

LATAH TRAIL

Parallel to Highway 8 from Moscow to Troy

8 Miles / 153 acres



Description:

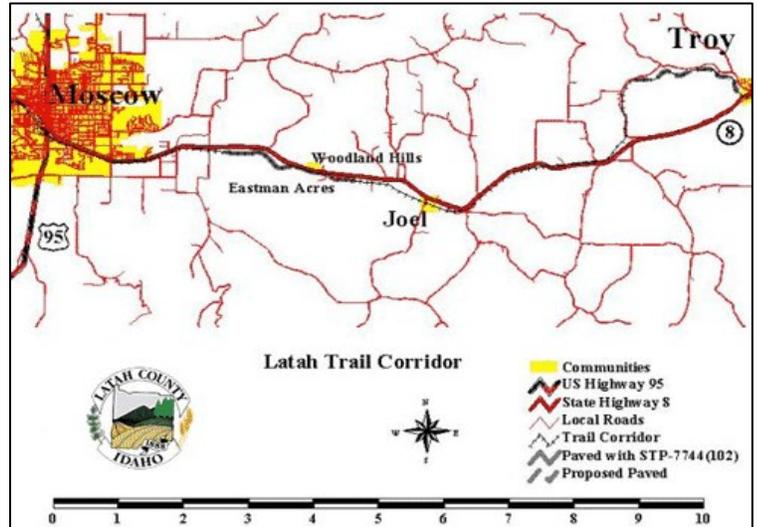
The Latah Trail is a non-motorized transportation corridor that provides a safe route for bicyclists. The trail is a conservation and recreation corridor between Moscow and Troy, and it provides a safe, alternate bicycle route between the two communities. Pedestrians, joggers, in-line skaters, and crosscountry skiers all share this path. The trail begins in the west with a connection to Paradise Path of Moscow and the Bill Chipman Palouse Trail, creating a 22-mile linear park system eastward to Troy, Idaho. The trail essentially travels along an old railroad right-of-way, parallel to State Highway 8. The trail runs through the Palouse River drainage and crosses the South Fork of the Palouse River. The trail also runs through abundant farmlands and thick forested areas before it descends along the West Fork of Little Bear Creek to Troy City Park. The trail passes by five rural, unincorporated residential developments including Eastman Acres, Woodland Hills, Cornwall, Joel, and Howell. The forested area outside of Troy provides a dramatic contrast to the rolling hills so familiar to the Palouse, providing a great scenic route to those who love the natural beauty of the area.



History:

1885:

- The Moscow area's first rail link was built by the Oregon Railway and Navigation Company in 1885; this would later become the Latah Trail between Moscow and Troy.

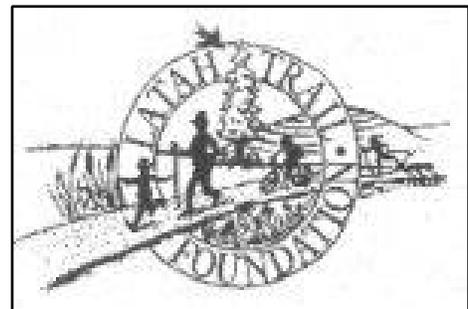


1890:

- The Northern Pacific Railroad arrived in 1890, linking the Palouse area to the Spokane Valley. Northern Pacific built another line that ran east from Moscow to Troy on property donated by William Kaufmann. Northern Pacific, to give thanks, named the railroad station after William's son, Joel.

1966:

- In the latter end of the twentieth century, railroad freight and passenger rails declined throughout the nation. As a result, Northern Pacific discontinued passenger service.



1998:

- January – A ski tour through Bear Creek Canyon between Troy and Kendrick sparked interest in multi-purpose trails. This ski tour gave several trail enthusiasts motivation to preserve the abandoned railway for recreational use.
- April - The Latah Trail Foundation was formed as a non-profit corporation for the purpose of promoting trail use through Latah County. Later that summer, the Latah Trail Foundation circulated a petition to demonstrate community support for beginning work with Latah County officials to develop a plan to acquire and develop the old railway between Moscow and Troy. Community support existed to connect the trail to Paradise Path and Bill Chipman Palouse Trail. The Latah Trail became a priority of the county.

2000:

- Gerard Connelly, Tri-State Distributor Owner, donated \$1,000 to the Latah Trail Foundation in an effort to encourage others to donate to the Latah Trail fundraising effort.
- An advisory committee was formed to develop a trail concept plan for the Latah Trail. The committee included county and city employees, the Latah Trail Foundation, local landowners, and interested citizens of the county. The advisory committee solicited technical planning assistance from the National Park Service's Rivers, Trails, and Conservation Assistance Program.
- Latah County received a \$495,000 federal grant from the National Transportation Enhancement Clearinghouse program, which was administered through the Idaho Transportation Department. This grant was used for the research and development of the trail along with land acquisition for the proposed right-of-way. Each federal grant received from the National Transportation Enhancement Clearing House program was matched by \$55,000 from the fundraising of the Latah Trail Foundation.



2001:

- The Latah County Commissioners agreed to spend \$163,000 to purchase most of the rail corridor from K & M properties. K & M was the real estate agent of the railroad salvage company that owned roughly three-quarters of the corridor between Moscow and Troy. The money was a combination of county money and fundraising efforts of the Latah Trail foundation. The remaining portions of the rail corridor were owned by four different land owners of the county. Negotiations were underway to purchase the remaining land from these land owners. Roughly \$200,000 was spent to purchase the private land. In total, 153 acres was secured between Moscow and Troy for the development of the Latah Trail.

2002:

- Latah County received another \$495,000 federal grant from the National Transportation Enhancement Clearing House. This grant was used to grade the entire Latah Trail from Moscow to Troy's city park. The grant was also used to pave the trail about four miles east of Moscow, and it also funded several bridges needed along the trail.
- The Latah County's Community Forest Program gave a grant of \$2,250 to the Palouse-Clearwater Environmental Institute. This grant was used to organize and plant 680 native trees and shrubs along the Latah Trail at Eastman Acres. Volunteers from the University of Idaho, Washington State University, and the Latah Trail Foundation donated their time to plant these trees and shrubs.
- September- The first mile of the Latah Trail, beginning at Troy City Park, was paved in thanks to an Idaho State Parks Department grant.
- The Idaho Transportation Department awarded the City of Moscow a transportation enhancement grant worth \$250,000 to pave more sections of Paradise Path. With the help of many trail supporters, the trail was paved between Blaine and Carmichael Road in the summer of 2002. This section of the trail connects directly with the Latah Trail at the current city limit.



2003:

- By 2003, the Latah Trail Foundation secured over \$100,000 from private donations. That money was used for acquisition of right-of-way and matching funds for construction.
- A trail concept plan for the Latah Trail was finalized.
- September- The second mile of the Latah Trail from Troy City Park was paved.

2004:

- April- The Latah Trails Foundation, led by Pam Palmer and Nancy Chaney, raised \$25,000 dollars at a Moscow auction called "An Evenings' Excursion."
- By the end of the summer, pavement from Moscow's city limits to Eastman Acres was completed for the Latah Trail.

2005:

- The National Transportation Enhancement Clearinghouse program awarded Latah County another grant of \$495,000. This grant was used to build a bridge at Wallen Road and to pave the last 1.75 miles of the Latah Trail.

2008:

- Spring – Hugo Loconte, a graduate student at the University of Idaho, planned and organized a Bicycle Prize Ride that raised almost \$2,000 dollars. This money was donated to the Latah Trail Foundation. Future fundraising by the Latah Trail Foundation will help pay for amenities such as rest areas, benches, drinking fountains, and trees. The Latah Trail Foundation offers naming opportunities for those who donate large amounts towards the project.

