salt Works Boat Ramp
- Access to North Rim Trail

RAND

- Midland Drive Trail
- Access to North Rim Trail

DUPONT CITY

- Midland Drive Trail
- Access to North Rim Trail

BELLE

- Witcher Creek Pedestrian Bridge

DIAMOND

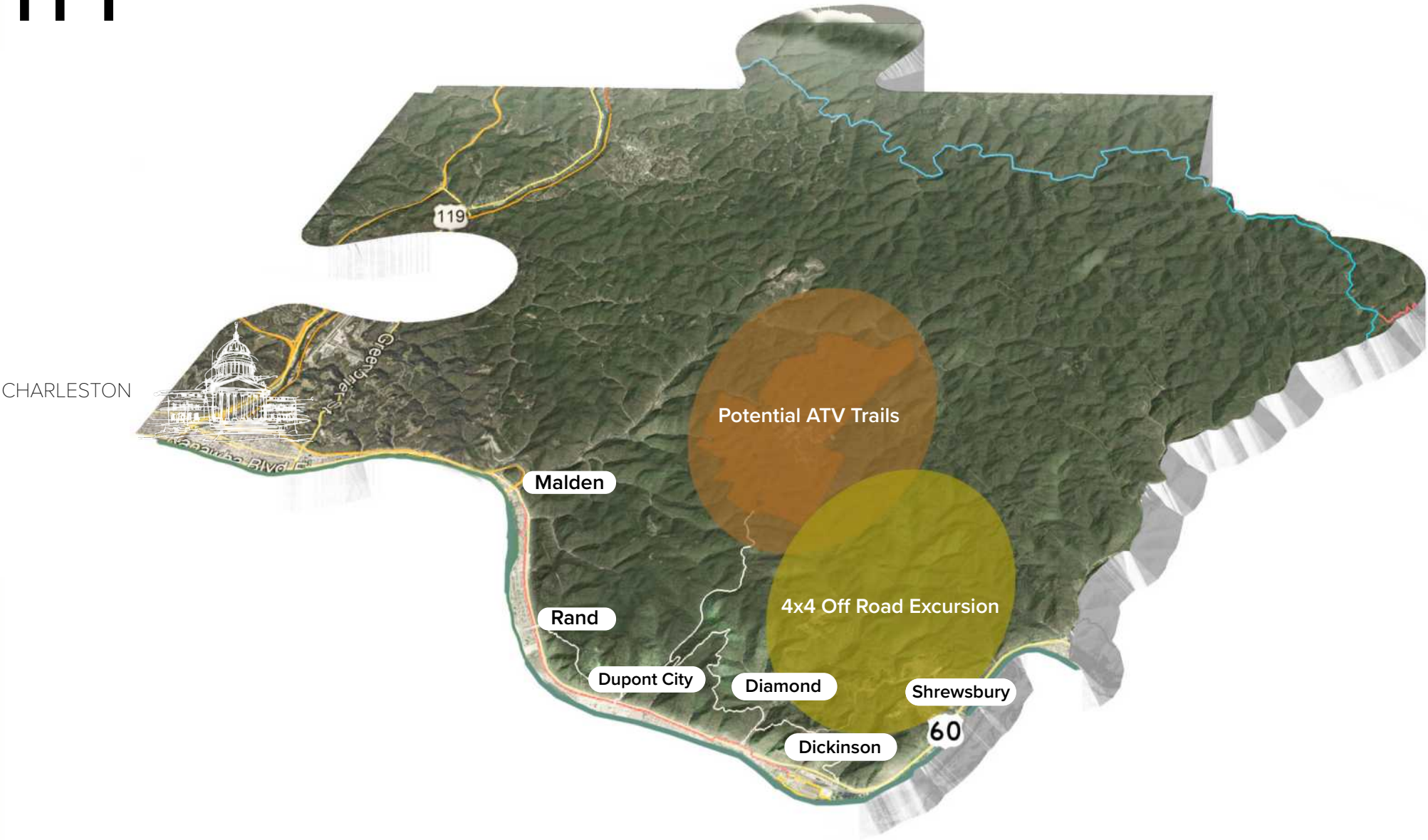
- Midland Drive Trail
- Access to North Rim Trail
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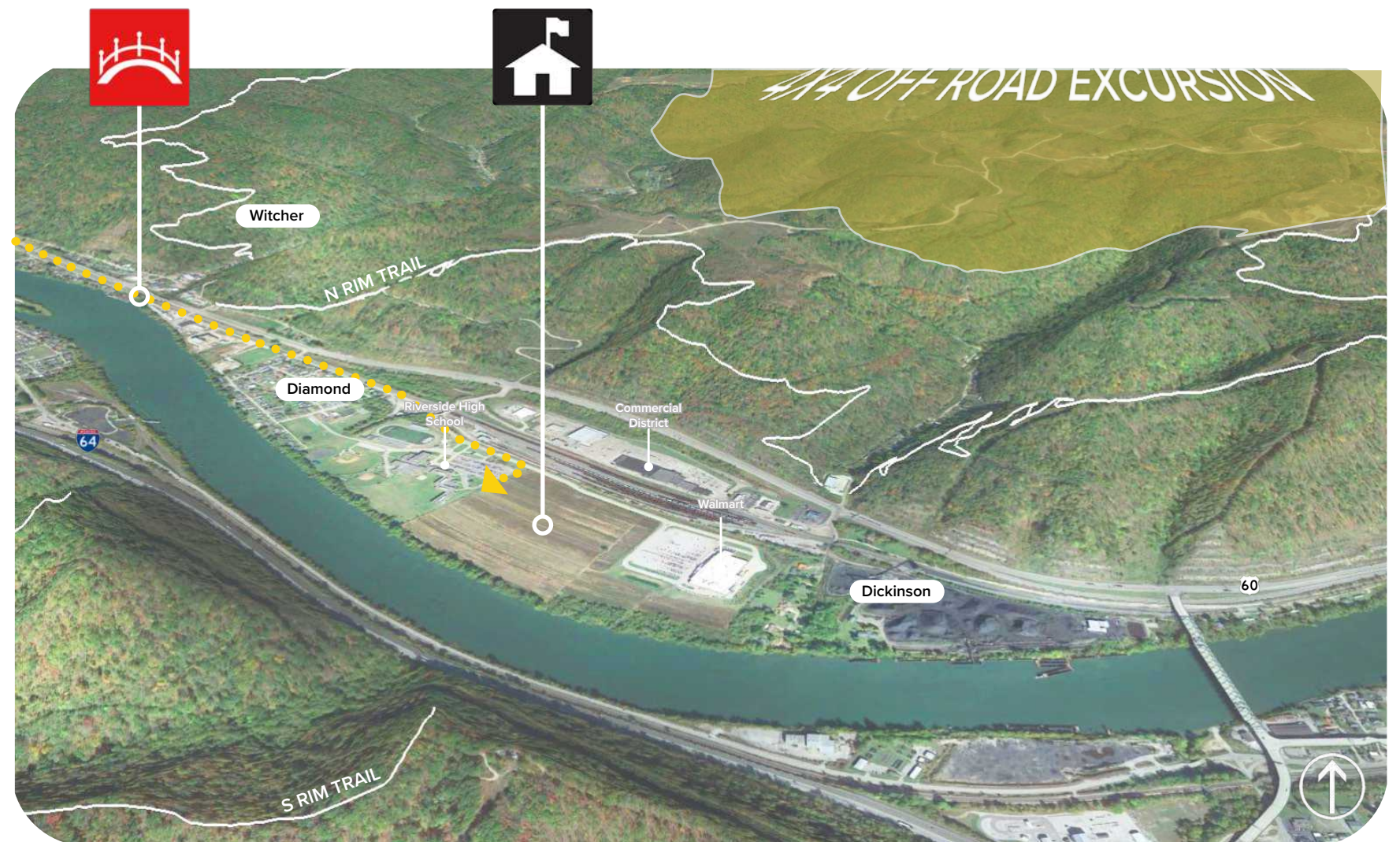


The Dickinson Welcome Center:

Identified as an area of opportunity, the property surrounding the Walmart store in Dickinson, WV is seen as having great potential to be developed into one of the main river attractions within the Upper Kanawha Valley. Currently vacant, our vision sees this piece of land developed into a central hub of commercial and recreational opportunities. As one of the only business districts of the region, and with easy access to the interstate and connections to proposed trails, our concept looks to develop this site and create additional buildings for local shops, artisans, and eateries. To further the idea of building a hub, the site can also serve as a location for a welcome center, helping to draw in additional visitors to existing and proposed businesses. Connecting to the North Rim Trail, the proposed Jeep Excursion Area, and other Upper Kanawha Valley towns and trails, this center will not only benefit the town of Dickinson, but will also help attract visitors to other parts of the Valley. In addition, the river can be utilized for development along the water's edge through the creation of an event sized boat ramp and marina, the establishment of lodging, such as RV sites and camping, and the creation of an amphitheater. There is also space for accessible trails. These trails connect to an urban trail system which encompasses the commercial and recreational areas found within town to the community schools and neighborhoods. Through this proposal, The Dickinson Welcome Center creates a dynamic and unique river destination which will attract visitors with its connection to the interstate and the Midland Trail National Scenic Byway, ultimately connecting users to "The Valley."

Witcher Creek Pedestrian Bridge:

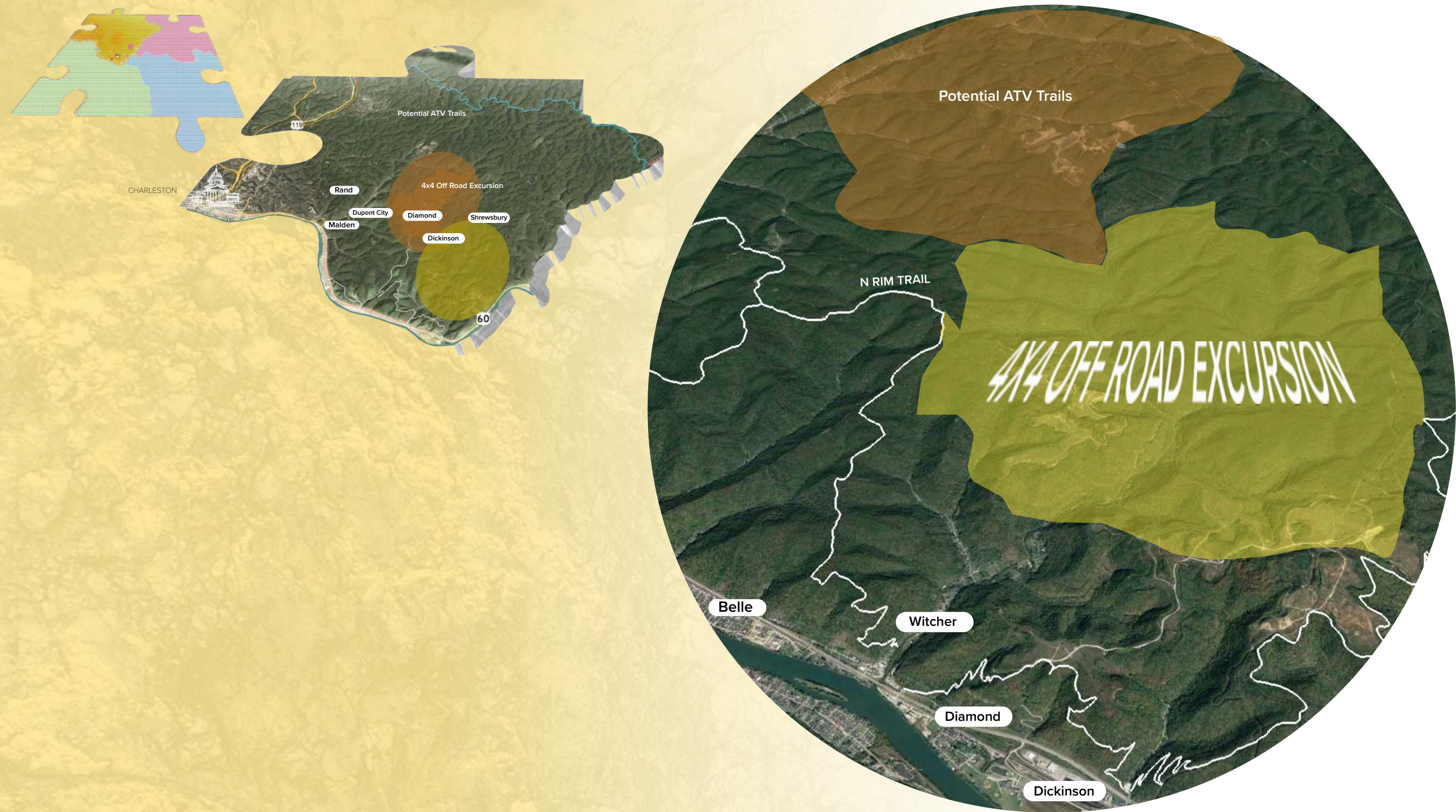
As illustrated in the previous area, the pedestrian bridge plays an important role in connecting the communities along the Midland Drive Trail. This connection is also vital to the Dickinson Welcome Center. Tourist and residential users of the site such as hikers and bikers will provide foot traffic to the proposed commercial development, increasing the demand for lodging, shopping, and related businesses.



The Dickinson Welcome Center

QUADRANT NORTH 1

FEATURED PROJECT: 4x4 OFF-ROAD EXCURSION & ATV TRAIL SYSTEM



4x4 Excursion Park

Take a ride on the wild side and explore West Virginia's rolling mountains and scenic views while riding your choice of off-road vehicle in the 4x4 Excursion Park of the Upper Kanawha Valley. Accessed via the town of Diamond, users ranging from beginners to experts will be able to feel the rush of excitement as they maneuver through West Virginia's deciduous forests and test their off-roading skills. With mountainous terrain and winding trails, riders will enjoy this unique way of exploring the 'Wild and Wonderful' state. To aid in creating a popular destination, opportunities exist to expand the site amenities available to guests through the creation of public/private partnerships. Establishment of guided tours will appeal to those unfamiliar with the local area, providing history and information about the Upper Kanawha Valley. In addition, options to rent a 4x4 vehicle will also attract tourists who may have not been prepared for this one of a kind adventure.



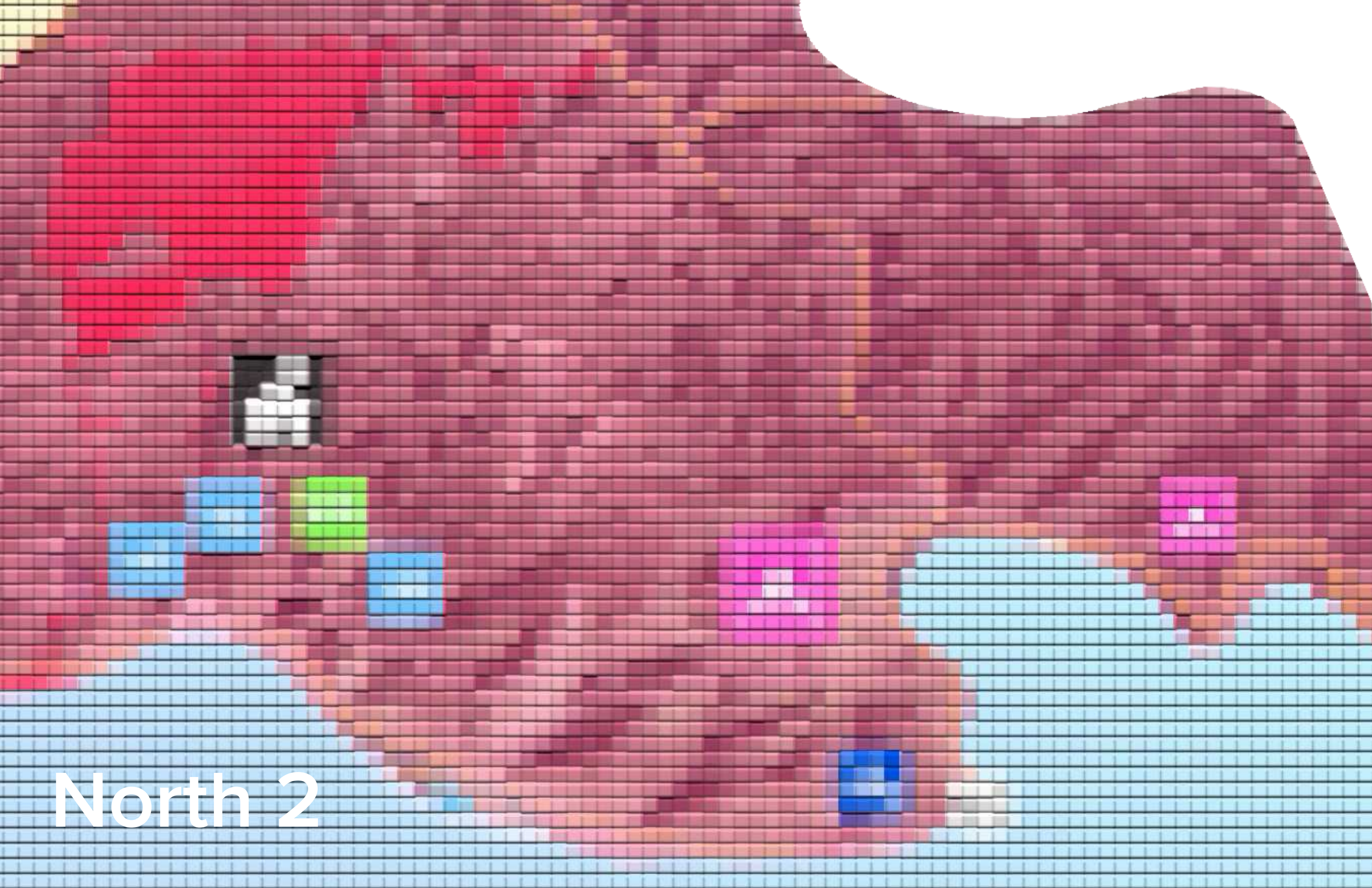
<https://www.jeep.com/>

Potential ATV Trails

Situated on approximately 4,500 acres of abandoned mine land lies the ideal terrain for the creation of an ATV rider's paradise. Found in a remote location, and comprising of rugged terrain and natural landscapes, this abandoned site boasts great potential for the creation of additional motorized trails within the Upper Kanawha Valley. Fields, hills, and cliffs make the location ideal for transformation into an OHV trail park. With similar attractions currently only found in southern West Virginia, in the Hatfield McCoy Trail Systems, this location allows for potential expansion of the Hatfield McCoy trail network to ensure that opportunities exist on both sides of the Kanawha River for ATV exploration.

Both of these featured areas could overlap and expand with cooperation of private land owners.





North 2

QUADRANT NORTH 2

CEDAR GROVE

- Kelly’s Creek Trail
- North Rim Trailhead

GLASGOW

- Glasgow Boat Ramp Improvements

HUGHESTON

- Booker T Washington Campground
- Hugheston Boat Ramp
- North Rim Trailhead

SMITHERS

- Smithers Boat Ramp
- Smithers Mammoth Welcome Center
- Smithers/Montgomery Town Trail

MONTGOMERY N. PROPERTY

- Montgomery Marina/Trailhead

LONGACRE

- Lodging
- Longacre Boat Ramp
- Wheeler Islands Primitive Camping

BOOMER

- Lodging
- Boomer Boat Ramp
- North Rim Trailhead

FALLS VIEW

- North Rim Trailhead

CHARLTON HEIGHTS

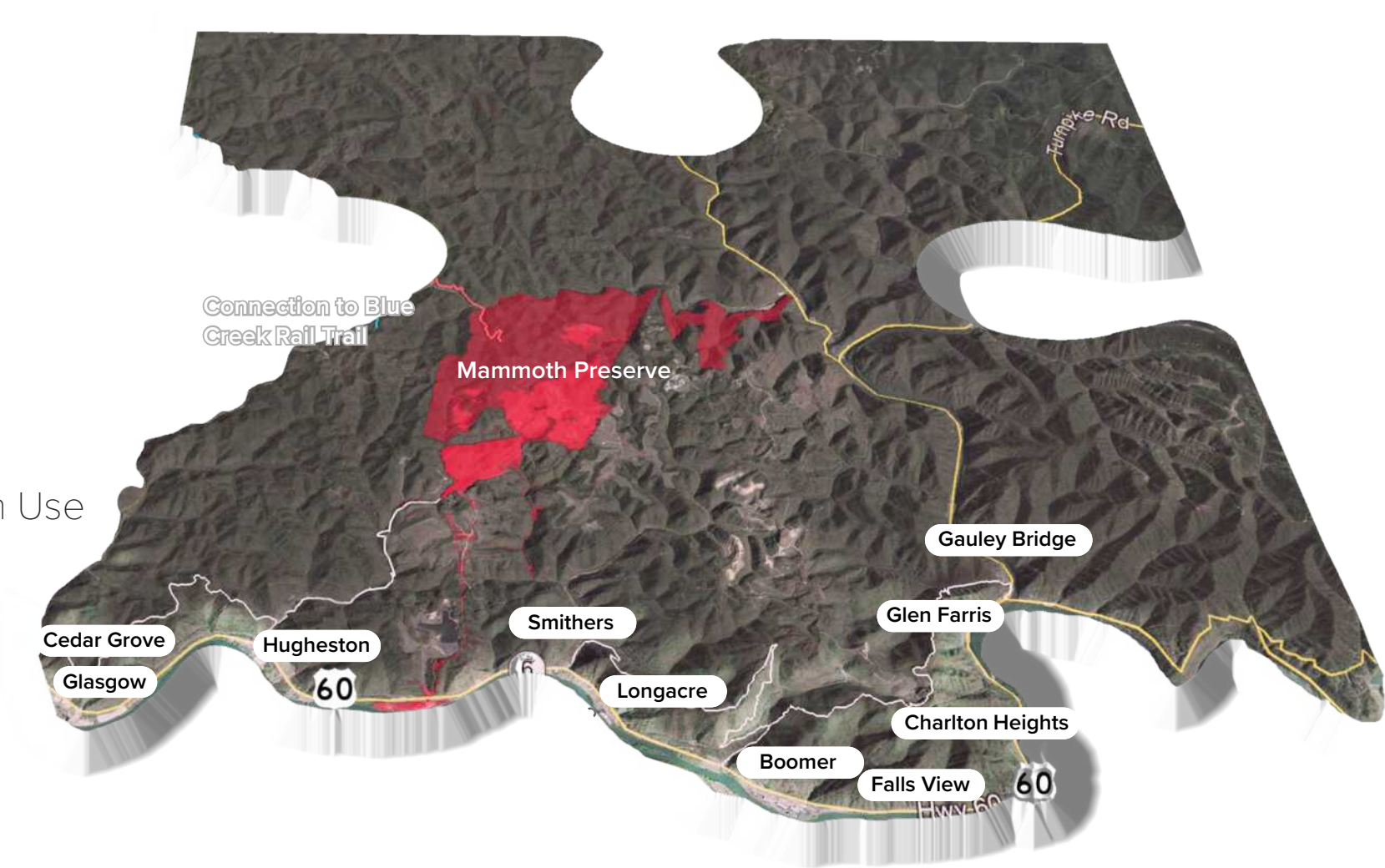
- Kayak Access
- North Rim Trailhead

GLEN FERRIS

- Lodging
- Improved Boat Ramps
- Restored Bridge For Pedestrian Use
- North & South Rim Trailhead

GAULEY BRIDGE

- Kayak Access
- Jodie Rail Trail
- Waterfall Trail
- North Rim Trailhead



Smithers Mammoth Welcome Center:



This welcome center will be the first stop for many Mammoth visitors as they start their adventure in “The Valley”. Situated just north of town center, the Welcome Center will increase visitation to Smithers. At the welcome center will be a beginners mountain bikers course, information about the mammoth preserve and surrounding region. In addition to the Mammoth information, the welcome center is also the connection for the North Rim trail and hut system.

Gauley River Trail:

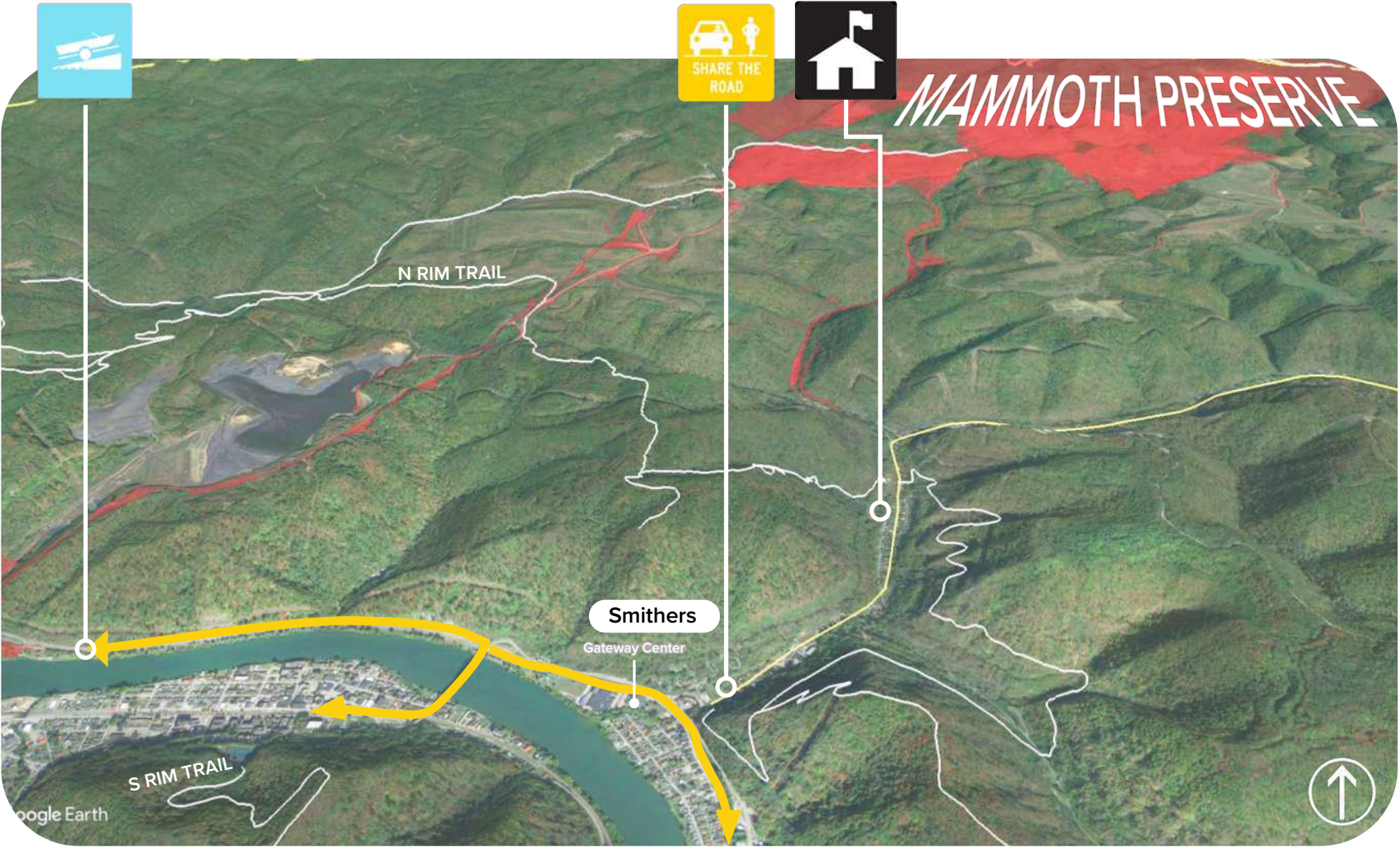


Starting in Smithers, cycle enthusiasts can enjoy a 18 mile share the road path to Gauley Bridge that offers a steady uphill climb and weaves through the mountains. Cycling routes can be added to exiting cycling tours. (for additional cycling tours see page 76).

Montgomery/Marina Trailhead:



Located along the northern side of the Kanawha River in Montgomery, the Montgomery/Marina Trailhead provides an improved boat launch, along with vehicle and trailer parking. The marina will be designed to accommodate a 100 foot boat dock with a restroom facility. Users of this trailhead can enjoy open greenspace, boating activities, accessible fishing opportunities, and access to the Smithers/Montgomery Town Trail network. In addition, users will be connected to the overall Valley system through access to the Smithers Mammoth Welcome Center.



Montgomery/Marina Trailhead



Smithers Mammoth Welcome Center

QUADRANT NORTH 2

CEDAR GROVE

- Kelly’s Creek Trail
- North Rim Trailhead

GLASGOW

- Glasgow Boat Ramp Improvements

HUGHESTON

- Booker T Washington Campground
- Hugheston Boat Ramp
- North Rim Trailhead

SMITHERS

- Smithers Boat Ramp
- Smithers Mammoth Welcome Center
- Smithers/Montgomery Town Trail

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LONGACRE

- Lodging
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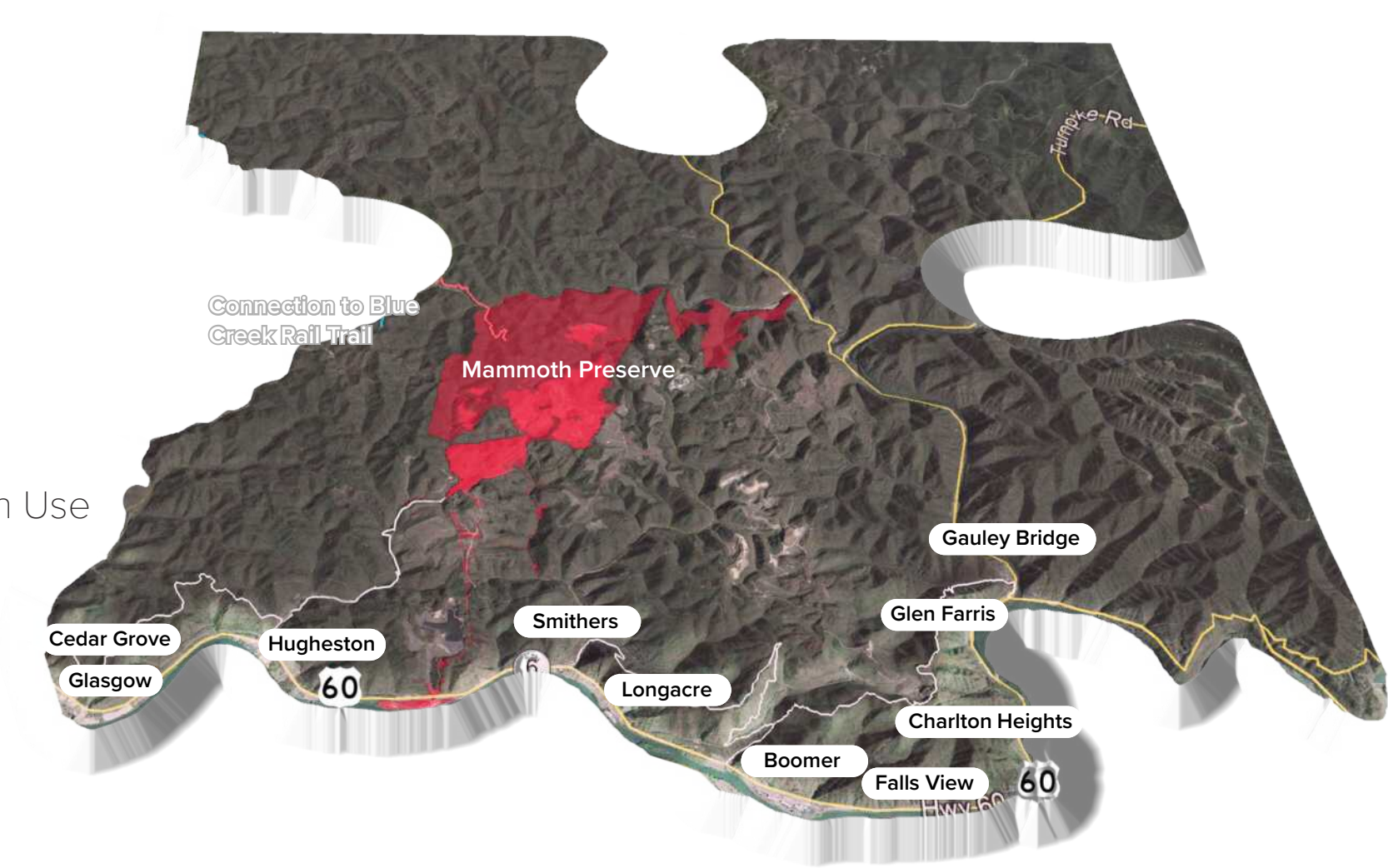
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Smithers Dock:

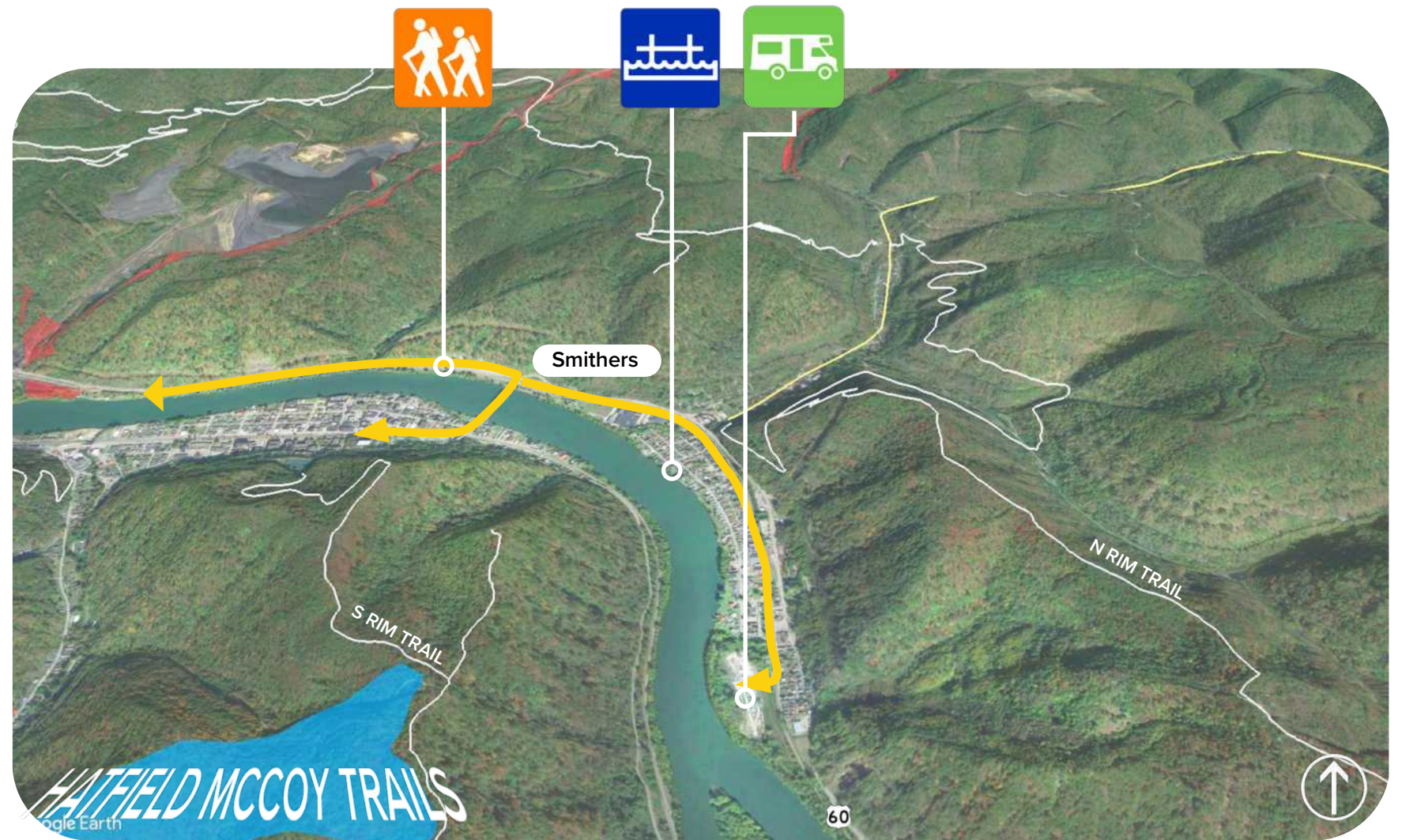
The recently planned Smithers Riverfront Park features restrooms, a splash pad, a basketball court, an ADA hillside trolley with river access, and kayak entry opportunities. The next steps for this project is funding and implementation. This river location provides a great addition to the overall Valley recreational backbone and supports the overall ideals and goals of the project. The Riverfront Park will link visitors from the North and South Rim Trails, Mammoth Recreation Area, and other surrounding recreational attractors to the development along the London pool.

Smithers/Montgomery Town Trail:

Starting at the Montgomery Marina/Trailhead, this trail travels along a dedicated path that follows the Kanawha River to Smithers. After connecting to Smithers, the trail loops back to cross the Earl Vickers Bridge to connect to the town of Montgomery. Here users can access the multiple amenities available, such as the Montgomery Welcome Center or the Montgomery fishing pier. The commitment to having a strong connection between the towns creates an inclusive recreational experience, spotlighting the characteristics that the over “Valley” vision encompasses.

Boat Ramp and Lodging:

Situated upstream from Smithers and Montgomery, the Longacre Boat Ramp and lodging area will feature boater access, RV sites, and primitive camping opportunities on Wheeler Islands. This location offers a more remote lodging experience while maintaining a close relationship with the recreational hub activity Smithers.



Smithers Dock



Longacre Boat Ramp and Lodging

QUADRANT NORTH 2

CEDAR GROVE

- Kelly’s Creek Trail
- North Rim Trailhead

GLASGOW

- Glasgow Boat Ramp Improvements

HUGHESTON

- Booker T Washington Campground
- Hugheston Boat Ramp
- North Rim Trailhead

SMITHERS

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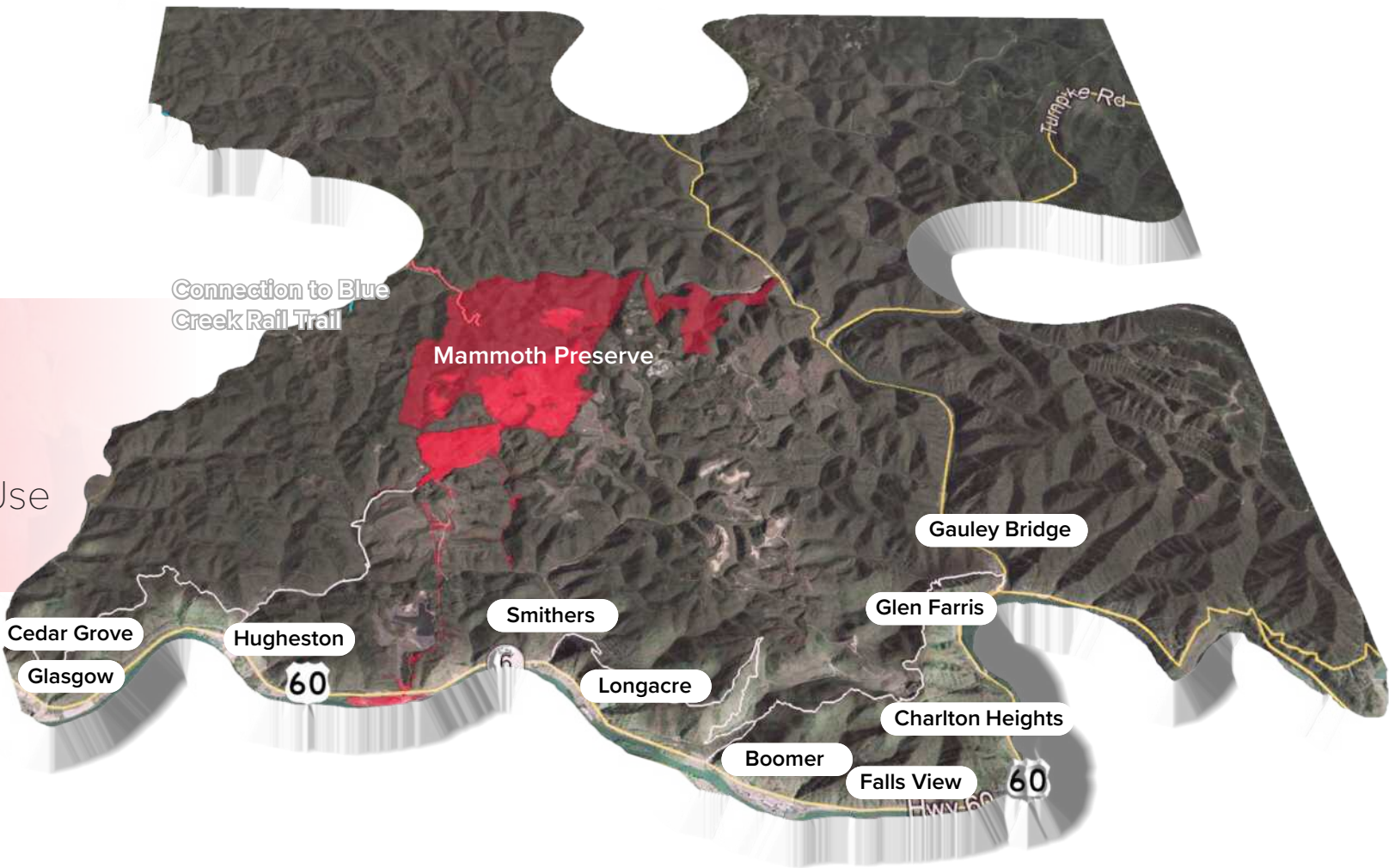
- Kayak Access
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- Jodie Rail Trail
- Waterfall Trail
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Kanawha Falls Bridge:

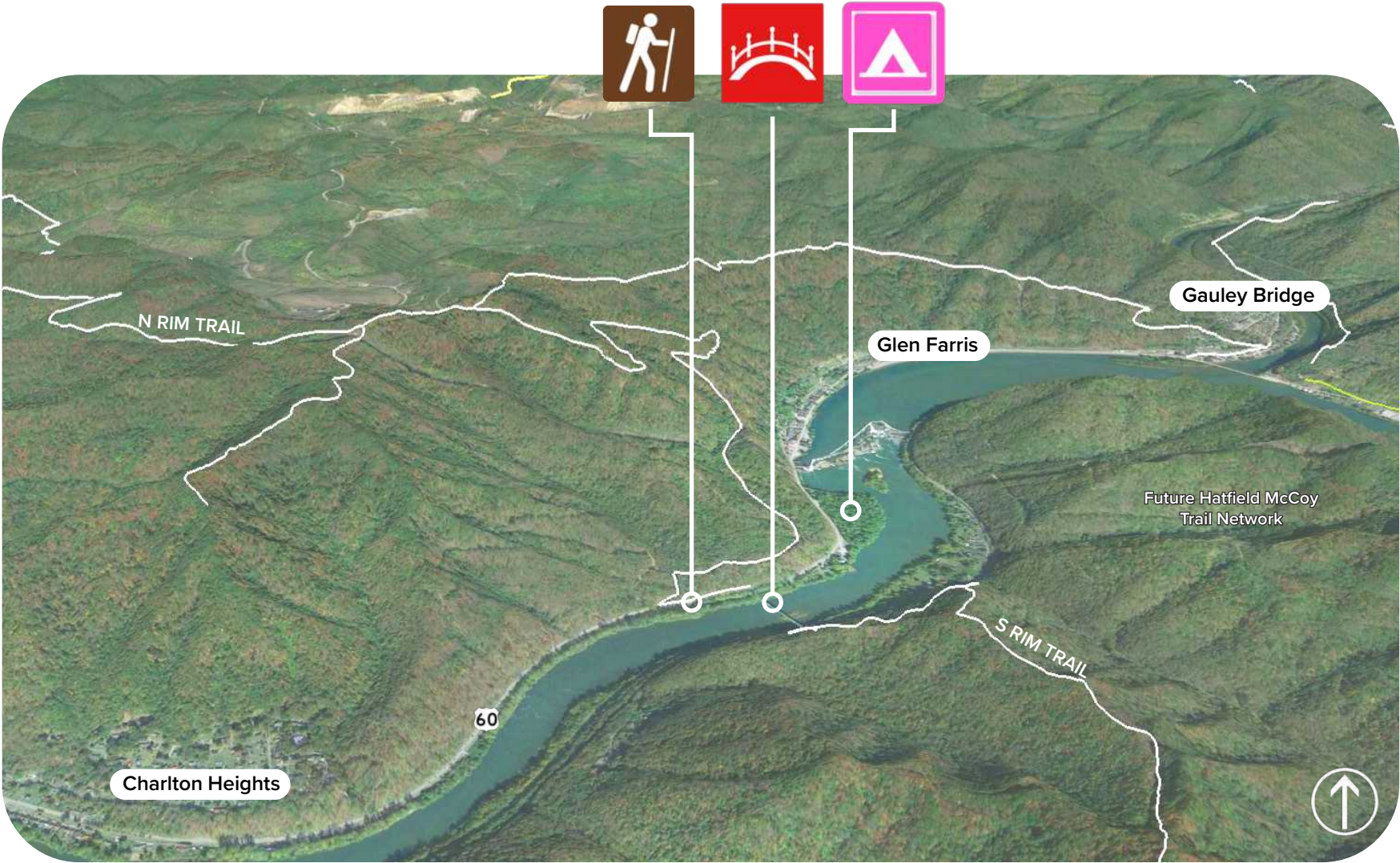
Kanawha Falls Bridge is currently closed to vehicular and pedestrian traffic. The bridge is on the WVDOH STIP list. This plan proposes that the bridge be rehabilitated to allow pedestrian traffic at a minimum, providing a connection for the North and South Rim trails as well as future access for the Hatfield and McCoy trail system.

Glen Ferris Campground:

Located just below the Kanawha Falls lies the Glen Ferris Campground. With picturesque views of the falls, this campground creates a unique experience in “The Valley”. Adding to the quality site location is the convenient kayak access. This access point allows kayakers the ability to pull out above the falls and have a safe and easy put in location below. Additionally, inexperienced and less advanced users can have an up and close experience to the falls.

North Rim & South Rim Trailhead:

The Glen Ferris Trailhead, starting in the Glen Ferris Campground, will host access to multiple trail adventures. With the rehabilitation of the Kanawha Falls Bridge, trail users will have access to the South Rim Trails from the northern side of the Kanawha River. In addition to this vital trail connection, the bridge will open up connectivity to all northeastern towns to host visitors of the Hatfield-McCoy trail system.



Kanawha Falls Bridge

QUADRANT NORTH 2

CEDAR GROVE

- Kelly’s Creek Trail
- North Rim Trailhead

GLASGOW

- Glasgow Boat Ramp Improvements

HUGHESTON

- Booker T Washington Campground
- Hugheston Boat Ramp
- North Rim Trailhead

SMITHERS

- Smithers Boat Ramp
- Smithers Mammoth Welcome Center
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FALLS VIEW

- North Rim Trailhead

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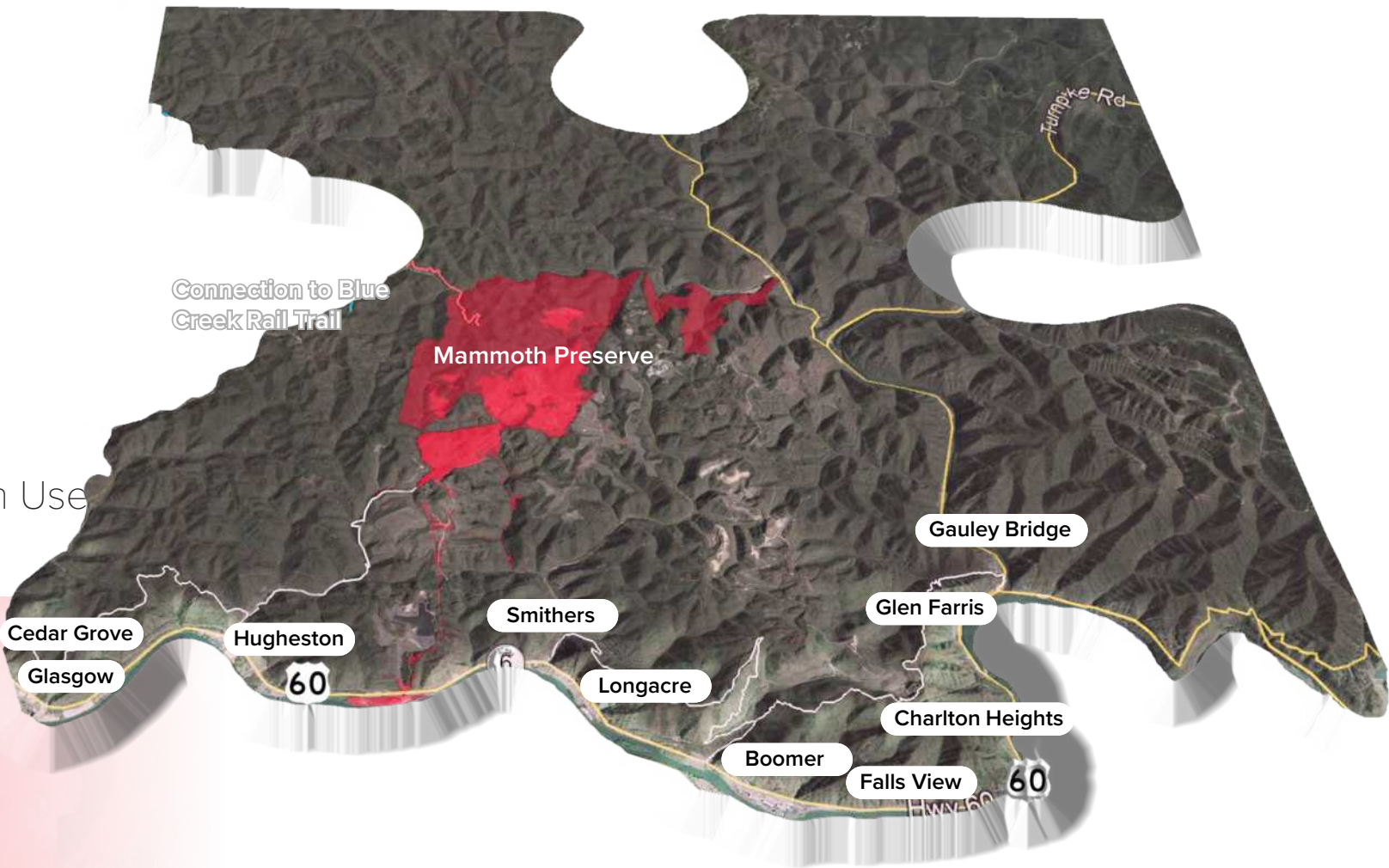
- Kayak Access
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- Improved Boat Ramps
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- North & South Rim Trailhead

GAULEY BRIDGE

- Kayak Access
- Jodie Rail Trail
- Waterfall Trail
- North Rim Trailhead



Gauley Bridge Kayak Access:

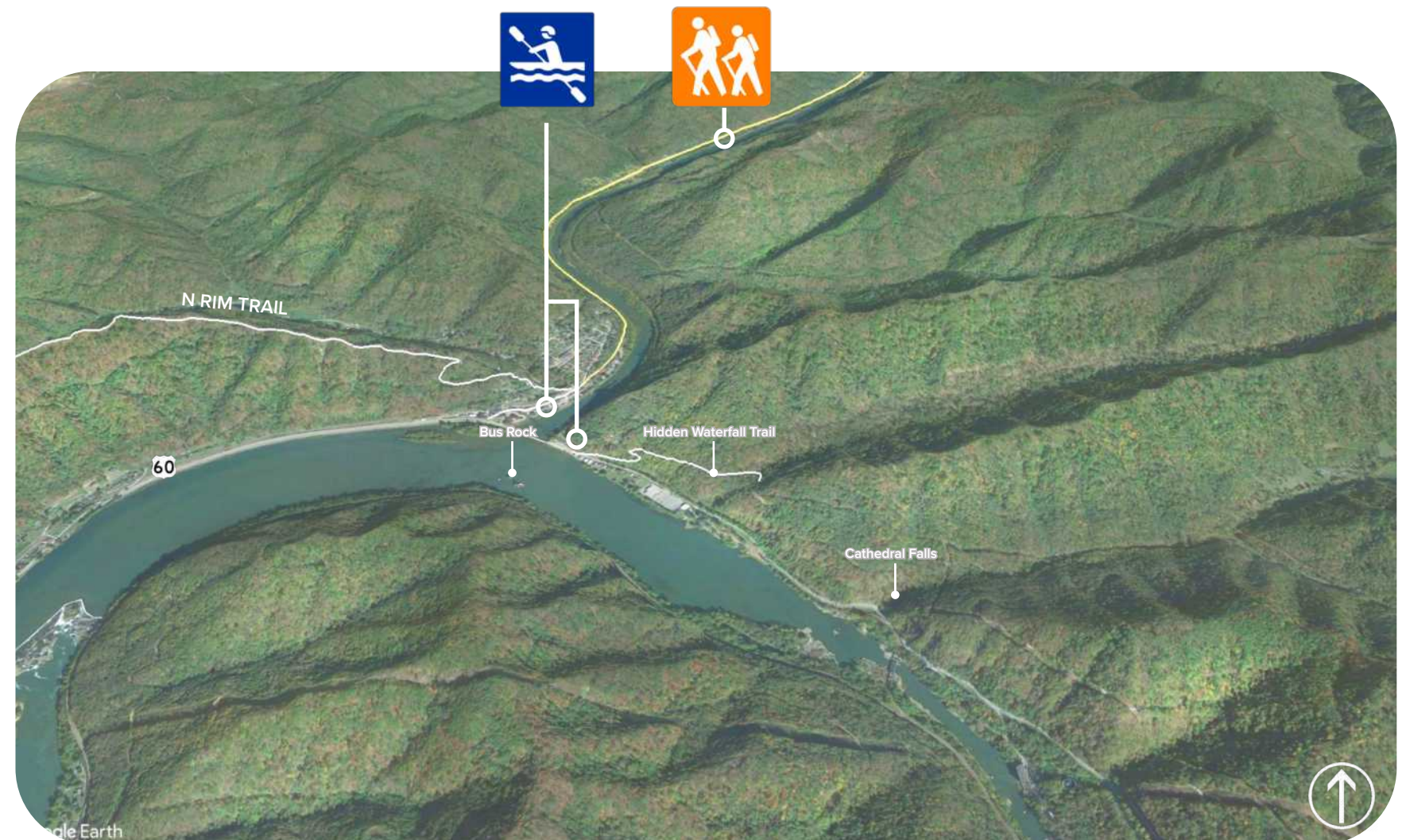


At the point where the Gauley River combines with the New River, Gauley kayakers pull out at an unmarked and muddy location behind the Auxier Welding Shop. This location sees a high volume of users throughout the recreational season, with the existing lot being used as a makeshift trail head for parking. Currently, visitors meet up with locals and get rides up to the town of Swiss for a full day of kayaking back down to their vehicles. Improvements made to this pull out site offer a safe and reliable exit that promotes visitation to Gauley Bridge and becomes a part of “The Valley” network. In addition to this access point, desires exist within the community to enhance the connection across the river. This location, found just below The Snack Shack restaurant, offers an alternative takeout point where users can come together for dinner. Alternatively they can visit the proposed park across US 60 to take in the unique character of the “Bus Rock” located on the New River. The proposed park would offer additional tourist parking with fishing access and picnic tables.

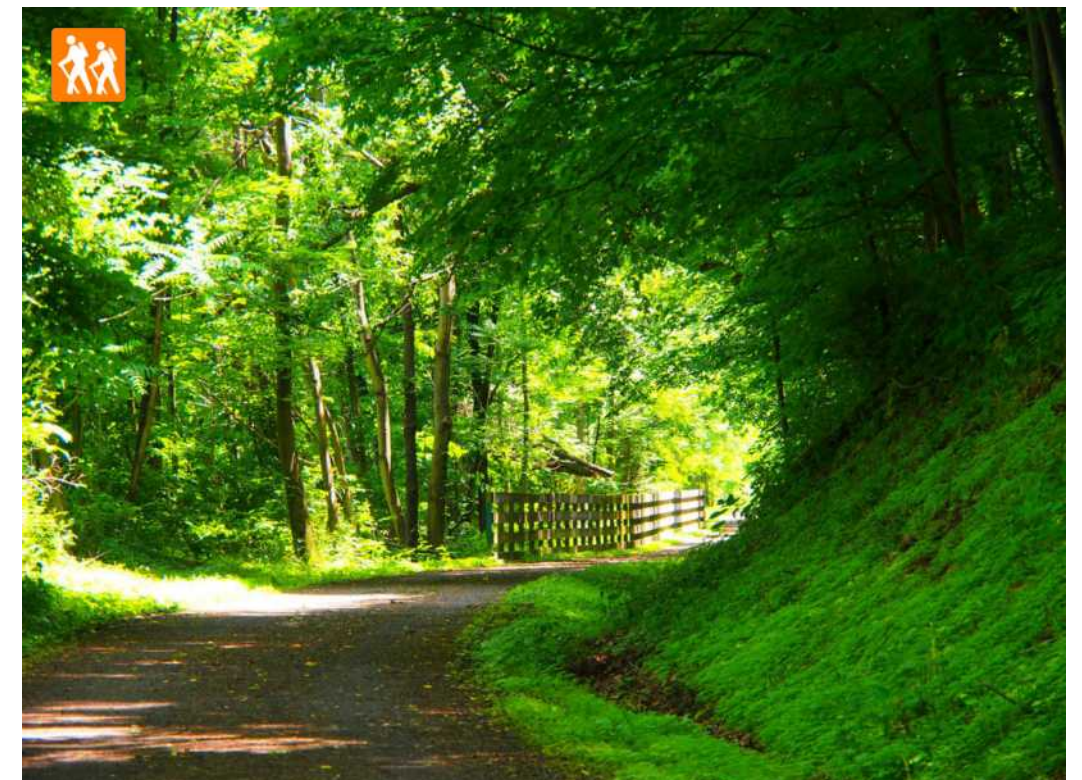
Gauley River Rail Trail:



Beginning just east of Gauley Bridge is the Gauley River Rail Trail, this former active line is now abandoned and offers another layer of recreational opportunity. Climbing at minimal grade up the Gauley, the proposed 8 mile rail trail is an ideal activity for any age group and provides a new activity along the Gauley River. Those interested in a longer ride beyond Jodie will be excited to know that plans are in place for a future connection to Ansted, as well as connections to the eastern entrance to the Mammoth Recreation Area. Future connections to Ansted, Meadow River Rail Trail, the Mammoth Preserve, and the town of Rainelle.



Gauley Bridge Lookout



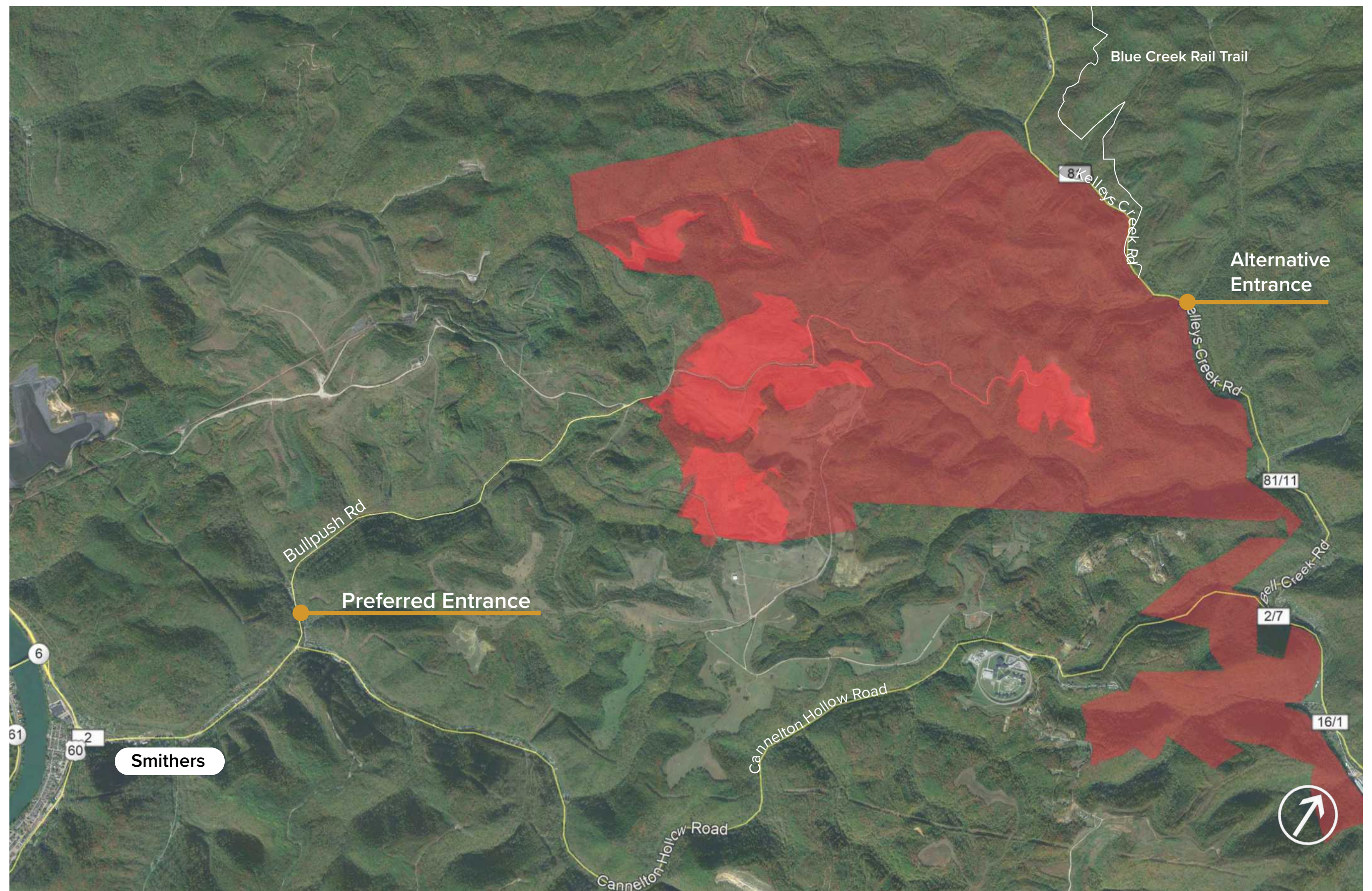
Gauley River Rail Trail Example



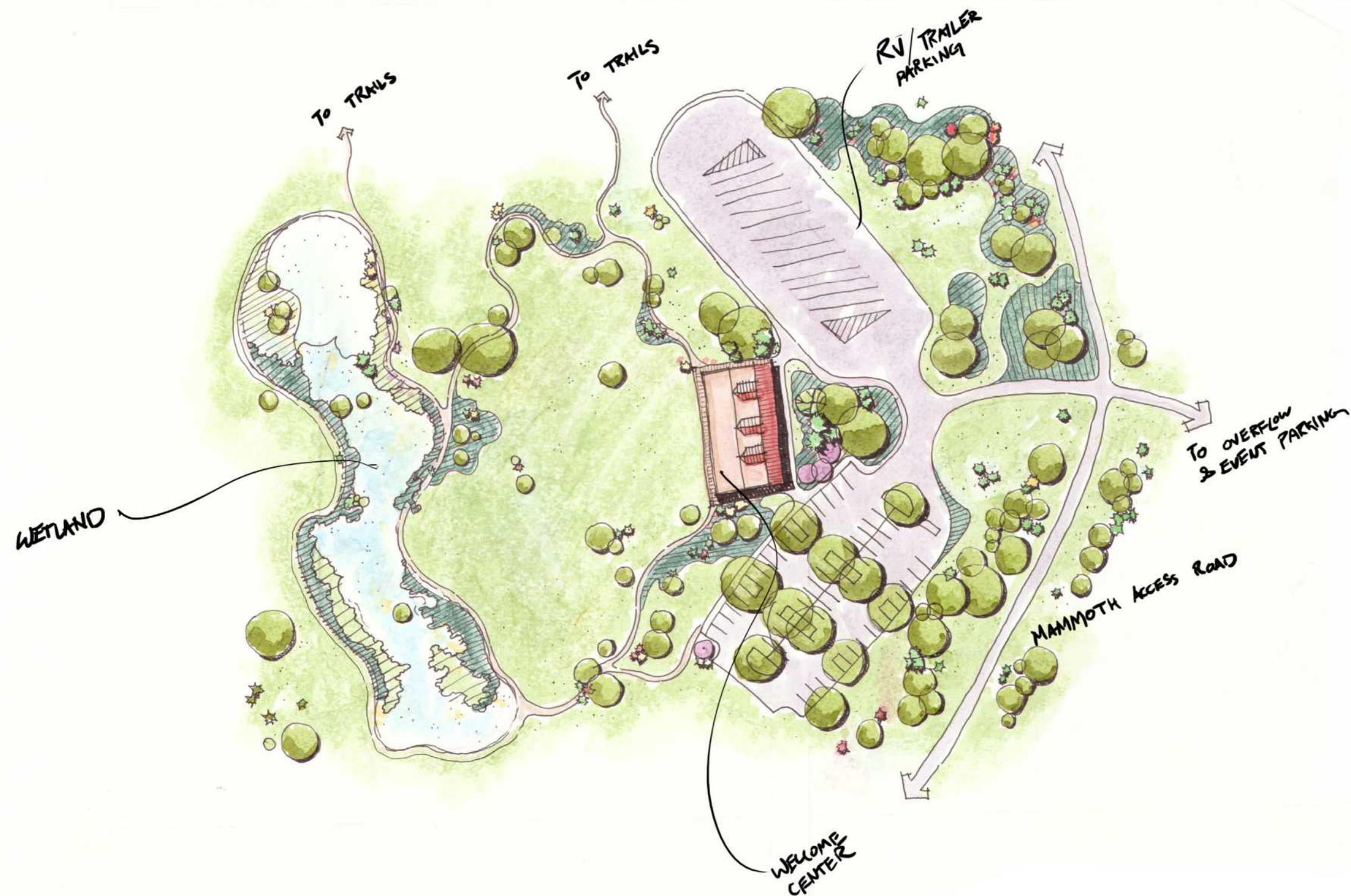
QUADRANT NORTH 2

FEATURED PROJECT: MAMMOTH PRESERVE





Mammoth Location Map



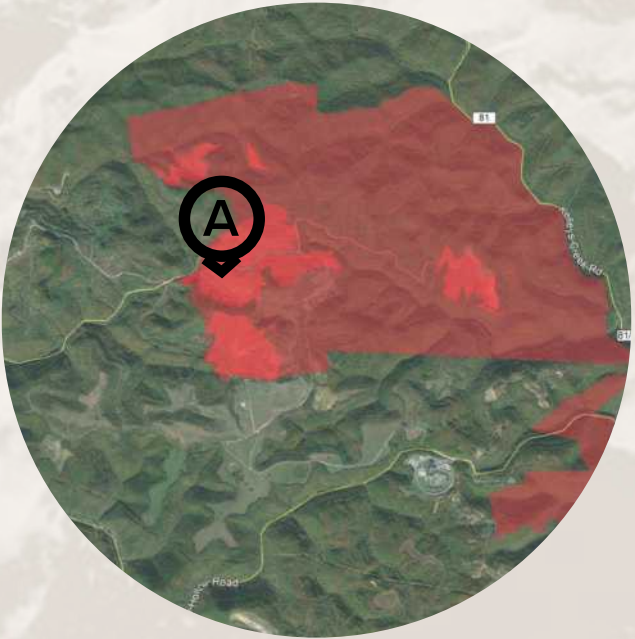
Environmental Education Center:

The Mammoth Preserve will come outfitted with a Environmental Education Center on site. The example we illustrated shows our preferred location. The Mammoth Environmental Education Center is an all inclusive stop. Access roads lead to overflow and event parking and parking on-site includes basic parking as well as RV/ Trailer parking. Pick up brochures, paper maps and directions at the welcome center and visit the wrap around deck for great outdoor views. Public use walking trails extend throughout the site’s wetland and add a connection to the rest of the Mammoth’s outdoor trials.

The unique Mammoth Preserve is a great example of both coal heritage and environmental reclamation within the region. Visitors will learn about the area’s coal history through signage and information detailing past high wall activity and current progress on the reclamation and re-establishment of WV’s hardwood forests. Additionally, manmade wetlands around the Welcome Center will be accompanied by an interpretive trail, birding area, and boardwalk. Signage will discuss the importance of wetlands within the headwaters of a watershed, along with teaching about the plant and animal communities found within the system.

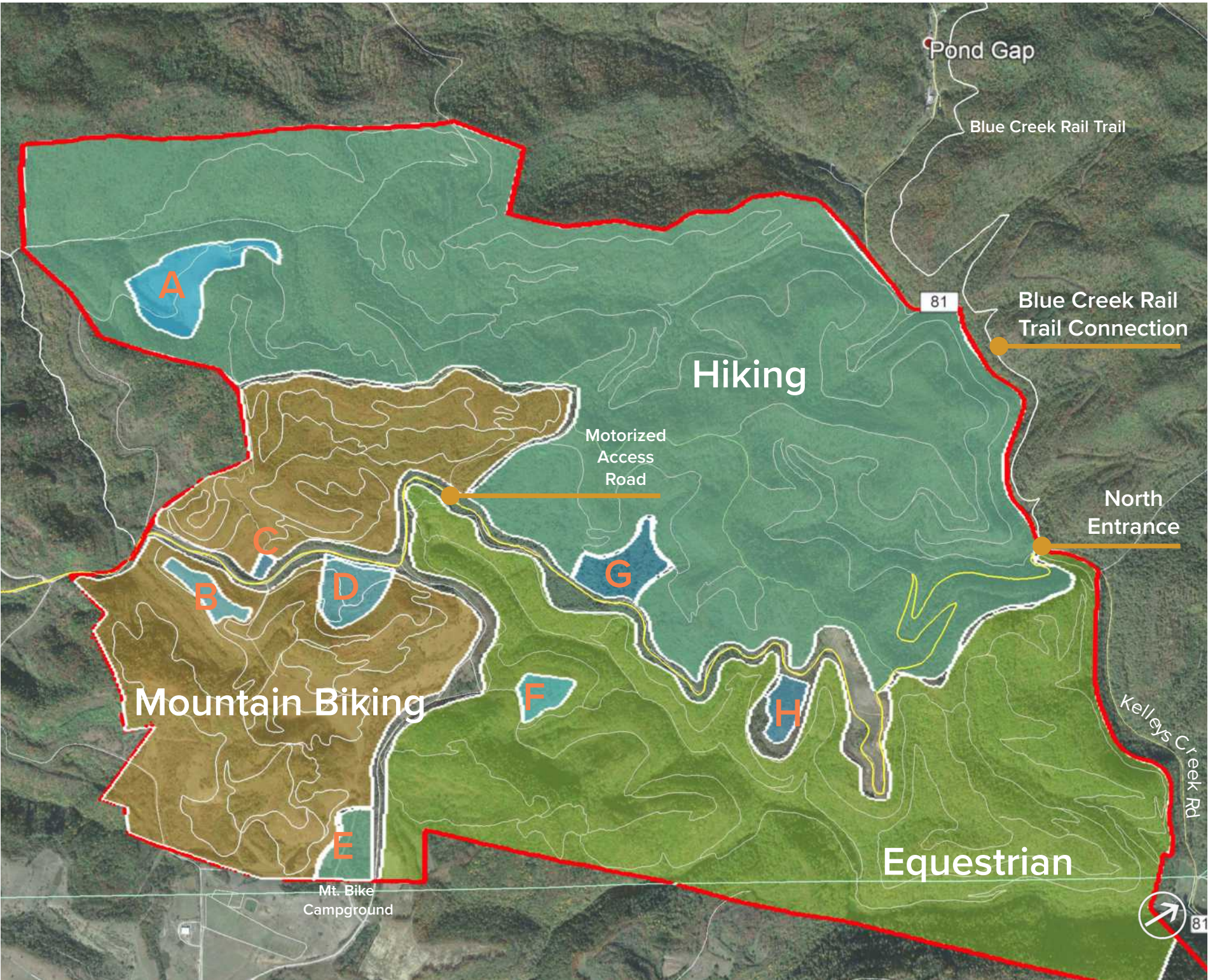
NOLS

Partnerships with outdoor education organizations, such as the National Outdoor Leadership School (NOLS), provide great opportunities to advertise and promote the Mammoth Preserve. Such a partnership would be able to utilize the 4,000 Mammoth site as an educational hub. NOLS would also be able to integrate surrounding natural features; the Kanawha, Gauley, and New Rivers; the Rim Trails; and indoor classrooms in Montgomery at the Bridge Valley Community and Technical College into their programing.



Mammoth Preserve Land Use:

The Preserve has been designed with the end user in mind and the property divided into user group zones. The user group zones include Mountain Biking, Equestrian and Hiking. The site has an existing north/south access road that divides the site. The plan utilizes this road to help divide the use zones. For example, the equestrian area is separated by the road from the mountain bike zone which will help reduce user conflicts. The access road is the only road within the Preserve that motorized vehicles will travel and therefore the master plan shows a minimum of three campgrounds along this road and dedicated to the adjacent user zone. By keeping campgrounds close to the access road, it allows for easy programing of lodging, facilities and control of motorized vehicles. The campgrounds are separated by land features and allow for private settings and likeminded users at each campground. The campgrounds will have multiple lodging options such as tent, RV and cabin/yurts to meet the needs of most visitors. In addition to the campgrounds, there are other important features located along the main access road. Locations for a welcome center, festival grounds and event overflow parking are uniquely placed to take advantage of the terrain and location it proximity to the road.



Mammoth Preserve Zone Map Legend

- | | | | |
|--|-----------------------------|--|--------------------------|
| A Mining Heritage and Reclamation Outdoor Classroom | E Mt Bike Campground | C Wetland/ Environmental Education Center | G Hiking Camp |
| B Event and Overflow parking | F Future Camp | D Festival Grounds | H Equestrian Camp |



Canvas Tent Camping



Equestrian RV Camping



Yurt Camping



Canvas Tent Camping

Staying at the Mammoth Preserve:

With all the recreation and leisure of the project site, the Mammoth Preserve also holds diverse lodging experiences. Overnight stayers can experience a mix of luxury camping (glamping), equestrian camping, RV camping, canvas tent camping, and backwoods camping.

The Mountain Bike Zone:

With approximately 800 acres dedicated to mountain biking, the Mountain Bike Zone at the Mammoth Preserve provides trails to serve all user groups. The use area is divided into an east and section, with 10 miles and 8 miles of trails, respectively. Adventure seekers ranging from beginners to experts will be able to explore the vast recreational area on paths ranging from gradual slopes to rugged terrain. This program area surrounds the proposed Welcome Center and forms key connections to the rest of the site, linking biking trails to the hiking and equestrian areas. Connectivity gives bikers additional trail options to explore. In addition to the Welcome Center, this use area contains programs for festival grounds, event parking, and a 20+ acre camping grounds. Each of these areas are within walking distance, or are adjacent, to the main access road to allow for ease of accessibility and to limit motorized vehicles within the site.

NICA

The National Interscholastic Cycling Association (NICA) is a nonprofit organization that promotes and organizes mountain bike racing events for middle and high school athletes. Made up of 31 leagues nationally, sponsored events can attract a large number of visitors to an area for competitions. The West Virginia league has five races planned for the 2021 season and consists of 13 teams that represent major regions of the state. Proposed facilities at the Mammoth Preserve will be able to host one of these events, drawing in visitors from across the state and country to the Upper Kanawha Valley.





Mountain Biking Campground:

This lodging location is outfitted with various staying options. With a close proximity to the mountain bike trails, users and mountain bikers alike can stay close to the action. The site becomes a gateway with multiple trails connecting to the rest of the Mammoth Preserve in every direction. Lodging options can be interchanged with cabins, tents, yurts, RV spaces, ETC.

The Equestrian Zone:

Equestrian fans will be delighted to discover that the Mammoth Preserve also includes approximately 1,200 acres dedicated to horseback riding adventures. This use area is uniquely situated to be separate from other site programs, providing a peaceful setting to be enjoyed with your horse. Riders will get to choose their route, exploring the lower streams to the grand views of mountain ridgelines, on 30+ miles of interconnected trails. Dedicated camping areas, with the potential for tent and RV lodging, will be designed to accommodate riders. The current concept plan includes two campground locations. The initial lodging area, Equestrian Campground 1, is centrally located on approximately 12 acres of existing flat terrain.





The Hiking Zone:

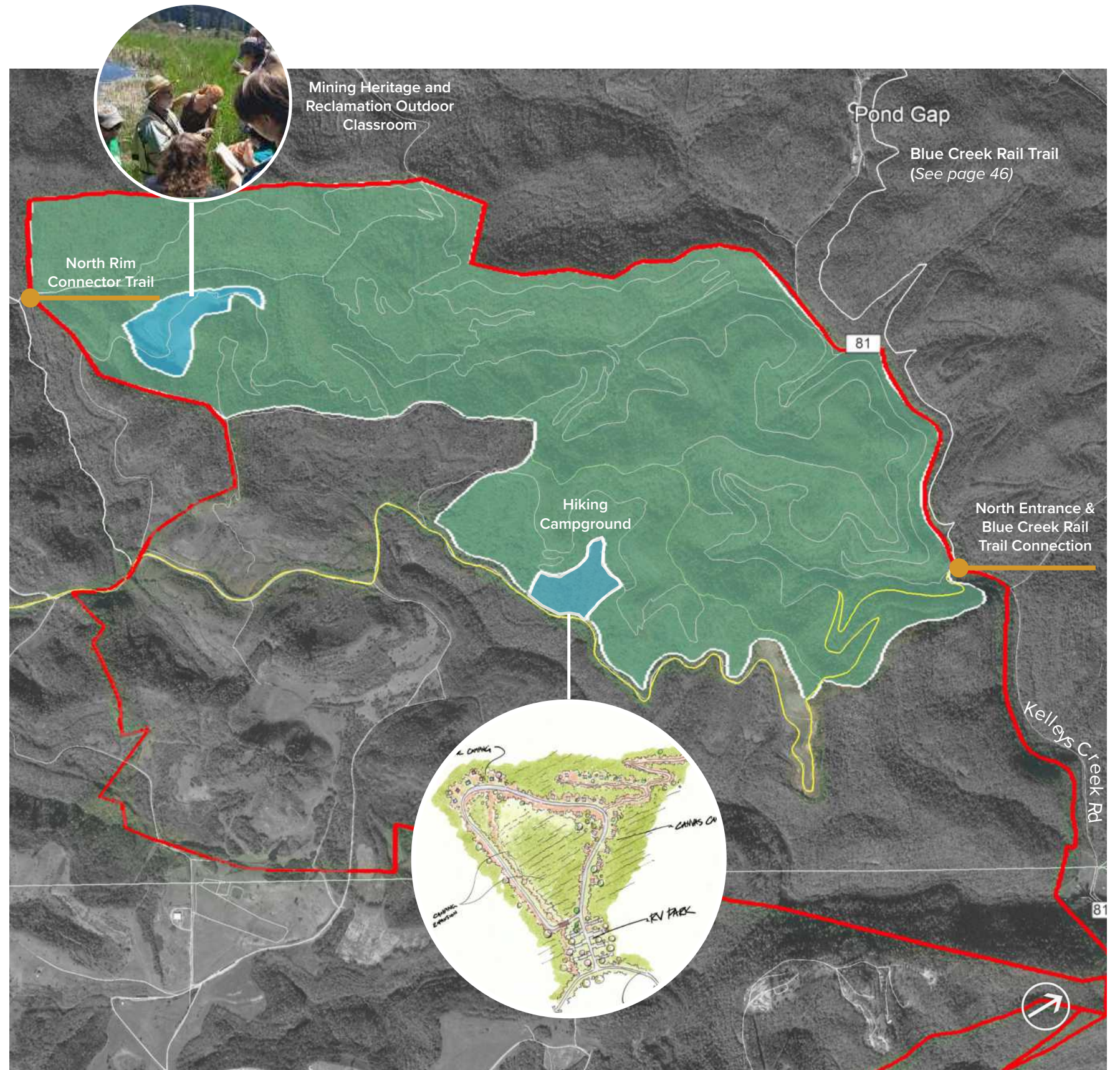
West of the main access road lies an area of approximately 1,800 acres dedicated to hiking. With limited options for trails, adventurers will get explore West Virginia's hardwood forests, coal heritage, and grand views of Kanawha County from within the Mammoth Preserve. In addition to dedicated hiking trails, specifically marked multi-use trails will also be found within this space. This will create safe, larger loop systems for those riding a bike or horse. In addition to hiking, this programmed zone will also contain connections to the proposed Blue Creek Rail Trail, on the north end of the property, and a connection to the North Rim Trail on the south end.

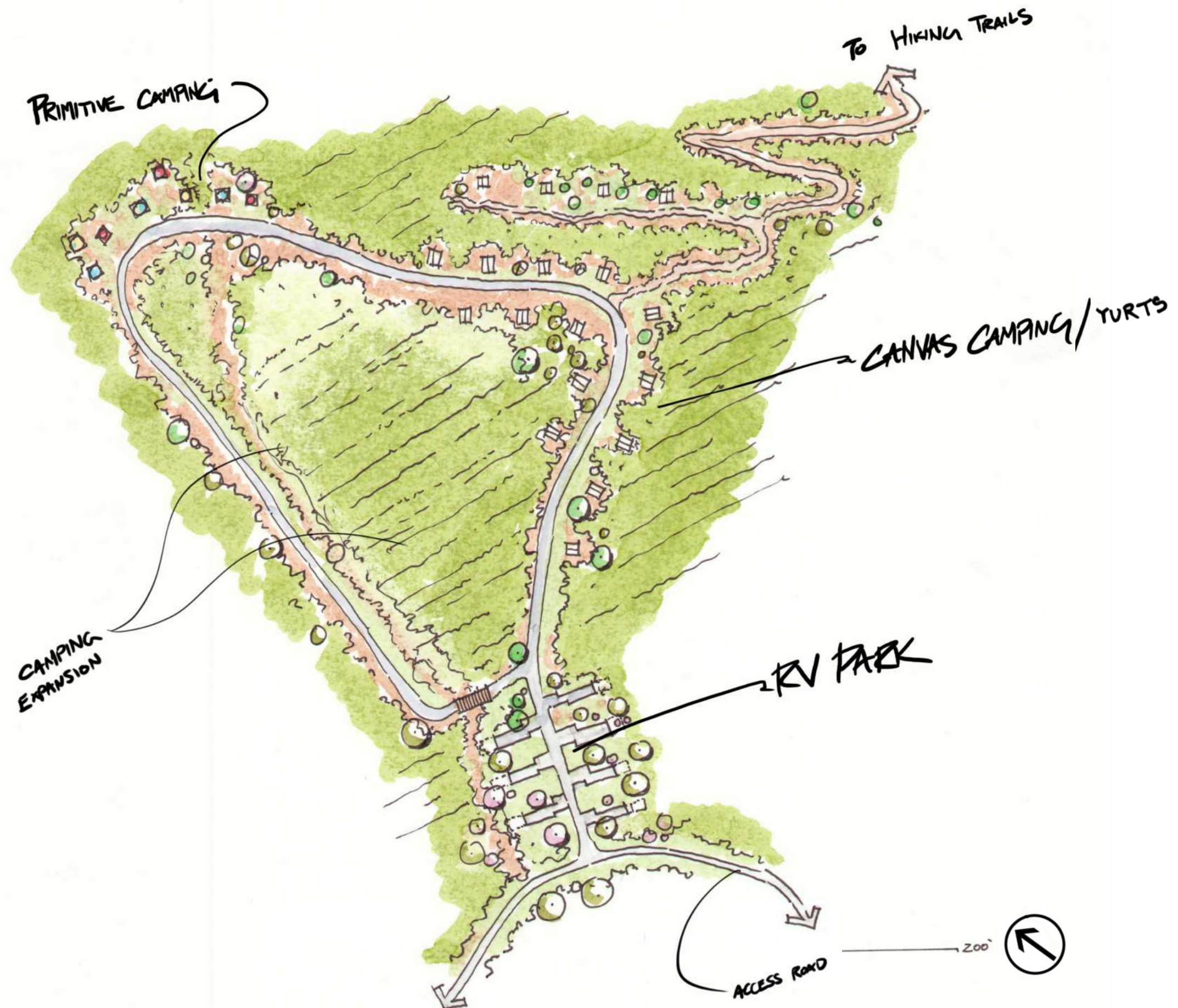
Day Use Trailheads

Many trailheads can be found along the main access road to allow for even distribution of day trail users throughout the Mammoth Preserve.

Environmental Education

The unique Mammoth Preserve is a great example of both coal heritage and environmental reclamation within the region. Visitors will learn about the area's coal history through signage and information detailing past high wall activity and current progress on the reclamation and re-establishment of WV's hardwood forests. Additionally, manmade wetlands around the Welcome Center will be accompanied by an interpretive trail, birding area, and boardwalk. Signage will discuss the importance of wetlands within the headwaters of a watershed, along with teaching about the plant and animal communities found within the system.





Hiking Campground

QUADRANT NORTH 2

FEATURED PROJECT: BLUE CREEK RAIL TRAIL

Blue Creek Rail Trail:

A wonderful opportunity for recreational and rail trail expansion, the Blue Creek Rail Trail (BCRT) is set for revitalization. Given the recent success of the Elk River Rail Trail State Park (ERRT), future expansion is planned connecting the ERRT to Elkview. As part of the greater vision of the “Valley” system, the BCRT taps into the ERRT as link to draw cycle and rail trail enthusiasts to the Mammoth Preserve and the greater “Valley” system. The BCRT offers the trail user a gentle and scenic climb as it leaves Blue Creek and heads west to Hitop for 20 miles. As shown in the images on this page, bicyclist will encounter two tunnels cut out of the mountain with no traditional tunnel lining allowing for a surreal passage. Also found along this scenic rail trail are many trestles, many still in place ready for resurfacing. With creek access for most of the trail, any user up for a stop to fish along the banks of the creek or off the trestles will be rewarded with a tranquil Appalachian rest. Adding to the desirable scenery the BCRT can offer the history buff or local

resident a look into the past of the many uses the existing railroad offered. Bringing to light the once prominent and well connected area to the City of Charleston the Blue Creek area can once again be active and play a vital role to the future of the “Valley”.





Existing Abandoned Bridge



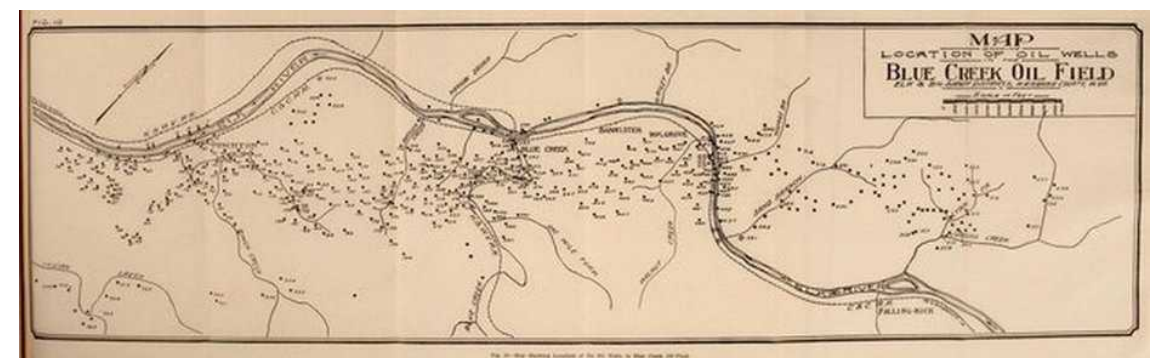
Existing Abandoned Bridge



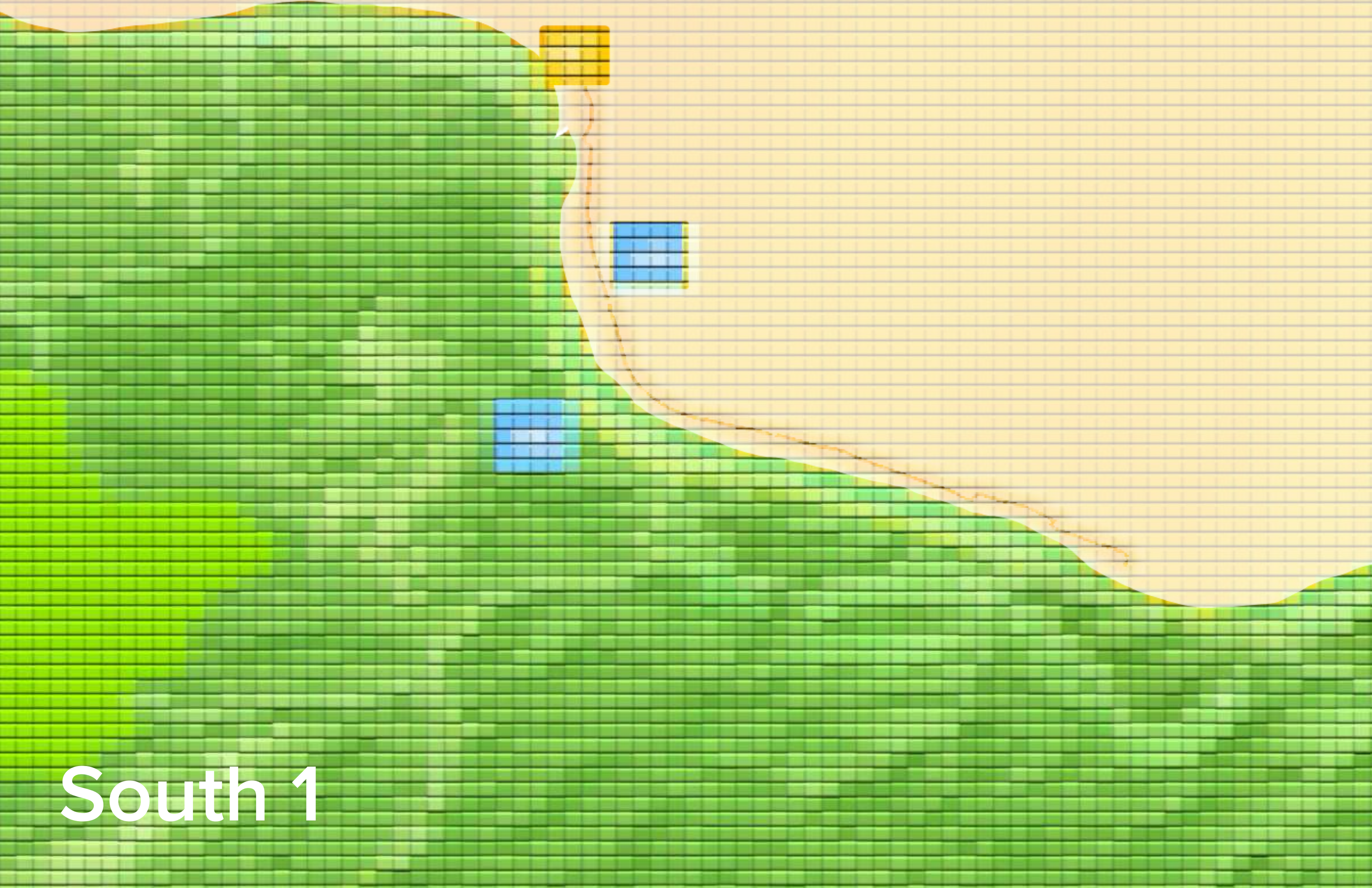
Abandoned Rail Tunnel



Example of Rail Trail Tunnel



Historic Blue Creek Rail Map



South 1

MASTER PLAN

The Upper Kanawha Valley project site is divided up into four geological regions; Quadrant North 1, North 2, South 1 and South 2. Working in conjunction with existing and potential attractors, the four areas accommodate features to make up small “puzzle pieces” that fit within the completed regional system of outdoor tourism. Each region has a major recreational draw as well as community improvements.

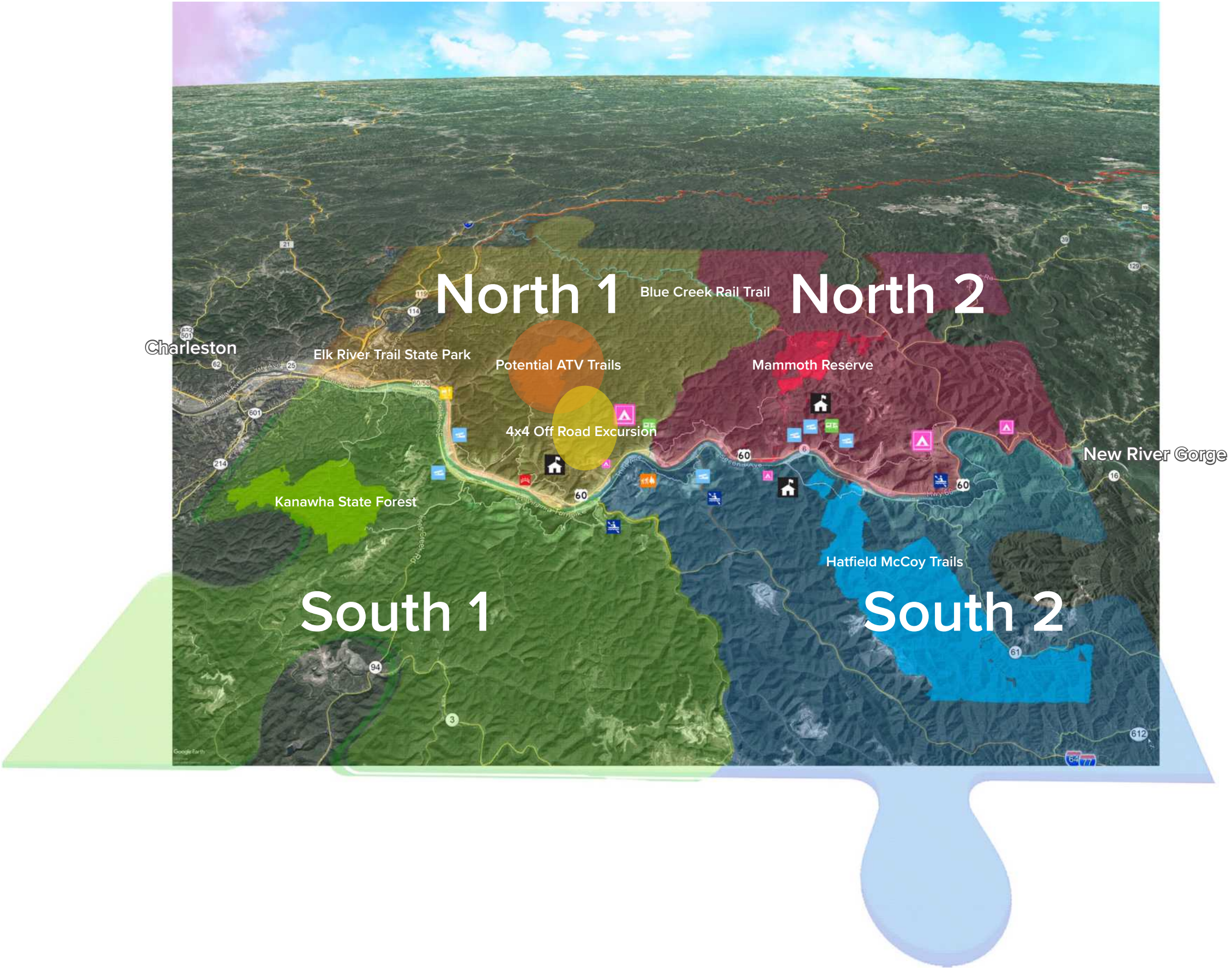
Quadrant North 1 includes the Elk River Rail Trail State Park, the Proposed Blue Creek Rail Trail, Potential ATV Trails, and Potential 4x4 off Road Excursion.

Quadrant North 2 contains the Mammoth Preserve, a gift to the West Virginia LandTrust; a former mine site with the potential to stimulate the local economy with ecotourism.

Quadrant South 1 includes the Kanawha State Forest and potential connections to the riverside communities.

Quadrant South 2 holds the land acquired by the Hatfield-McCoy Trail organization, providing a future for professionally managed ATV trails for the area.

These various attractions integrated with proposed elevated trails that weave through the Valley tie together a hierarchy of outdoor spaces to the thirteen communities nestled within the Valley and complete the tourism gap between Charleston and the New River area.



QUADRANT SOUTH 1

MARMET

- Marmet Boat Ramp
- ADA Walking Trail
- South Rim Trailhead
- Lens Creek Trail

CHESAPEAKE

- Updated Marina and Boat Ramp
- South Rim Trailhead

CHELYAN/CABIN CREEK

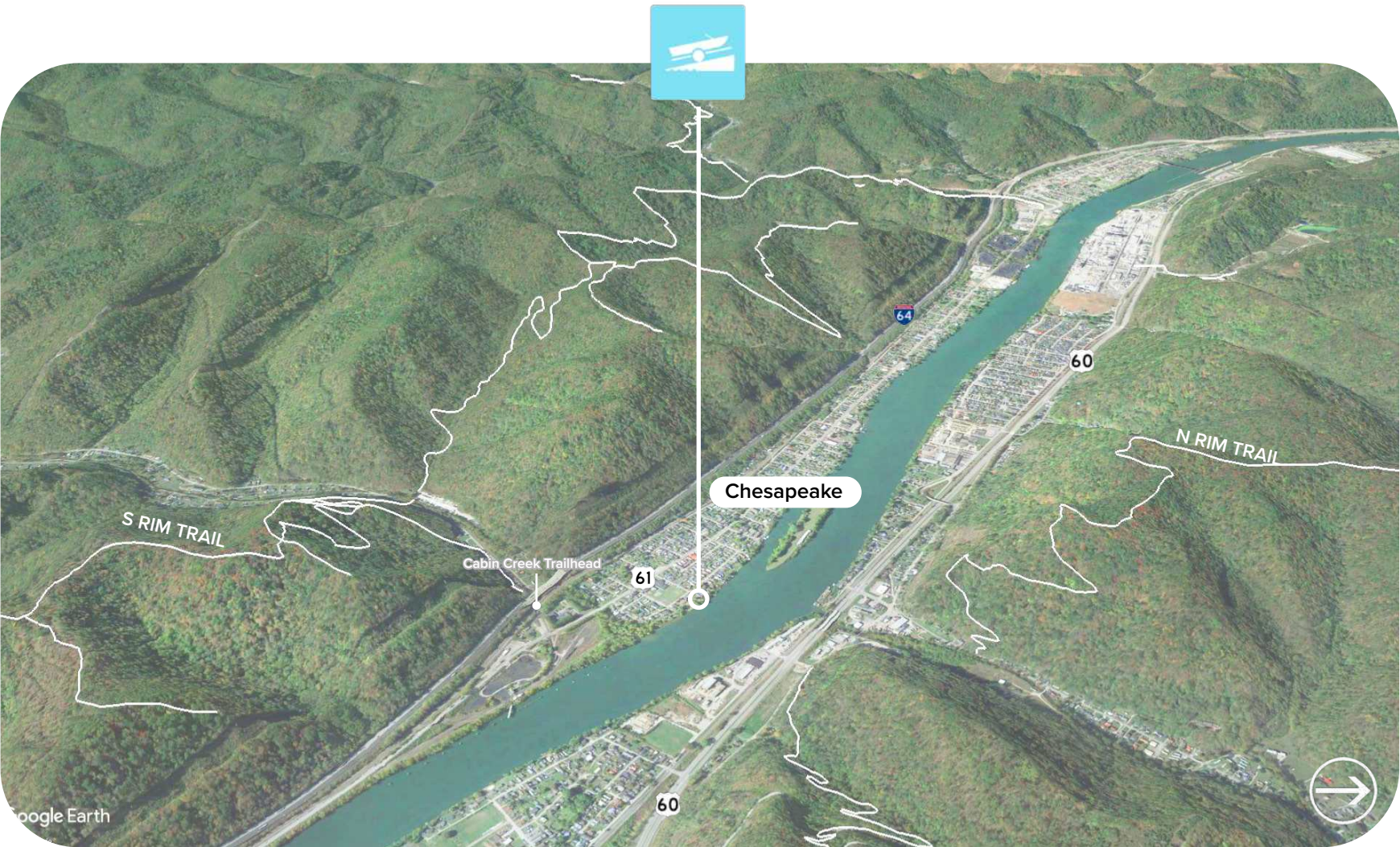
- Lodging
- Cabin Creek Kayak Launch
- South Rim Trailhead



Chesapeake Marina and Boat Ramp:



This marina boat ramp, although existing, is set to become more active with development and will experience increased visitation as other camping and recreational activity is established. With the current infrastructure in place, improvements to the trailer parking, dock, and pier, along with additional marina space, create great opportunities for economic activities to occur. This location will play an important role into the overall boat ramp and water access system in “The Valley”. Given its location as the most downstream access on the southern side of the Marmet Pool, many visitors can easily float or enjoy a day on the water from upstream locations and stop by to eat or end their day in Chesapeake.



Chesapeake Marina and Boat Ramp Existing



Chesapeake Marina and Boat Ramp Artistic Representation

QUADRANT SOUTH 1

FEATURED PROJECT: CABIN CREEK

MARMET

- Marmet Boat Ramp
- ADA Walking Trail
- South Rim Trailhead
- Lens Creek Trail

CHESAPEAKE

- Updated Marina and Boat Ramp
- South Rim Trailhead

CHELYAN/CABIN CREEK

- Lodging
- Cabin Creek Kayak Launch
- South Rim Trailhead



Cabin Creek/Chelyan Boat Ramp and Campground:



Found along the edge of the former power plant site lies a great opportunity for water trail access and campground amenities. This site provides water access to Cabin Creek and the Kanawha River allowing for a mix of water recreation. Guests can hop in their boat and take a short trip over to Dickinson Welcome Center to pick up groceries, get dinner, or shop the local stores. With the available size of the campground, many sites of varying accommodations can be put in place along with ADA trails and fishing access. As the last location near the busy West Virginia Turnpike, this site creates a draw to “The Valley” and can showcase what the area can offer.

Cabin Creek Kayak Access:



Situated where Cabin Creek meets the Kanawha River, the Cabin Creek Kayak Access creates a destination point for kayakers enjoying the day on the creek. Users will be able to enjoy a full day float from Cabin Creek Health Center to the Cabin Creek/Chelyan Boat Ramp and Campground.

South Rim Trailhead:



Located near the entrance to Cabin Creek Rd, the South Rim Trailhead ties the proposed Cabin Creek/Chelyan Boat Ramp and Campground to the South Rim Trail. Given its close proximity to the West Virginia Turnpike, this trailhead could be the start for many users as they work their way around the South and North Rim Trail systems. If visitors from the campground are there for a short day hike, this section of the trail climbs quickly for over 850 plus feet of elevation change, opening up to a very rewarding hike that showcases the vast views that the South Rim Trail provides.



Cabin Creek/Chelyan Boat Ramp and Campground

QUADRANT SOUTH 1

FEATURED PROJECT: CABIN CREEK

MARMET

- Marmet Boat Ramp
- ADA Walking Trail
- South Rim Trailhead
- Lens Creek Trail

CHESAPEAKE

- Updated Marina and Boat Ramp
- South Rim Trailhead

CHELYAN/CABIN CREEK

- Lodging
- Cabin Creek Kayak Launch
- South Rim Trailhead



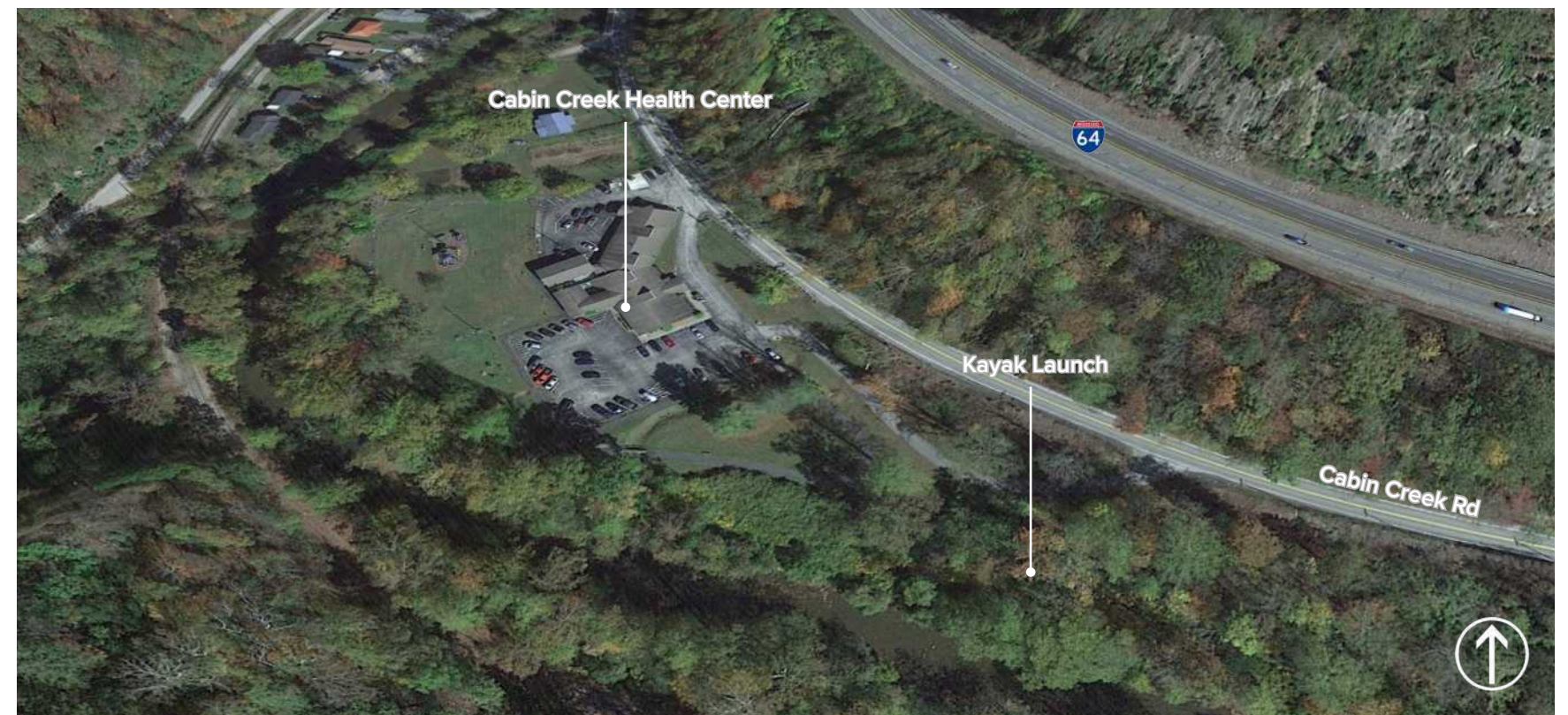
Cabin Creek Water Trail:



Kayakers can experience a 6 mile paddle beginning at cabin Creek Health Center. Multiple put-ins And take-outs along the creek allow users options for how long they plan on kayaking. The water trail ends at the cabin Creek trailhead where kayakers can take out or continue down the Kanawha River to their final lodging destination.



Example of Kayak Launch



Start of Cabin Creek Water Trail



South 2

MASTER PLAN

The Upper Kanawha Valley project site is divided up into four geological regions; Quadrant North 1, North 2, South 1 and South 2. Working in conjunction with existing and potential attractors, the four areas accommodate features to make up small “puzzle pieces” that fit within the completed regional system of outdoor tourism. Each region has a major recreational draw as well as community improvements.

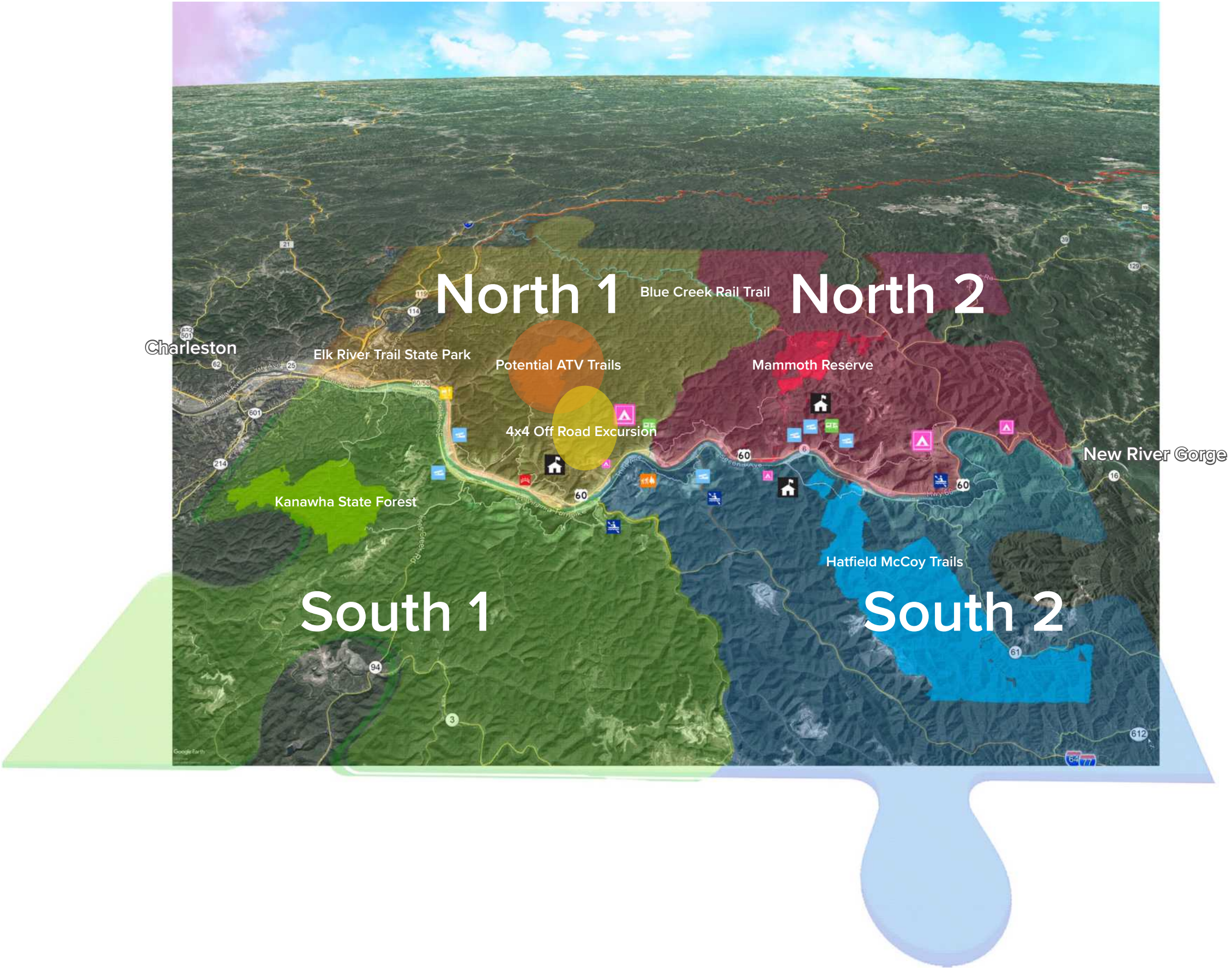
Quadrant North 1 includes the Elk River Rail Trail State Park, the Proposed Blue Creek Rail Trail, Potential ATV Trails, and Potential 4x4 off Road Excursion.

Quadrant North 2 contains the Mammoth Preserve, a gift to the West Virginia LandTrust; a former mine site with the potential to stimulate the local economy with ecotourism.

Quadrant South 1 includes the Kanawha State Forest and potential connections to the riverside communities.

Quadrant South 2 holds the land acquired by the Hatfield-McCoy Trail organization, providing a future for professionally managed ATV trails for the area.

These various attractions integrated with proposed elevated trails that weave through the Valley tie together a hierarchy of outdoor spaces to the thirteen communities nestled within the Valley and complete the tourism gap between Charleston and the New River area.



QUADRANT SOUTH 2

EAST BANK

- Lodging
- East Bank Boat Ramp
- South Rim Trailhead

PRATT

- Improved Boat Ramp
- ADA walking trail
- Kayak Access
- Improved Trout Fishing
- South Rim Trailhead

HANDLEY

- Lodging
- Handley Boat Ramp

MONTGOMERY

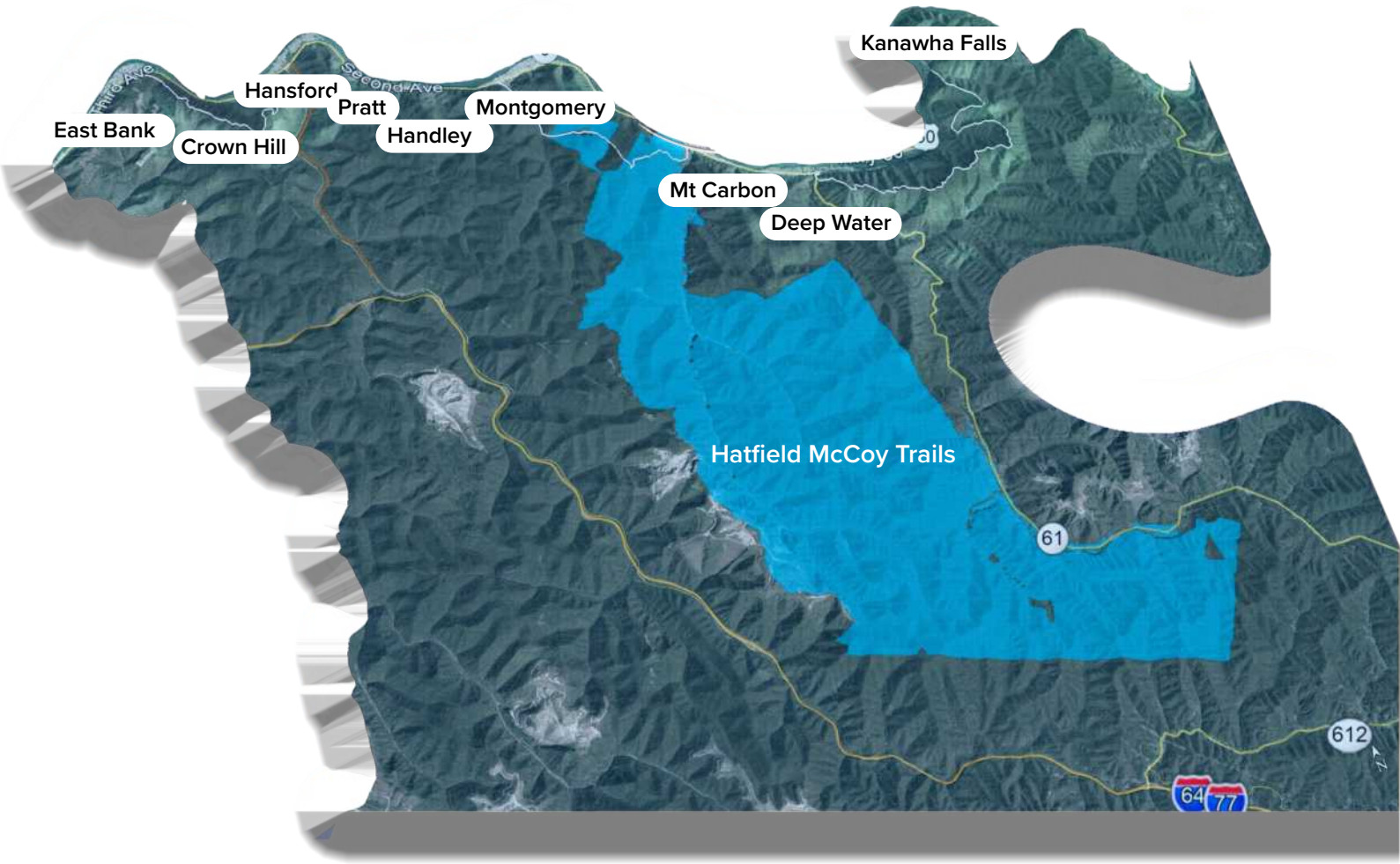
- Montgomery Welcome Center
- Alternate Hatfield-McCoy Trail
- Montgomery Fishing Pier
- Montgomery to Smithers Trail
- South Rim Trailhead

MT. CARBON/DEEP WATER

- South Rim Trailhead
- South Rim Trailhead

KANAWHA FALLS

- South Rim Trailhead
- ATV Access



East Bank Lodging and Boat Ramp:



Not too far upstream from the Cabin Creek/Chesapeake Campground is the East Bank Campground and Boat Ramp. Located near the East Bank High School, known nationally as the home of former NBA standout Jerry West, this campground is tied to existing greenspace and recreational activity. Currently residents of East Bank have to leave town to access the river. With the proposed East Bank Trailhead, the boat ramp will allow East Bank residents and visitors full access to “The Valley” system, creating economic benefits for the historic town. In addition to the town’s unique history, this location allows guests easy access to a more remote camping experience while maintaining a close proximity to the West Virginia Turnpike.

Barge Restaurant:

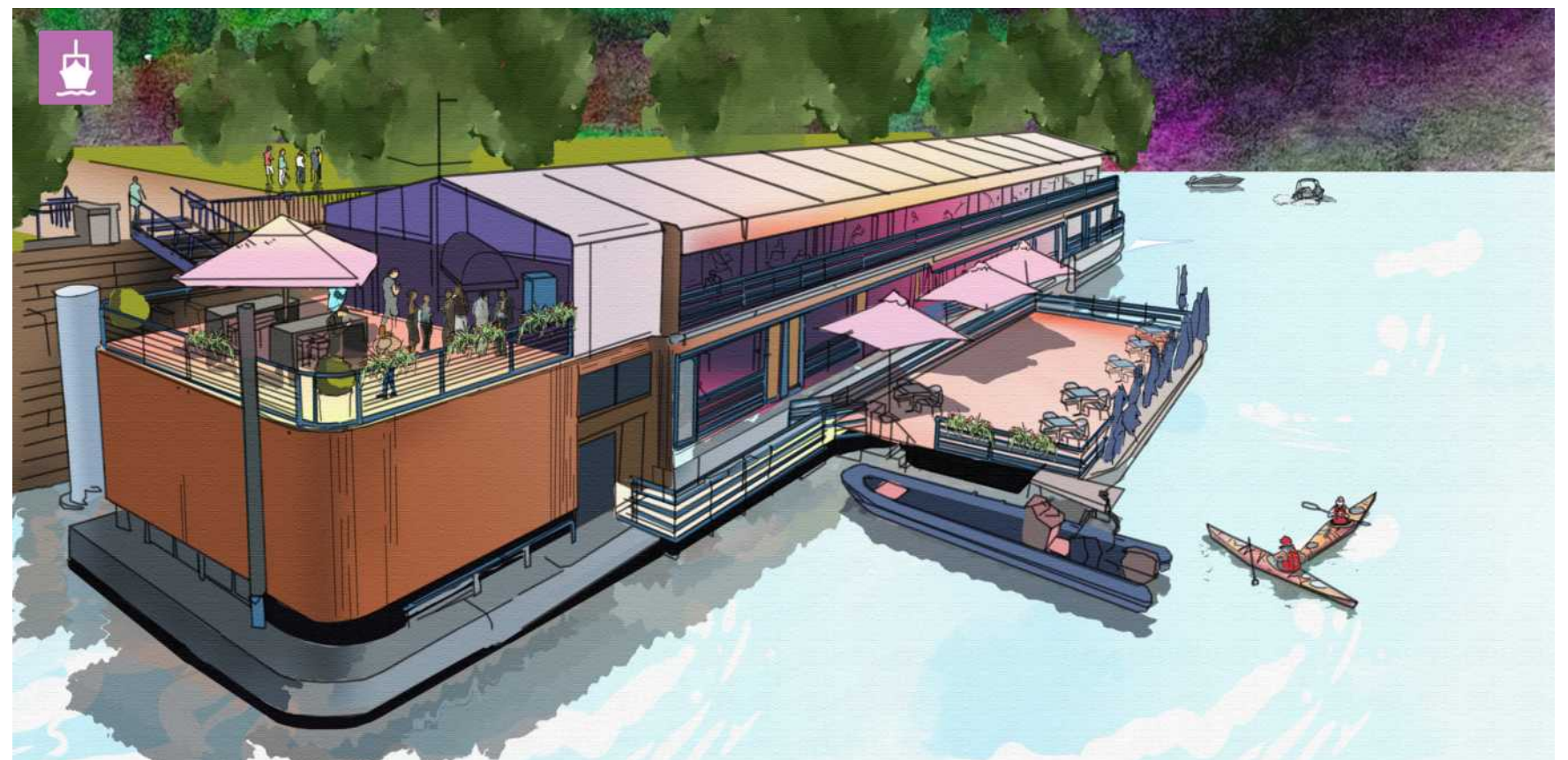
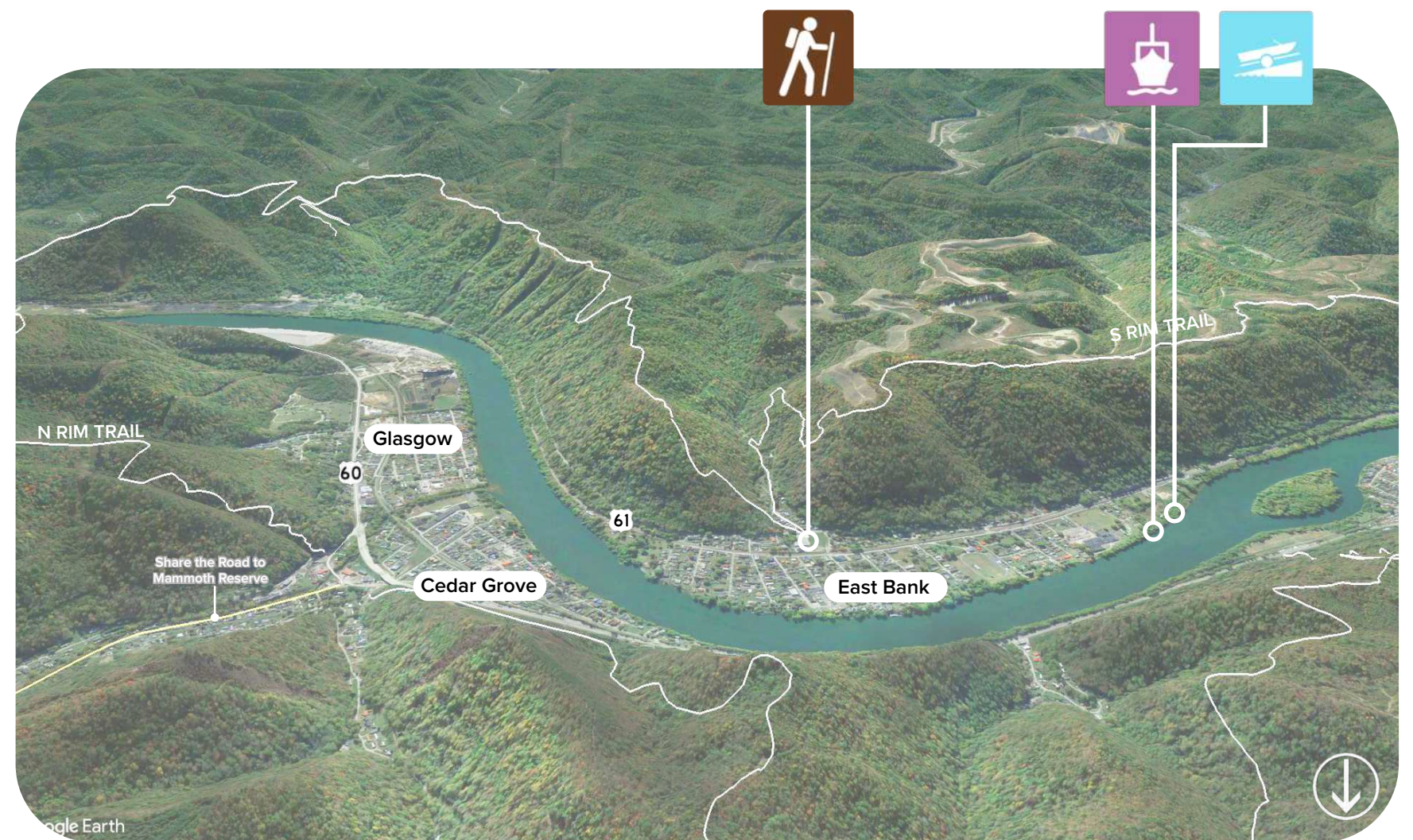


Utilizing the existing mooring post from previous barge loading facility, the proposed East Bank floating restaurant will allow locals and visitors a creative dining experience with beautiful Kanawha River views. The proposed restaurant is a unique way to re-purpose a barge and brownfield site while honoring the past industrial heritage of the Kanawha River. Patrons will be able to arrive via boat to the dock located riverside or from land via the proposed adjacent lodging area.

South Rim Trailhead:



Centrally located within East Bank, next to commercial development, lies the East Bank Trailhead. This trailhead can accommodate a larger amount of visitors than typically found within “The Valley” system and has room for future expansion, providing East Bank with many economic and recreational opportunities.. Located near the middle portion of the South Rim Trail, users can decide to head west towards Charleston along the ridge, or head east to climb nearly 1,000 feet above the river and lookout over the steep mountain sides.



Proposed Barge Restaurant Concept

QUADRANT SOUTH 2

EAST BANK

- Lodging
- East Bank Boat Ramp
- South Rim Trailhead

PRATT

- Improved Boat Ramp
- ADA walking trail
- Kayak Access
- Improved Trout Fishing
- South Rim Trailhead

HANDLEY

- Lodging
- Handley Boat Ramp

MONTGOMERY

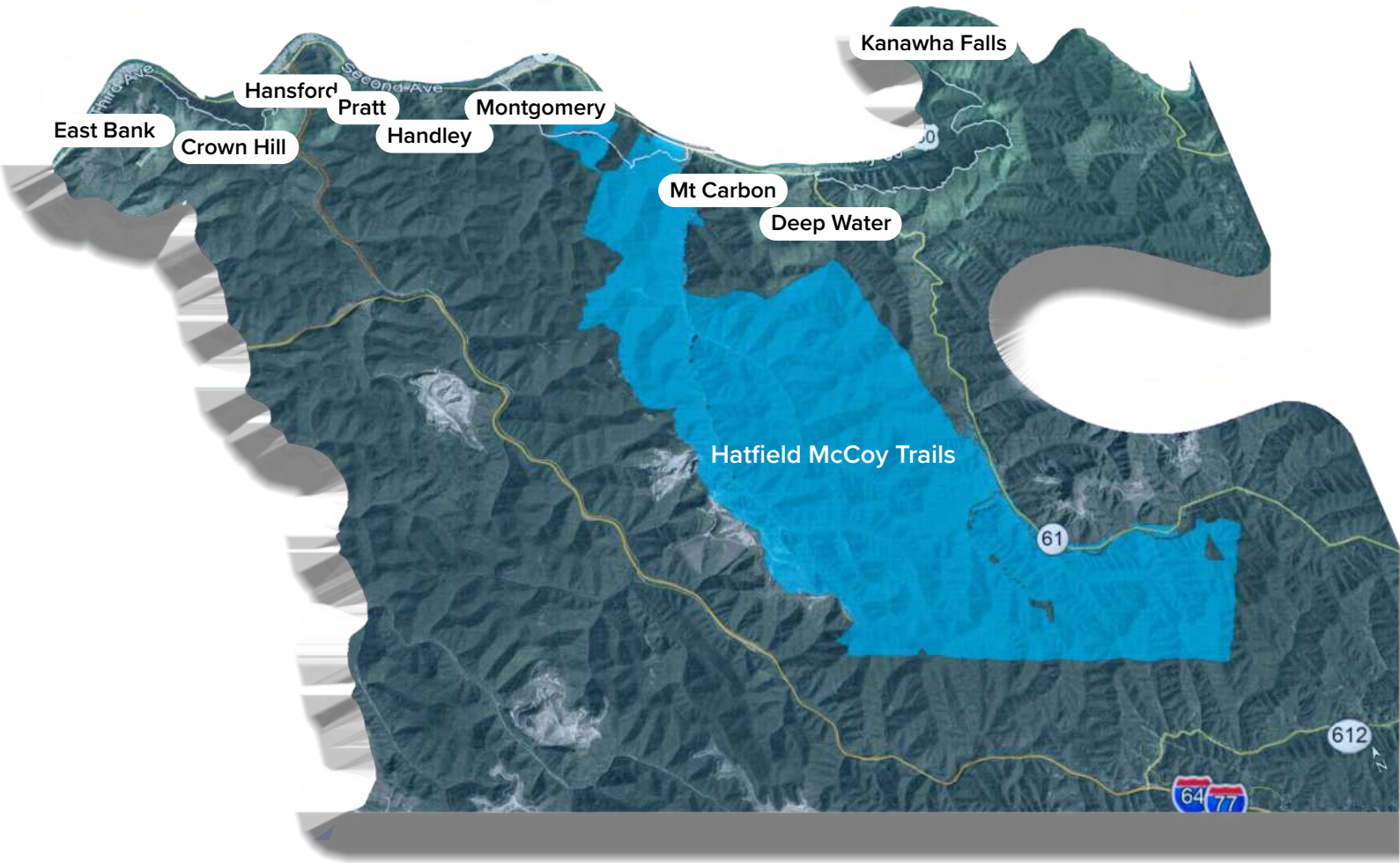
- Montgomery Welcome Center
- Alternate Hatfield-McCoy Trail
- Montgomery Fishing Pier
- Montgomery to Smithers Trail
- South Rim Trailhead

MT. CARBON/DEEP WATER

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- South Rim Trailhead

KANAWHA FALLS

- South Rim Trailhead
- ATV Access



Pratt Boat Ramp:

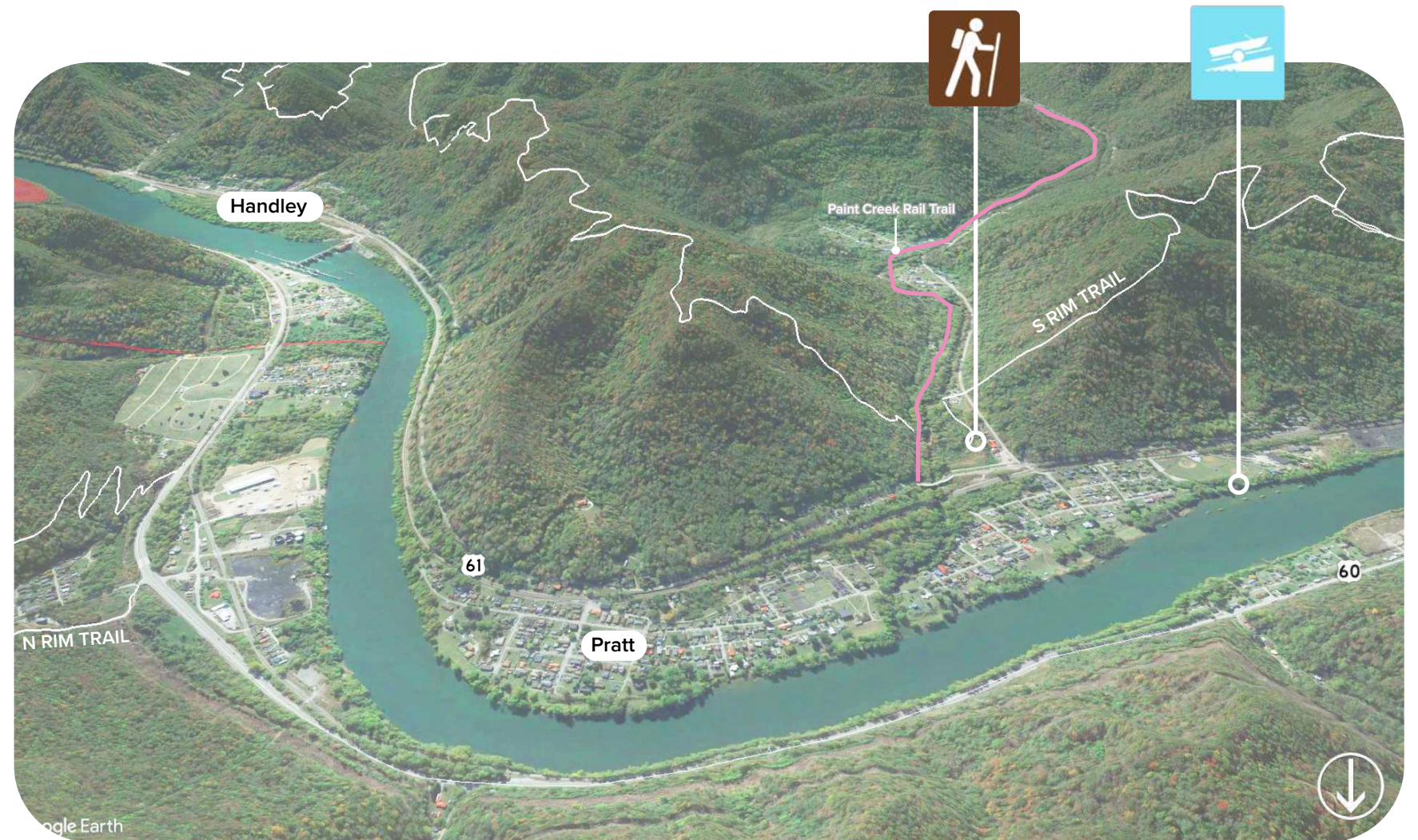


The existing boat ramp in Pratt offers a convenient location for entry to the Marmet Pool in the Kanawha River. This location is highly visited and is in need of many improvements, including trailer parking, pedestrian access, ADA access, dock extension with boat slips, and signage. This will welcome new visitors to this location. Expansion opportunities to the dock can add ADA fishing and kayak access, increasing the recreational uses and allowing for future recreation project such as an ADA walking trail linking the existing baseball fields to town.

Paint Creek Trailhead:



Situated north of the railroad tracks and along Paint Creek, the South Rim Trailhead and Kayak Access is an ideal location for hikers, kayak, and angler enthusiasts to take advantage of Paint Creek. From this point, hikers can explore east or west on the South Rim Trail or take a stroll up stream along the water and fishing trail. Previously the C&O Railway, the water and fishing trail is locally used and can be easily marked and designated for official use. Fisherman have the option to leave their vehicle at the trailhead for a full day of pristine trout fishing along Paint Creek.



Paint Creek Trailhead



QUADRANT SOUTH 2

EAST BANK

- Lodging
- East Bank Boat Ramp
- South Rim Trailhead

PRATT

- Improved Boat Ramp
- ADA walking trail
- Kayak Access
- Improved Trout Fishing
- South Rim Trailhead

HANDLEY

- Lodging
- Handley Boat Ramp

MONTGOMERY

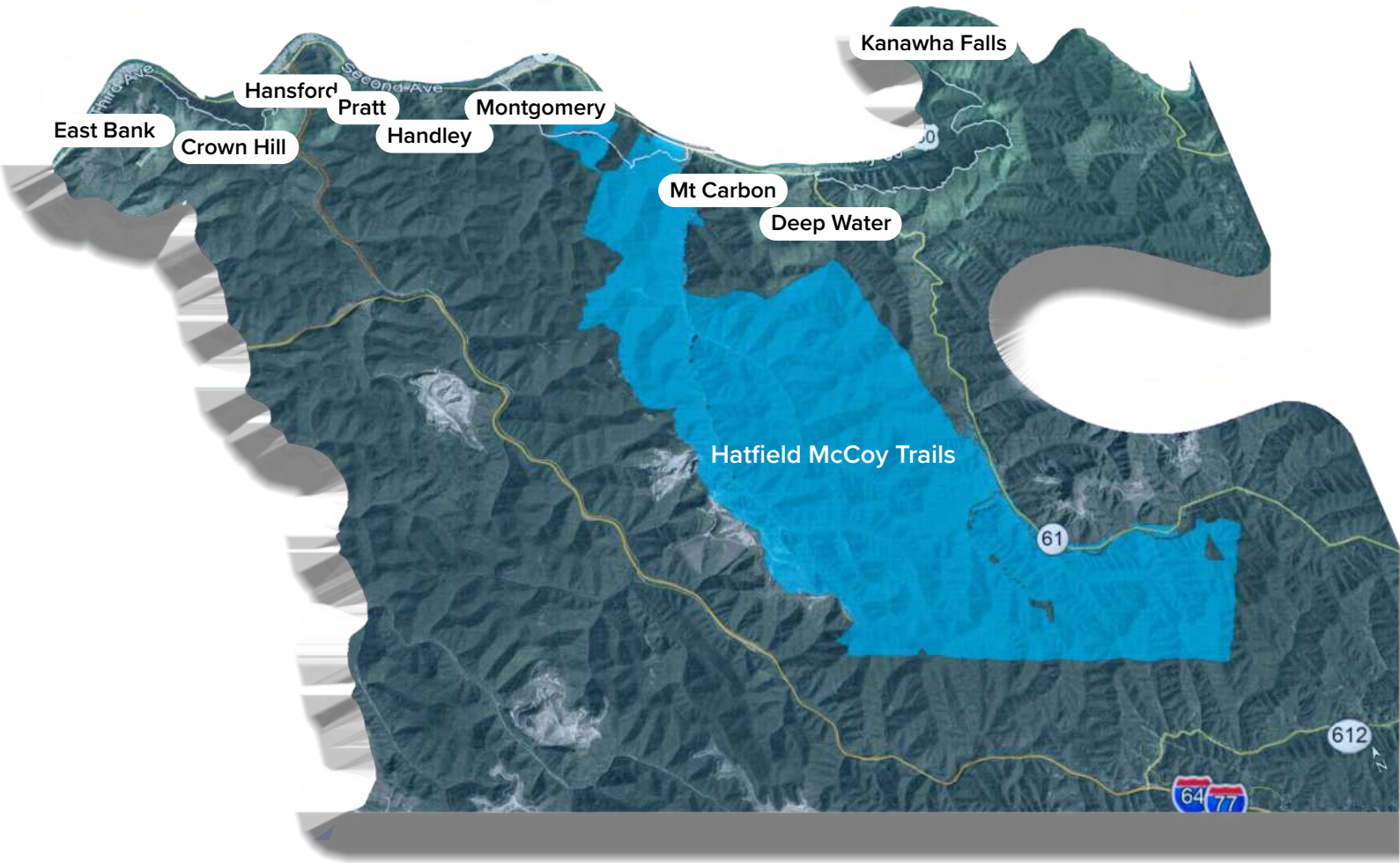
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MT. CARBON/DEEP WATER

- South Rim Trailhead
- South Rim Trailhead

KANAWHA FALLS

- South Rim Trailhead
- ATV Access



Paint Creek Scenic Trail

A tributary flowing into the Kanawha River, Paint Creek today has been transformed from its former polluted state into what some now consider to be one of the most beautiful and accessible trout streams in the state. Up until the 1970s, the creek was heavily polluted with mine drainage from the surrounding mountains. Running orange at times and filled with waste, the body of water was inhabitable for many species of wildlife. Since then, much work has been put into turning it into a valuable resource for all to enjoy. The waste was removed, dams installed to improve fish habitat, and limestone sands added to re-mediate acid mine drainage. Improvements were also made to the banks of the river, with picnic areas and historical markers installed to remember where mines and their towns once stood. With the help of the WVDNR and Trout Unlimited, Paint Creek is now a valuable community resource.

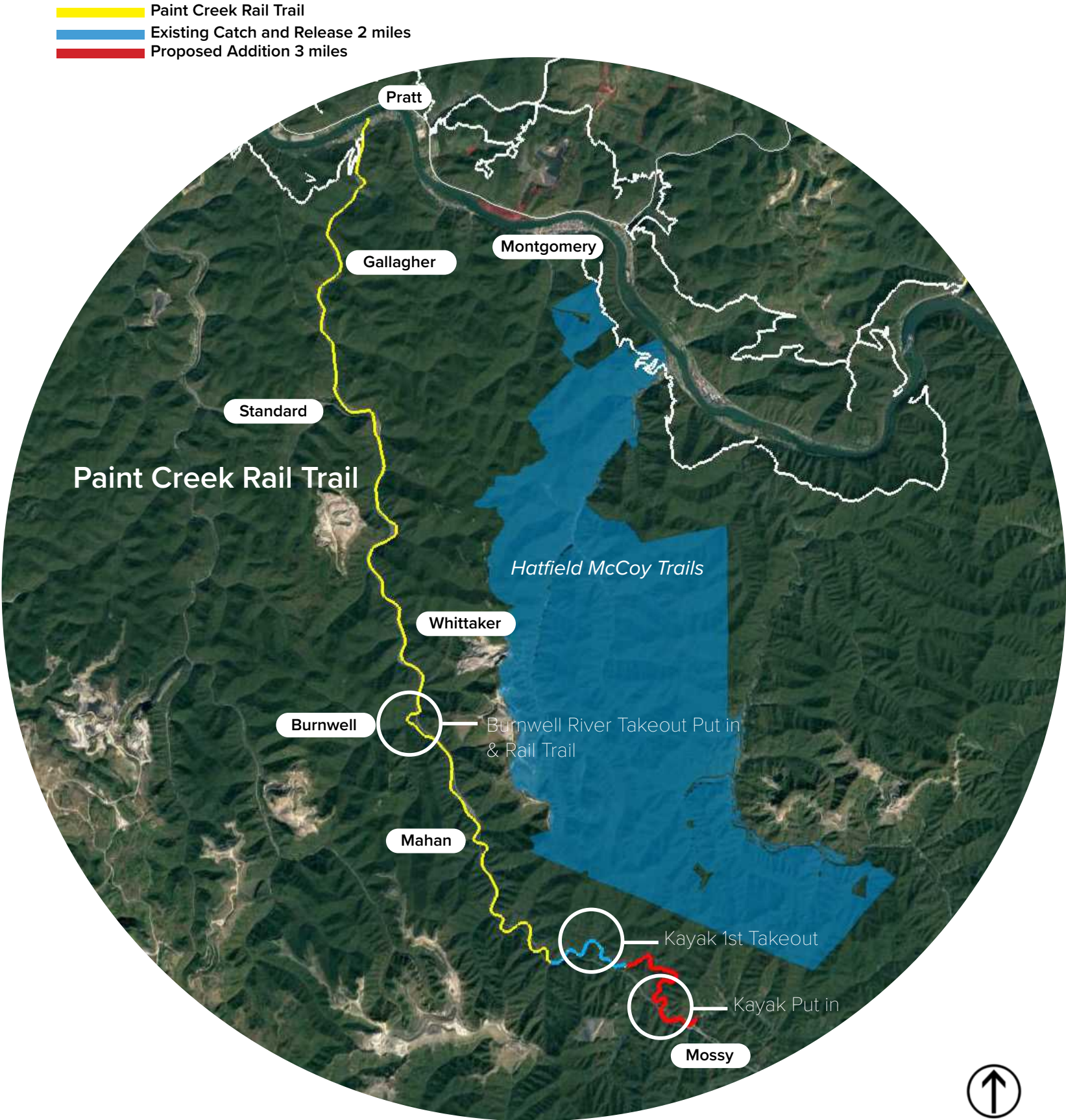
Paint Creek is located in a prime location to become a tourist destination. Located adjacent to the West Virginia Turnpike, it is easy to access and includes activities for multiple user groups for fishing, kayaking, biking and motorcycling tours. Although this is an existing resource, it has much room for improvement and this plan proposes projects that should take place to help further Paint Creek as a destination for outdoor enthusiasts.

Projects at Paint Creek:

Fishing: In order to best accommodate more fisherman and allow for a better experience for the visitors, we propose lengthening the existing 2 mile section of the catch and release section by an additional 3 miles in length and include new ADA fisherman accessible fishing locations. The proposed catch and release section will extend from Mossy downstream for 5 miles which is the most heavily utilized fishing area of Paint Creek due to the ease of access.

Kayaking: Kayaking is a current recreational use but has little improved access points. This plan suggests the creation of put-ins/take-outs and to work with local kayaking clubs on the locations they see best for access and safety. This plan shows a put-in at Mossy that will double as a trailhead for bicycling and the beginning of the fishing catch and release section. Additional put-ins/take-outs will be required but additional planning efforts with local kayaking groups should be undertaken in order to locate the improvements.

Rail Trail: While there is currently a cycling tour on Route 83/Paint Creek Rd, this plan proposes that the abandoned Paint Creek Branch of the C&O Railroad become a 14 mile rail trail with a 6 mile extension of new trail that will extend the rail trail from Mossy to the proposed trailhead in Pratt. Not only does this offer bicyclist the opportunity for a new rail trail, it also allows for additional fishing access along the entire length of Paint Creek.



QUADRANT SOUTH 2

EAST BANK

- Lodging
- East Bank Boat Ramp
- South Rim Trailhead

PRATT

- Improved Boat Ramp
- ADA walking trail
- Kayak Access
- Improved Trout Fishing
- South Rim Trailhead

HANDLEY

- Lodging
- Handley Boat Ramp

MONTGOMERY

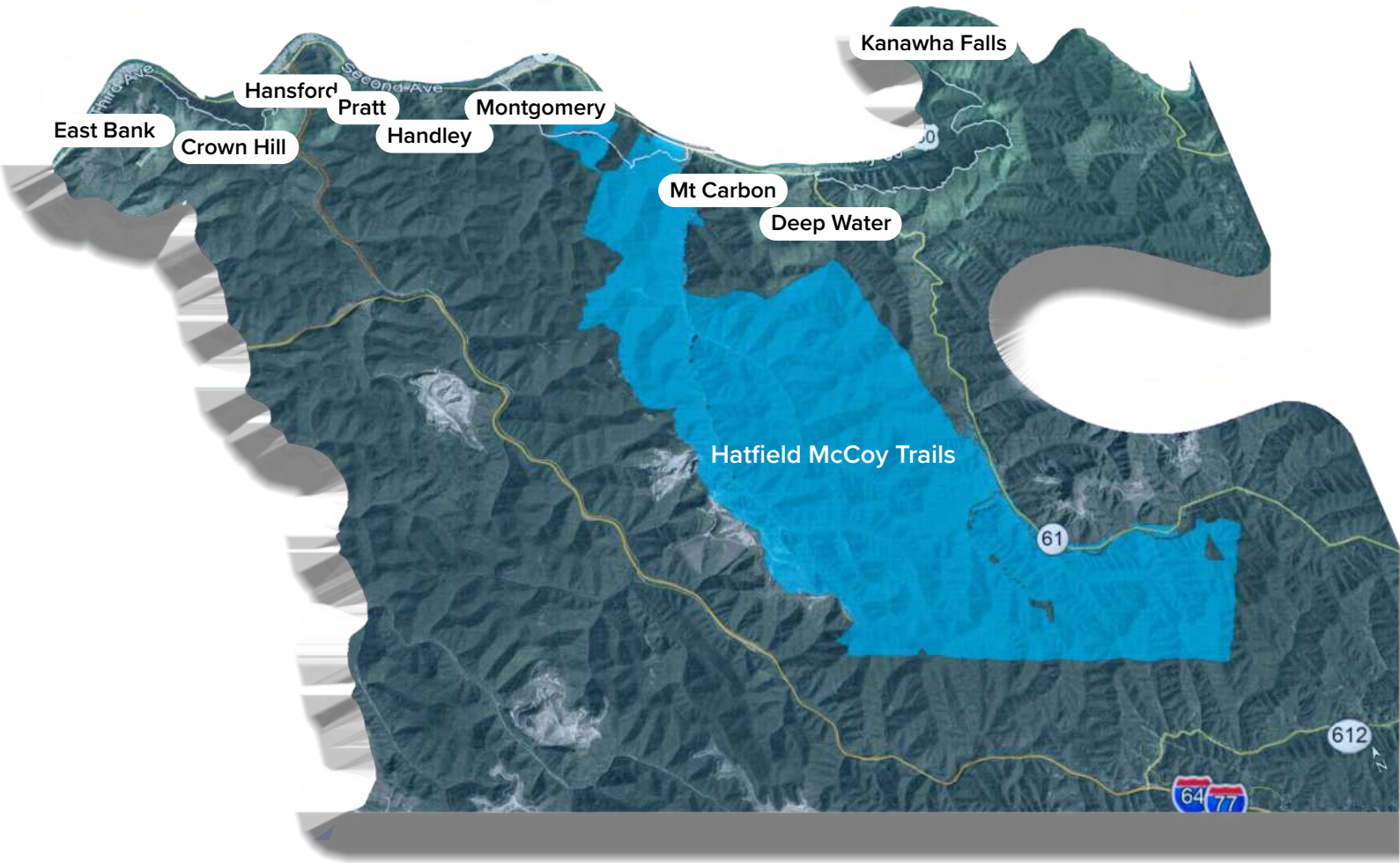
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- South Rim Trailhead
- South Rim Trailhead

KANAWHA FALLS

- South Rim Trailhead
- ATV Access



Montgomery Welcome Center and Lodging:

The Montgomery Welcome Center, located along the southern side of the Kanawha River and along Morris Creek, provides an improved public river access to the residents of Montgomery. This site gives the opportunity for multiple trailer parking spaces, boater access, cabin rentals with courtesy docks, picnic areas, and a pedestrian bridge linking the proposed Montgomery Welcome Center to the lodging area. This site requires the acquisition of the property west of Morris Creek in order to accommodate vehicles with trailers. If the Welcome Center is able to acquire the western property, then the city should consider making the public fishing pier at this site.

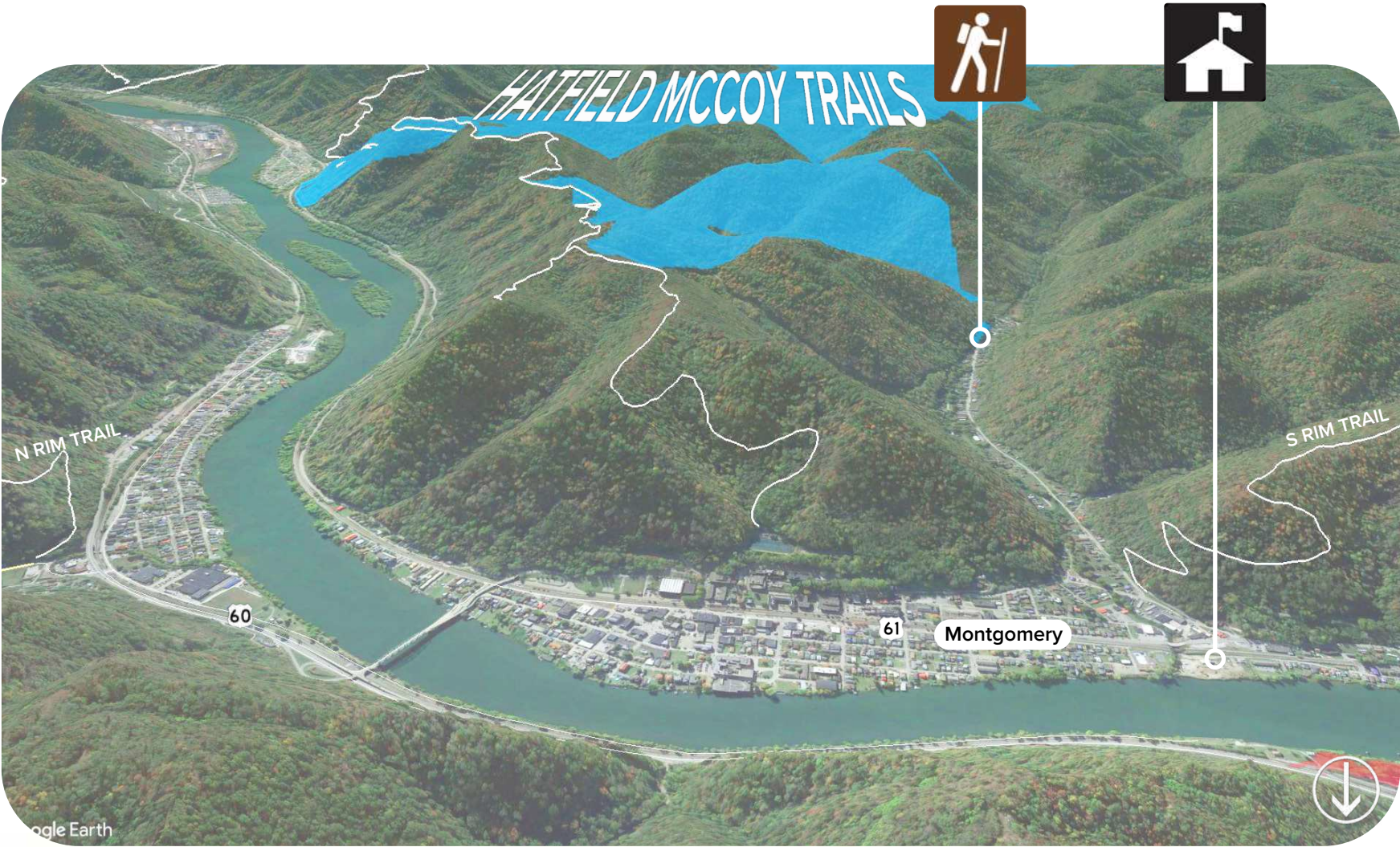
Hatfield-McCoy Alternate Trailhead:

Just north of Montgomery and upstream along Morris Creek, “Valley” visitors can find a gateway trailhead to the Morris Creek Hatfield-McCoy trail system. Not only will this trailhead provide access to the adventurous and highly visited ATV trail system, but the connection taps into the numerous users of the current trail network to draw visitors into Montgomery. This is currently for day users only, but as an alternative, this site could be used as the Montgomery Welcome Center

Pool Property Alternative*



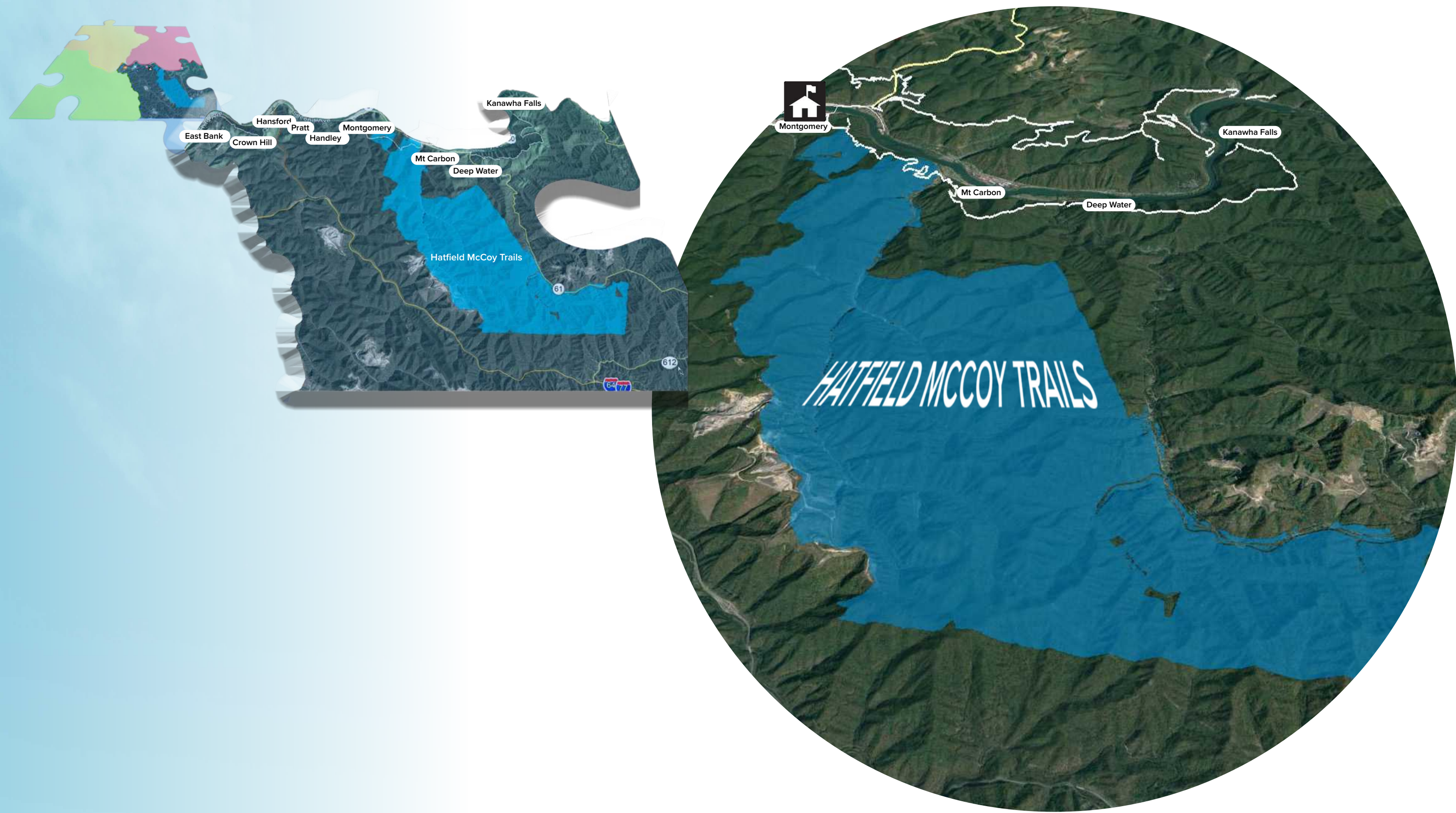
*If the city of Montgomery is unable to acquire the property west of Morris Creek, we propose that the old pool site become a lodging opportunity such as a tiny home village. The Pool house building could become a restaurant with direct access to the Kanawha River.



Montgomery Welcome Center and Lodging
(Previous Pool Property)

QUADRANT SOUTH 2

FEATURED PROJECT: HATFIELD MCCOY



Morris Creek Hatfield McCoy Trail

With the addition of the Morris Creek Hatfield McCoy Trail system, the Upper Kanawha Valley will get to be a part of one of the largest off-highway vehicle trail systems in the world. Having been featured on the Outdoor Channel, and in magazines such as ATV Illustrated, this well-known network of professionally managed trails allow users to explore some of the most rugged and exotic landscapes of southern West Virginia. This newest section of recreational riding trails will add an additional 9,000 acres to the already 800+ miles of trails that have already been established. Designed to provide adventure for all experience levels, these newest trails will build on to this already popular regional tourism attractor.

The Morris Creek Trail will start at the Montgomery Welcome Center, and users will utilize Morris Dr. to and from the trail system. The expansion of this already famous network will have a great impact on the Valley, drawing users looking to experience off-road thrills into Montgomery and the surrounding towns and attractions of the area.



<https://trailsheaven.com/>



Feature Projects:

Valley-wide

FEATURED PROJECT: Trail Towns

Trail Towns

What is a Trail Town?
A trail town is a destination found along a long distance trail or extensive trail system that attracts trail users to venture into the town to explore its shops, services, and heritage. These communities are vibrant, welcoming hubs that are easily accessible and provide needed amenities and attractions for all users. Part of a greater system, a trail town is linked to other trail communities along the path and serves as a stopping point of varying length, whether it's for a meal or for lodging overnight. Through planning and partnerships, a trail has the potential to revitalize a community by bringing in visitors, stimulating existing businesses, and attracting additional business growth. By being attentive to the needs of trail users, a town can transform themselves into a destination worth visiting that will continue to grow. As a trail town increases in popularity, more tourists are encouraged to stop, growing town revenue and increasing its appeal to outside businesses. As these outside companies locate into the community, more visitors are attracted to visit, creating a system that supports and builds on itself. When found along a trail with continued use, a well-planned trail town becomes a self-sustaining community.

Basic Elements Include:

- Elements that entice trail users to take detours off of trail and explore town.
- Information about town is available in a prominent and easily accessible location.
- Substantial path connecting the town to main trail.
- Businesses that are welcoming to trail users and meet their needs.
- Accommodations for all types of trail users.

The 5 Keys to Trail Town Success

- 1. Partnerships** – Strong programs grow from stronger partnerships. These relationships give access to information and resources that may not have been as easily accessible, and lend more legitimacy to program. This is essential when approaching larger partners and applying for funding.
- 2. Assessment and Research** – To take full advantage of trail tourism, a trail town must know the needs and opinions of its community and visitors. This can be done by assessing the town's strengths and weaknesses. Input can be included from community members and tourist through surveys and meetings.
- 3. Connecting Town to Trail** – In order for a town to benefit from a nearby trail, strong connections must be made that entice users to leave the path. Information must be easy to find. The town should be accommodating for all trail users and activities.
- 4. Development** – To bring trail travelers into town and keep them exploring and spending, basic services are needed, such as food and lodging. By working together, local businesses can create a welcoming network that meets all trail user needs. Revitalization of unattractive aspects is essential to creating an inviting atmosphere that encourages trail users to leave the path.
- 5. Marketing** – Creating a brand is essential in advertising the destination. Utilizing a variety of printed and digital media to advertise the location is essential in gaining public attention of the opportunities that await them.



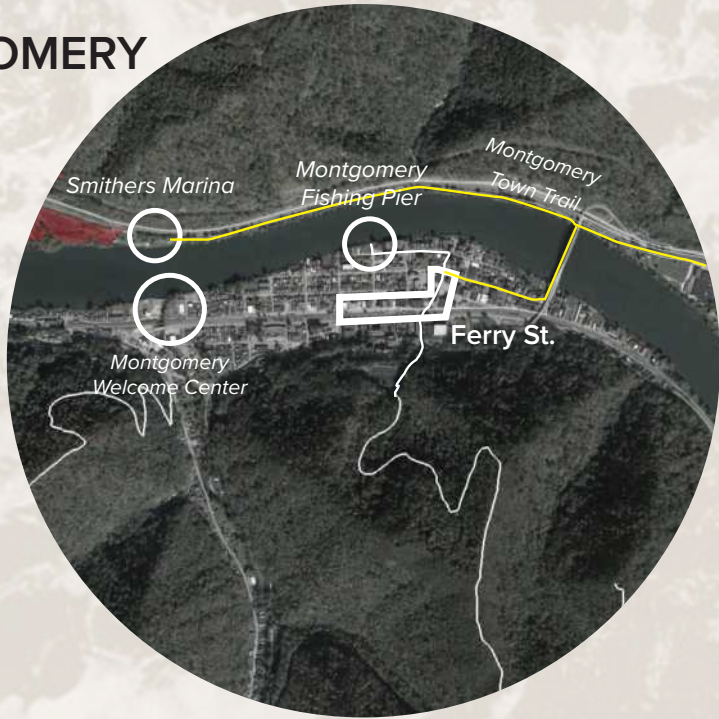
Trail Town Character

MARMET



Suggested trail town concentration: between 88th St. & 93rd St.

MONTGOMERY



Suggested trail town concentration: Adams St. to Ferry St. on Third Ave

Trail town opportunities exist in most of the communities within The Valley project area. The future project market lead is to work with communities to institute trail town elements

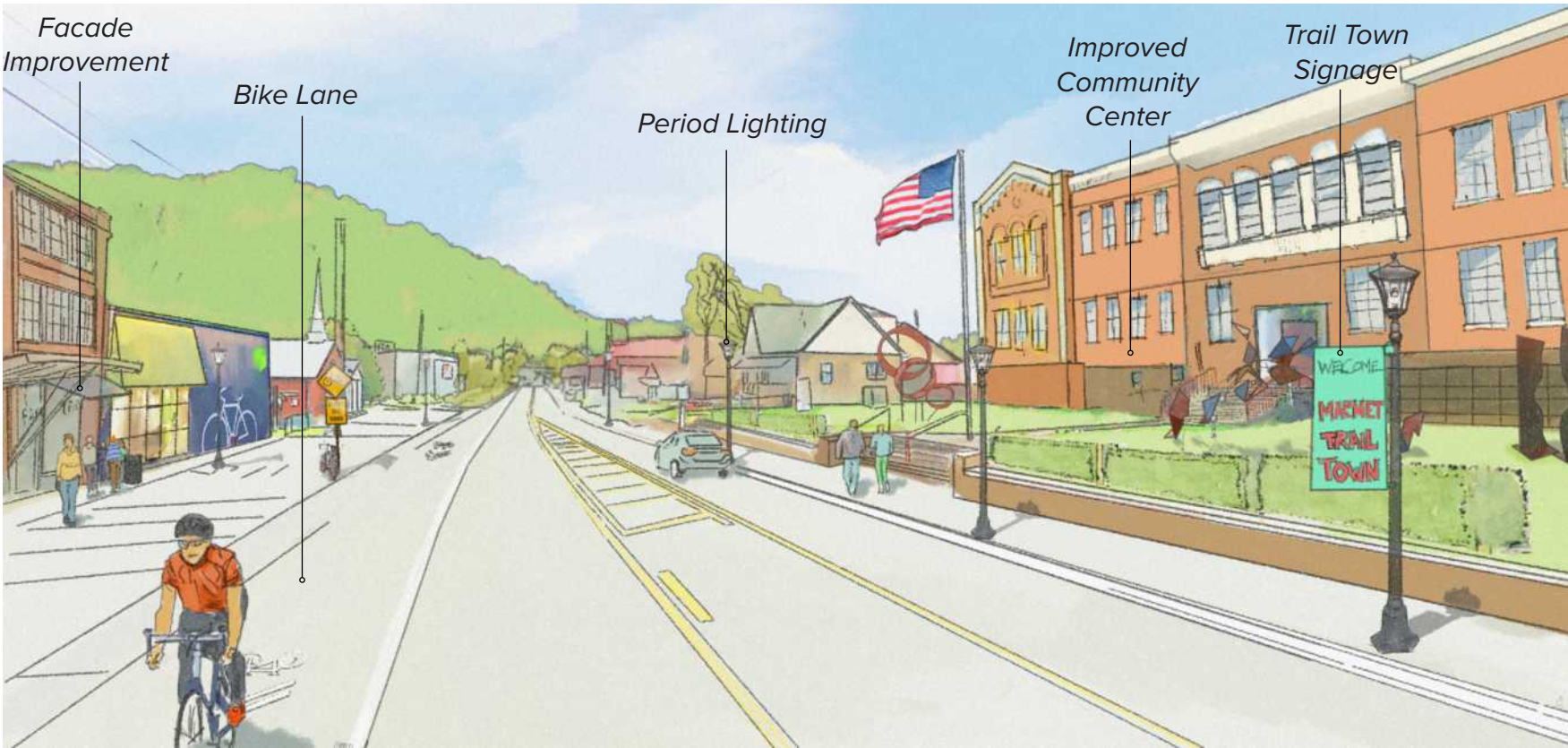


Illustration of Maccorkle Ave. Trail Town



Rendering of Adams St. to Ferry St. on Third Ave

FEATURED PROJECT: Dickinson BMX Park

Dickinson BMX Park

There are many locations in the Upper Kanawha Valley suitable for BMX parks. The Dickinson Welcome Center site was selected because of its centralized location within the valley corridor and close proximity to the interstate. In addition, this site is located adjacent to existing and proposed commercial retail areas which would add to the tax base of the region.

The Dickinson Welcome site expansion area features a diverse public BMX recreational park, utilizing rolling topography for all different types of riders from novice to expert. The approximate 3-acre park contains various types of outdoor biking and skating installations, outfitted with a plaza dropping into concrete bike bowls and 3 BMX pump tracks. A trail promenade runs through the site as well so park visitors can traverse from one zone to another. The park also features a concessions area that houses restrooms and a parking lot that can be double as market space. Trees and vegetation will be added to compartmentalize the different zones, separating the outdoor spaces. The trail meandering through the site also leads to the proposed riverfront RV park and business district (see page 15).

The 3-acre lot adds to our vision to see this piece of land developed into a central hub of commercial and recreational opportunities. The Dickinson Welcome center is an all-inclusive free to use business park and recreation center, and a substantial investment for the future economic development of the Upper Kanawha Valley.



BMX Park Location



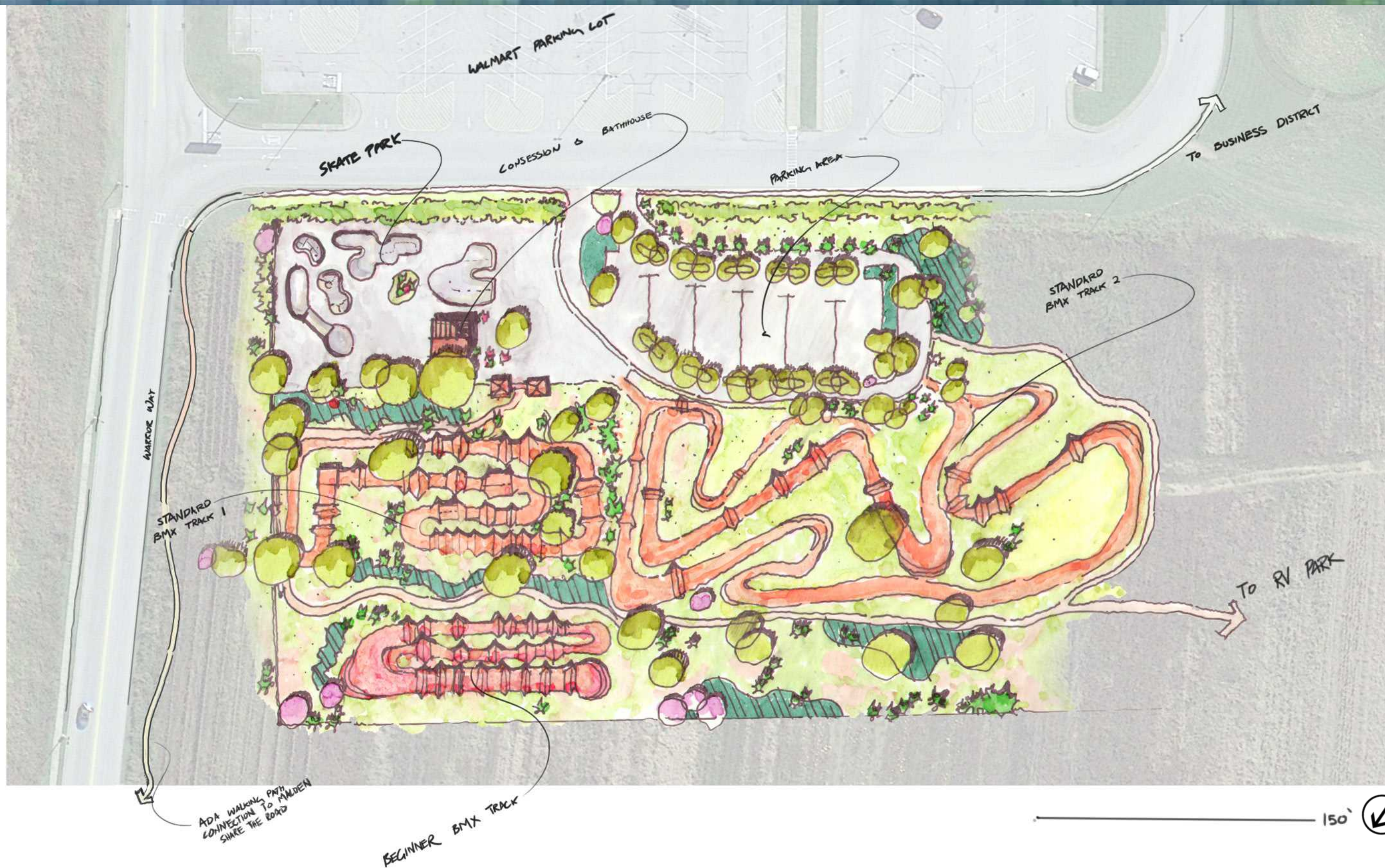
BMX Race Example



Mini BMX Course Example



Mini BMX Course Example



FEATURED PROJECT: Road Cycling & Motorcycling

Road Cycling

Cycling enthusiasts will be delighted at the adventures that await for them within the Upper Kanawha Valley. Not only can mountain bike trails be found in several attractions, but road cyclists can find that existing and proposed routes travel along scenic roads and connect to several major areas within the northern and southern sides of the Valley. These trails wind through the mountains, revealing scenic landscapes and views of the historical mines that have since been abandoned. The first proposed trail, Kelly’s Creek Trail, is approximately 24 miles and travels along Kelly’s Creek Road beginning in the town of Cedar Grove. Heading north, cyclists experience a steady uphill climb along a country road which weaves through the mountains before connecting to Pond Gap. At this point, and shortly after, connections to both the Blue Creek Rail Trail and the north entrance to the Mammoth Recreation Area provide riders with opportunities to take detours and experience other trails.

From Gauley Bridge riders have additional opportunities to take detours and experience other trails and waterfalls nearby. Riders can travel a short distance to Glenn Ferris Inn and observe the widest waterfall, Kanawha Falls, or head east to Cathedral Falls which is the tallest waterfall in the state and one of the most photographed.

On the Southern portion of the Upper Kanawha Valley, road cyclists can enjoy a ride on the scenic and historical Paint Creek Scenic Trail. A 44 mile route with an audio tour that can be found online, users will get to cycle through ghost towns and past historical mines. Along the road is Paint Creek, a stream that has been transformed from its polluted past.

Named after the Native American tradition of painting trees to tell stories, the creek is home to many species of fish, such as trout, and is valued for the water recreation opportunities that exist. Traveling uphill from Pratt to Beckley, the trail has pull off locations to take a break and appreciate the surrounding scenery. Choosing any of these routes will take cyclists through the rolling hills of West Virginia and showcases the many scenic landscapes and historical locations in this region of the state.



Share the Road Examples

Motorcycling

Motorcyclists will also get a chance to experience the great views and attractions within the Upper Kanawha Valley. Riding through the mountains and past many small towns, these routes showcase the best views that can be found within this region of the state. The 67 mile route connecting Marmet to Beckley, along WV-3, gives riders a chance to view historical coal mine sites and has many opportunities to pull off and take in the great views that surround users. Similarly, the Coal River Route takes riders through 81 miles of curvy roads, giving views to the surrounding mountains and having access to the Hatfield McCoy Trail System.

There are also routes that showcase the water and waterfall landscapes that can be found within the region. For those looking for waterfalls and adventure, the Hairpin Adventure passes by 12 seasonal waterfalls and includes over 245 curves. In addition, the 129 mile Coal Heritage Ride North travels through the heart of “The Valley”, along the Midland Trail Scenic Byway and Kanawha River. Meanwhile, the National River Route includes a connection at Gauley Bridge and travels to the New River Gorge National Park. No matter what route is chosen, riders will not be disappointed by the attractions and stunning scenery that they will encounter on their journey.

Visit visitwv.com/motorcycle to expand on more motorcycle tours seen in WV.



West Virginia Motorcycling Examples

FEATURED PROJECT: Midland Trail & Waterfalls

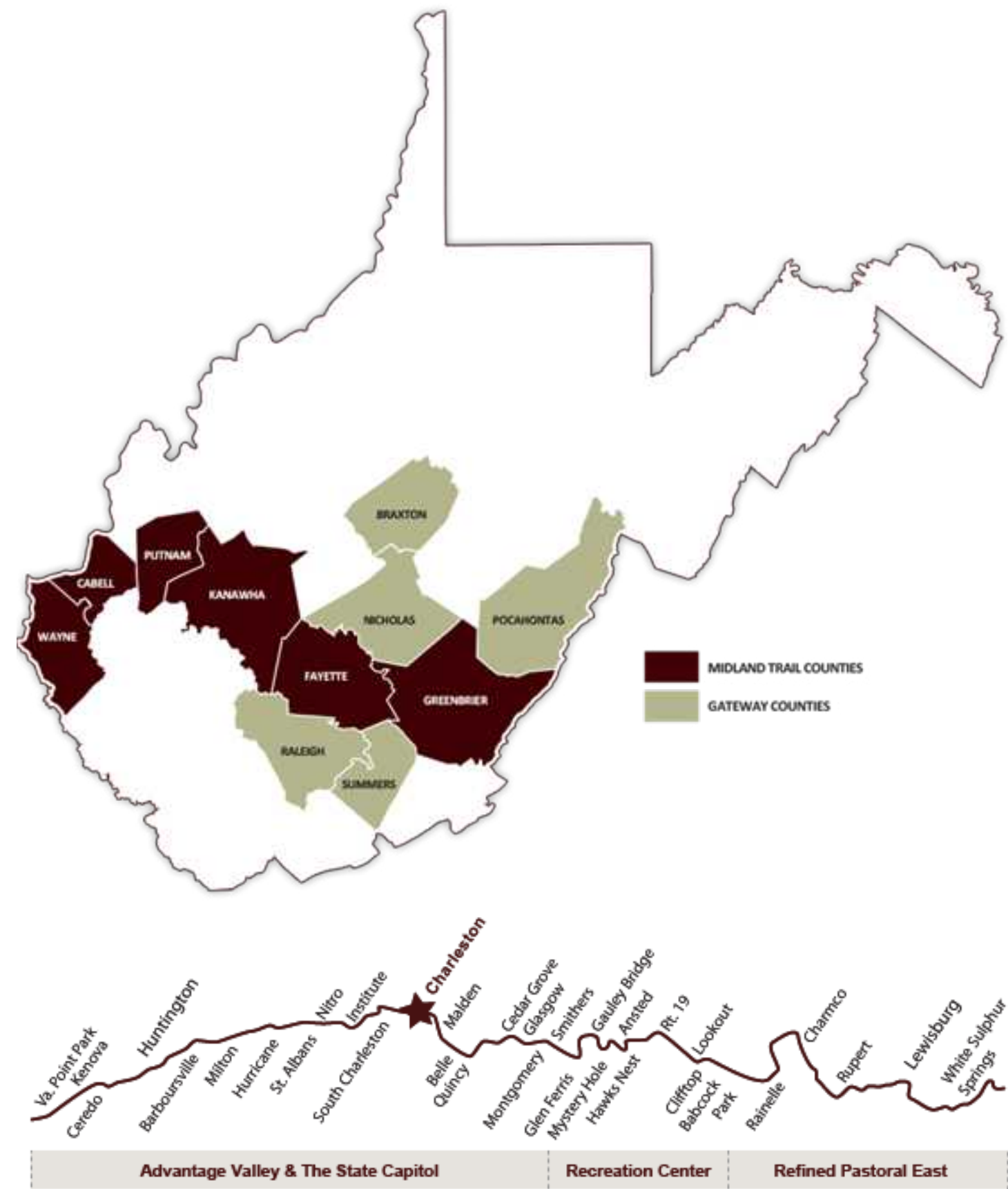
Midland Trail

Midland Trail National Scenic Byway is the road of choice for those who want to leave the interstate behind and see the Best of West Virginia as Route 60 winds the 180-miles across WV's midsection offering a drive filled with fabulous vistas, world-class rafting, outdoor fun, art and artisan treasures & pioneer history.

Midland Trail / US Route 60 extends 180+ miles border to border across WV, through 41 towns and communities.

The Midland Trail is divided into three sections. To make it easier to find the towns and attractions that might interest you the most during your trip to West Virginia, you can use these sections to filter your search results. Or, you can simply view all towns and attractions and filter by location, direction of travel, activities of interest and more. The Trail Association and additional info are available at the Gateway Center in Smithers.

www.midlandtrail.com

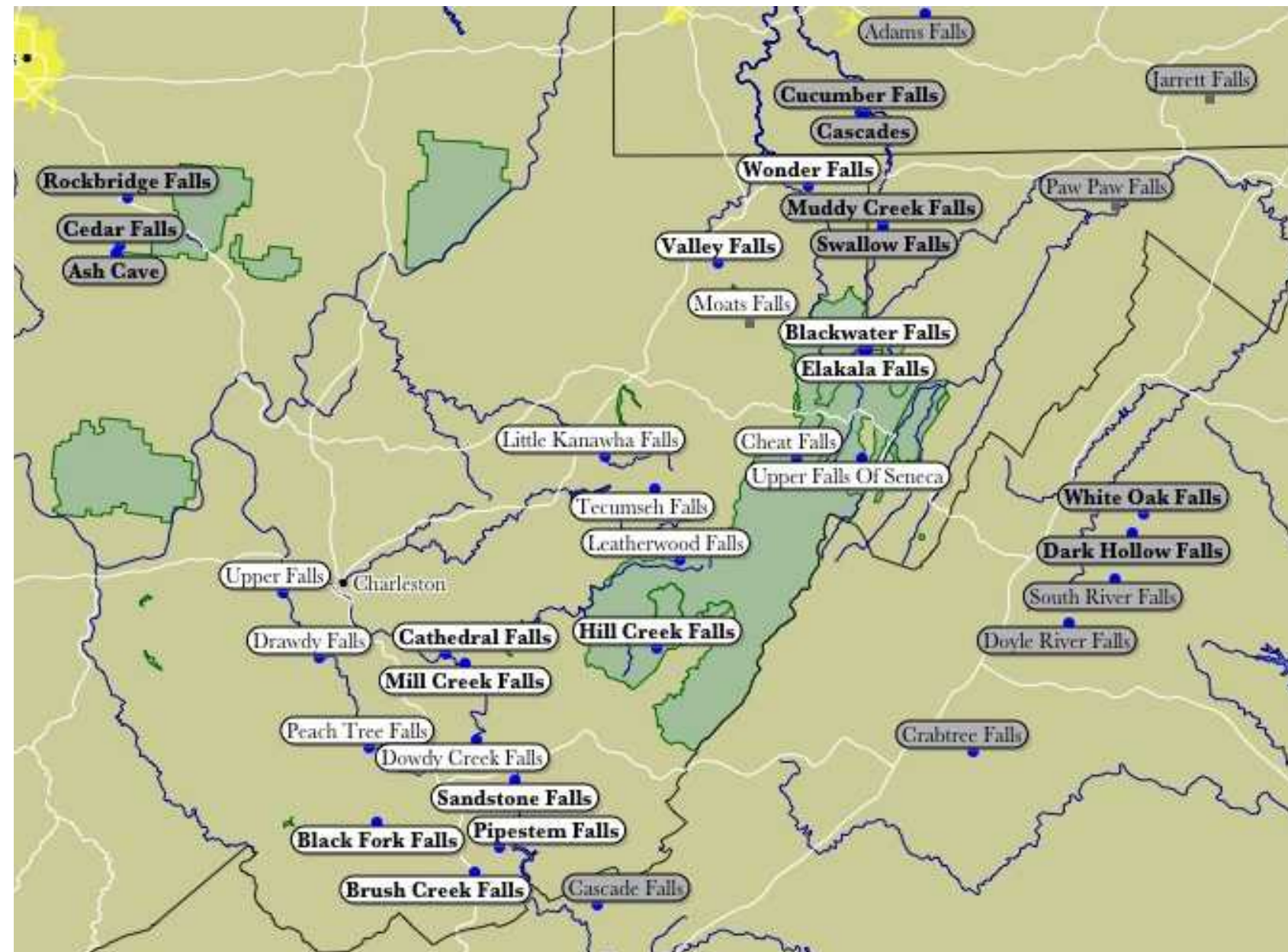


Waterfalls

One unexpected feature that can be found within the Upper Kanawha Valley are waterfalls. Ranging in size, some of these falls are well known, such as the 60 plus foot tall Cathedral Falls. Located one mile east of Gauley Bridge, this waterfall is one of the highest and considered to be one of the most scenic in the state. However, there are many other lesser known waterfalls that are located on tributaries that flow into the Kanawha River. Formed due to the unique topography of the region, these natural resources provide great attraction opportunities. An example can be found in another waterfall on the Kanawha River, outside the town of Glen Ferris. Named the Kanawha Falls, this is the largest waterfall in the state. Providing stunning views, many travel to visit this area. Taking advantage of this picturesque scenery, the Glen Ferris Inn, which overlooks the falls, attracts visitors to stay the night using the appeal of waterfalls. Like the Kanawha Falls, other falls in the region can be utilized to create a tourist destination. Creating a driving tour and trail links to these locations of interest would help to showcase some of the unique natural resources that have created the unique geography of the Valley.

In addition to waterfalls, historical features in the area, such as the remains of the original Midland Trail completed in 1790, with the support of George Washington, would also provide interesting destinations along a trail. In addition, local guides can use their knowledge of the area to give tours of these scenic and historical resources, drawing in interest from those looking to discover the natural beauty and landscapes within the state.

Along with waterfalls in this area, one of the largest bat caves in West Virginia is located adjacent to the midland trail in the town of Smithers.



“Exactly how many waterfalls are in the state is unknown. Like its neighbor Kentucky, very few of West Virginia’s waterfalls are listed in the online USGS data” - *Great Lakes Waterfalls & Beyond*

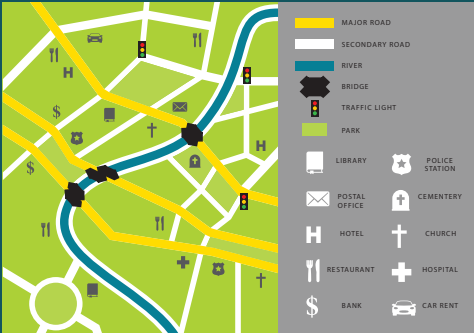




Welcome to Marmet



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**PUBLIC
BOAT LAUNCH**







HIKING 5.2 MILES




PHASE 1 PROJECT LOCATION MAP

