



Greenwords: Welcome to Fall – A Time for Pleasure and Hard Work

Now that the bulk of the hot, rainy, humid weather that we had to call "The Summer of 2003" is behind us, we can look forward to the best cycling/walking/blading time of the year. Every day that allows us to enjoy our wonderful greenways and "blueways" reinforces our commitment to promote and support them.

During the past months we have seen lots of progress and accomplishments in the local recreational world. The Rails-to-Trails Conservancy honored Rhode Island by holding their international conference in Providence in June. The newly completed second phase of the William C. O'Neill Bike Path (also known as the South County Bike Path) was formally dedicated on Sept. 3. The event marked the culmination of years of diligent, hard work by many cycling advocates and groups (especially the Friends of the South County Bike Path). In its current configuration, it allows continuous, off-road travel from the Amtrak station at Kingston to Route 108 next to the Quo Vadis shopping plaza in South Kingstown. When connected to the next section of the project into Narragansett, the path will provide an alternative route to the area just west of the ocean at the Narragansett Town

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Greenway Challenge returns to the Blackstone Valley

Like to ride a bike, paddle a kayak and occasionally run a couple of miles? If you'd like to do all of those things on the same day, a unique triathlon-like event is set to take place soon in central Massachusetts and northern Rhode Island.

The Blackstone River Valley Greenway Challenge, now in its third year, has become an annual event in the valley and is slated to take place on Saturday, Sept. 27. It is New England's first ever adventure challenge, and is designed to introduce participants to the recreational possibilities in the Blackstone River Valley and to bring increased awareness to the restoration of the towns and villages along the Blackstone River.

Teams of friends, family members and co-workers will cycle, run and paddle down the Blackstone River from Worcester, Mass. and cross the finish line at Slater Mill in Pawtucket, R.I. The route has been changed to introduce unexplored localities in the Blackstone Valley and provide a change of pace for past participants. There will be different hills to climb, new stretches on the river to paddle, and longer running legs along newly completed sections of the Blackstone Bikeway. The surprises on

this year's route will add to the fun for new and returning teams.

"The Greenway Challenge is a great way to bring people and communities together to focus on the benefits of greenways and blueways along the Blackstone River Valley Corridor," remarked Michael Creasey, executive director of the John H. Chafee Blackstone River Valley National Heritage Corridor Commission. "The last running leg down the full six miles of the completed section of the Blackstone River Bikeway in Rhode Island will be a highlight of the challenge this year."

The challenge is coordinated again by a non-profit friends group, the Corridor Coalition, and by representatives of local organizations and interested persons in the valley. Businesses and organizations in the



A runner makes good time in last year's Greenway Challenge.

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Webmaster's Corner

Beach. The final phase of the project is currently being proposed by various friends groups and planning agencies.

Work on the East Coast Greenway along the Washington Secondary rail line is continuing. Although bridge repair and reconstruction at the Providence Street overpass caused that section of the Cranston Bike Path to be closed during weekday working hours, access was allowed during off-work hours and weekends. Construction on three bridges in Coventry continued at full speed, and the completion of this vital link will connect the existing sections through Cranston, Warwick, and West Warwick with the Coventry Greenway. The Blackstone Valley sections of the East Coast Greenway also has seen substantial progress, with new bridges and walkways in place and under construction. A recently-conducted survey by the state Department of Environmental Management found that walking and biking trails were the



What makes us cringe.

second most-desired facility of Rhode Islanders, the first being salt water beaches. From any perspective, we in Rhode Island have much to be proud of.

Now that we are seeing these major sections of our bikeways completed, we need to pay more attention to the next important phase of our greenway development: maintenance. Those of us who have ridden on the East Bay, Cranston, and Blackstone bike paths since they were opened have seen the degradation of the paths by tree roots, erosion, encroachment by plants, and other environmental impacts. Vandalism, graffiti, litter, and other damage have cast a negative pall on the joy that we want everyone to experience while they use these treasures.

As always, we must remain active in voicing our support for all paths to our elected representatives. A major attack on bike and recreational funding occurred last month when a bill was introduced in the U.S. House of Representatives that would have drastically cut federal funding for all alternative transportation projects. A storm of protests from supporters prevented the bill from being passed. As the inevitable budget crises hit state and local governments, we should all be active in letting our voices be heard. By attending local town council meetings and calling and writing legislators, we can assure that our hard-won facilities will be there to continue to bring us the pleasure and benefits we crave.

Richard Santopietro GARI Chair

Surface debate highlights latest plans for Trestle Trail

By Wayne Asselin

The state Department of Environmental Management (DEM) is moving forward to build the 10-mile Trestle Trail bike path and equestrian path in western Coventry, and this summer a glimpse on its design progress was offered to the public.

The meeting on July 24 at Coventry Town Hall included some controversy surrounding what type of surface will be used for the western-most 2.5 miles of the greenway, from the village of Greene to the Connecticut border. DEM officials made a reasonable case at this meeting for using a compacted, crushed granite dust surface, mostly for the purpose of preserving the rural character of the Nicholas Farm Management Area, which the path runs through. On the other hand, several people with special mobility needs spoke in favor of using asphalt, which will be used on the other 8 miles of the Trestle Trail.



Start of the Trestle Trail

Both types of surfaces are said to be ADA approved. Any non-asphalt pavement requires routine maintenance in the best of circumstances. I believe, however, that the wear and tear will be much greater than normal in this area due to the expected continued (and illegal) use of the Trestle Trail by all terrain vehicles (ATVs) and motorcycles.

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Trail Mix is the quarterly newsletter of the Greenways Alliance of Rhode Island (GARI).
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Dear Dr. Sprocket,

Dr. Sprocket will answer questions in each issue of Trail Mix.

Q Dear Dr. Sprocket, I'm a regular user of the bike path near my home, and I'm confused about what the "rules of the road" are. There are symbolic decals painted on the pavement which indicate that cyclists should ride to the right side of the center line, and pedestrians should walk to the left of the center line, facing oncoming traffic. At least half of the pedestrians ignore these symbols and walk on the right side with their backs facing the oncoming traffic. The few times I walk on the path (facing traffic) I often get nasty and confused looks from the right-side walkers, like I'm doing something stupid or wrong. Are there hard and fast rules for users of these paths? I'd hate to cause or be in an accident because of a misinterpretation of the symbols.

Confused in Cranston

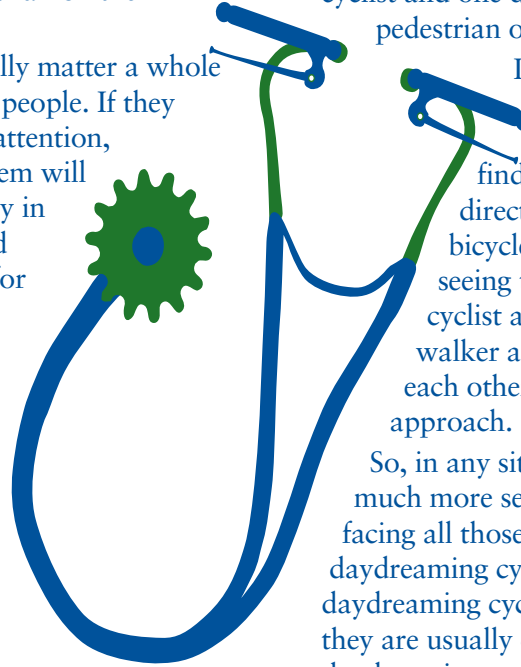
A Dear Confused: The decals you see painted on the pavement are indeed meant to be followed. It is common wisdom that when pedestrians are on roads and highways, they walk on the left, facing vehicular traffic. Although motorists are required by law to avoid hitting other cars and people, a wise pedestrian will give way to an approaching automobile regardless of who has the right-of-way.

The same policy makes sense for bike paths. In general, cyclists and other allowed wheeled vehicles have the right of way on bike paths. Considerate cyclists should alert walkers with a bell or a "passing on left (right)" call. However, from a strictly practical viewpoint, you might want to ponder the following situations:



Situation A: One aware cyclist and one aware pedestrian on the same path:

It doesn't really matter a whole lot for these two people. If they both are paying attention, at least one of them will see the other early in the approach and make provision for safe passage. For example, even if the pedestrian is walking with the flow (on the right) and doesn't see the approaching rider, the aware rider will steer around safely.



Situation B: One daydreaming cyclist and one aware pedestrian traveling on the same side of the path:

In this case, if the aware pedestrian is walking with the flow (on the right), he or she won't be able to see the cyclist approaching from behind. If the rider is daydreaming (which, because of the release of endorphins from the aerobic exercise of riding, is quite common), then he or she may not be able to react in time to avoid a collision. It's not hard to figure out who will get the worse part of that collision with the laws of physics favoring the rider (helmeted, traveling 15 mph, and riding on a rigid bike weighing about 25 pounds) over the walker (no helmet, no bike frame for protection). On the other hand, if the pedestrian is walking on the left, he/she will be able to see the approaching cyclist, and have enough time to step off the path and let the daydreaming biker pass safely.



Situation C: One daydreaming cyclist and one daydreaming pedestrian on the same path:

In this case, the daydreaming pedestrian may still find him or herself in the direct path of a speeding bicycle, but the chances of seeing the approaching cyclist are much greater if the walker and cyclist can have each other in sight during the approach.

So, in any situation, it makes much more sense to walk to the left, facing all those potentially-daydreaming cyclists. Very few daydreaming cyclists ride very long as they are usually dealt with quickly by daydreaming motorists.

Send your Dr. Sprocket questions to rigreenways@rigreenways.org

Hunting season begins

As more people explore the state's great trails, and as more bike paths are being established in wilderness areas, it's important to be aware that hunting season begins in the fall.

Even on established bike paths, users should wear an minimum of 200 square inches of fluorescent orange (a hat normally will do). During shotgun deer season from late November through mid December, a minimum of 500 square inches is required (a hat and vest accomplish this). Inexpensive hats and lightweight vests are available in many department stores.

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Join the Greenways Alliance of Rhode Island Today!

Greenways that are blue

The greenways are always grand, but sometimes you need to give the upper body a workout too. Good news for exercise buffs and adventurers alike is that a blue version of the greenway concept is alive and well in Rhode Island.

There are five major river systems in the Ocean State, many of them with long navigable stretches for canoes and kayaks. Here's a quick list of where to go and what's to see along some of Rhode Island's "blueways."

Blackstone River:

This is the longest river in the northern part of the state, with many passable sections. The river was once heavily polluted but is enjoying a cultural, historical and recreational Renaissance and only will get more accessible. There are more than 40 miles of river from Pawtucket up to Worcester, Mass. Visit the web page of the Rhode Island Canoe & Kayak Association (www.ricka.org) or the National Park Service's web page at www.nps.gov/blac for information and occasional trips.



Providence River/Waterplace Park: This is an interesting paddling experience best done with eyes focused on the beautiful bridges and the architecture of the city rather than the less-than-pristine water. The trip is short, about a mile and a half each way from the Hurricane Barrier to Providence Place Mall, but there's a lot to see.

Paddlers can put in at a new canoe

launch and boardwalk on South Water Street, with parking right next to the river. For a longer trip, you can put in off the East Bay Bike Path in East Providence, right after it crosses the Washington Bridge, and head west to the barrier.

Pawtuxet River: This long river system has two branches, the north branch leading from the Scituate Reservoir in Scituate and the south branch from Johnson's Pond in Coventry. The branches converge at Riverpoint in West Warwick and flow to Pawtucket Village in Cranston.

On the north branch, put in at Hope Village in Scituate (Rte. 116 and Hope Furnace Road). You can paddle four miles up to the Gainer dam and back, taking from 2 to 3 hours roundtrip. On the south branch, you can put in from the Coventry Greenway parking lot (just west of intersection with Rte. 117 and Abbott Crossing Road) and paddle a short way to the dam at Johnson's Pond. Both routes offer great views of wildlife.

In the lower Pawtuxet, put in at Pontiac Village in Warwick, left rear of the Greenwich Village Apartments lot (off Rte. 5 near Warwick Mall). Cross the field and launch below the dam. Take-out at the Rhodes-on-the-Pawtuxet parking lot at Rhodes Place off Rte. 1A on the Cranston side of Pawtuxet Village. You can paddle 8 miles, taking about 3 to 4 hours. For more information, call 739-7635 or visit www.pawtuxet.org/canoelaunch.html.

Wood-Pawcatuck Rivers: These two systems run throughout the

less populated rural areas of southwestern Rhode Island before heading into Westerly and emptying out into Little Narragansett Bay. They have long stretches of navigable waters, some more than 20 miles without a major portage. The Wood-Pawcatuck Watershed Association (539-9017) on Arcadia Road in Hope Valley is a great source of maps and information.

A very popular route begins at Taylor's Landing on Route 138, just west of the University of Rhode Island. From here the river snakes its way through the massive Great Swamp Management Area before emptying into a large body of water called Worden's Pond. Once on the pond, paddle along the northern shore to find the beginning of the Pawcatuck. In four miles there is a boat ramp allowing you to get out.

Narrow River: The 5-mile system of a tidal river and three large ponds can be explored from the Gilbert Stuart Birthplace in North Kingstown south to Pettaquamscutt Cove, and ultimately to the Atlantic Ocean. Put ins are located just off Gilbert Stuart Road (off Route 1), at a for-fee ramp at Narrow River Kayaks (789-0334) on Middle Bridge Road in Narragansett, at the end of Pollock Avenue (off Middle Bridge Road), and at Sprague Bridge (Route 1A).

The river is great for families as it has a gentle current. Watch out for motor boat traffic on weekends and a stronger current as you move south. Heading out the inlet into the ocean is tricky business - only experienced paddlers should do it. Once on the ocean you can paddle as far as your arms will take you.



Help Make Greenways in Rhode Island Happen: Join the Gre

What's Happening on Our Trails:

Rhode Island Greenways and Blueways

Fall on the Greenway Calendar of Events

The best weather of the year for bike riding (hopefully) is almost upon us. Cooler temperatures make the going easy and the changing of the leaves provides a visual smorgasbord for our eyes. Many of the state's bike paths pass by rivers and swampy areas where the first glimpses of autumn color can be seen, and the protected forests that abut many of them keep the color going deep into October. Here's a sampling of upcoming events, and if you have an event you'd like listed here, please send e-mail to rigreenways@rigreenways.org.

> **Summerwalks:** Despite their name, these series of outdoor adventures in Providence actually continue until Oct. 15. They are sponsored by the Rhode Island Historical Society and include a 90-minuted guided walking tour of Benefit Street on Tuesdays through Saturdays at 11 a.m. and Sundays at noon. Meet at the John Brown House, 52 Power St. You also can partake of Roger Williams in "God's Providence," scheduled to honor the 400th birthday of the founder of



Rhode Island on Tuesdays, Thursdays and Saturdays at 10 a.m. Meet at Roger Williams National Memorial, 282 North Main St. The last event is focused on the Providence Riverwalk and takes place on Saturdays at 1, 1:30 and 2 p.m.,

Tours leave from the information desk in the Rhode Island Convention Center, 1 Sabin St. For information on all three programs, call the Society at 438-0463 or visit their web page at www.rihs.org.

> **AARP Ride & Walk:** The AARP and the GARI are hosting a ride and walk on the Blackstone Bike Path in Lincoln on Oct. 18. Event begins at 10 a.m. at the Kelly House off Route 116.

> **Sachuest Point National Wildlife Refuge Fall Open House:** On Oct. 18 from 10 a.m. to 2 p.m. the newly remodeled visitor's center will be stocked with hot cider and cookies to warm fingers chilled by the cool breezes off the ocean which surrounds this large conservation area in Middletown. Naturalists from the U.S. Fish and Wildlife Service will lead guided walks and there is a special refuge scavenger hunt and wildlife craft project for kids. Call 847-5511



for more information. **Seal Watching Guided Kayak Trip:** For the hardy soul, the Kayak Centre in Wickford is planning a late winter paddle on Nov. 16 and 23 to catch the first glimpse of harbor seals, which winter in Narragansett Bay. The trip will use tandem kayaks from the center's launch on Phillips Street and the boats will keep their distance to avoid spooking the seals. Fee involved. Call 295-4400 or visit www.kayakcentre.com for more information. If being on the boat at this time of the year isn't your thing, hike to the end of Rome Point off Boston Neck Road, a few miles south of Wickford on Route 1A, for a good view of one of the biggest seal haul

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Please Join Us!

To become a member, please complete the following form and return with your membership donation to GARI, 31 Stanchion Street, Jamestown, RI 02835

Please make checks payable to: Greenways Alliance of Rhode Island

Name _____
 Address _____
 City _____
 State, Zip _____
 E-mail _____
 Telephone _____
 Fax _____
 Organization _____

Annual Membership enclosed
 Individual \$15
 Family \$25
 National* \$50
 Supporting Organization: \$100
 Other: _____

* Dual membership in the East Coast Greenway Alliance and GARI.

Questions? Contact R. Santopietro, (401) 782-6179, GARI442@cox.net
www.rigreenways.org

Fall 2003



Greenways construction update

plans for Trestle Trail

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Work continues steady on bike path construction in the Ocean State with a few bumps along the way that have forced temporary closures of existing paths. Below is a brief summary of what's been happening of late:

Washington Secondary Bike Path: Work continues on decking of three bridges in the eastern part of Coventry, which will enable connections between the 3-mile Coventry Greenway and the other 10-mile segment of the Washington Secondary in West Warwick, Warwick and Cranston. Next year the gravel surfaces between the bridges are slated to be paved. It is uncertain whether the bridges will be open when they are ready, prior to paving.

In Cranston, a segment of the path north of West Natick Road remains closed on week days until 3 p.m. because of bridge work. The area is passable on weekends.

In western Coventry, state Department of Environmental Management officials this summer conducted a public meeting about the Trestle Trail, a 10-mile segment to be built over the next several years (see related story on page 2).



State and local officials cut the ribbon to officially open the second segment of the South County Bike Path.

South County Bicycle Path: After months of delay and cost overruns, a 1.9-mile section of the bike path in South Kingstown through the villages of Peace Dale and Wakefield officially opened on early September. The path

includes some rolling hills, great views of a historic cemetery, a scenic crossing of the Saugatucket River and a connection between shopping districts and schools. The path has a few hazardous spots, including a series of switchbacks where a former trestle existed and a blind corner begging for a crossing light.



Ten Mile River Greenway: A new segment to the 1.5-mile bike path in Slater Park in Pawtucket is under construction and may be finished by next summer. The 2-mile section will run from Slater Park south to the Kimberly Ann Rock Athletic Fields in East Providence. The path promises great views of undisturbed wetlands, a pond and reservoir with few homes in sight. Several overlooks are being added to the design to allow people to pause and take in the views.

East Bay Bike Path: A segment in the village of Riverside in East Providence was shut down temporarily after erosion from broken sewer line tore up pavement in the area. The area is now passable, according to DOT officials, but may still see more construction work in the fall.

A replacement for the very narrow bike lane on the Washington Bridge is well on its way in the design for the whole bridge. Dubbed the Washington Bridge Linear Pedestrian and Bicycle Park, it includes keeping a section of the old bridge for use as a bike path. Aside from creating a unique bicycling asset, the idea decreases demolition costs associated with replacing the span that carries I-195. The existing path on the bridge, which connects the entire East Bay path to Providence, will be closed for two to three years starting in 2006.

What type of commitment in labor and dollars will DEM make to properly maintain this surface? Will the department pledge to be on site to spend whatever is necessary keep the trail within ADA parameters? What will DEM do to lessen the number of motorized vehicles on the trail?

Without constant maintenance and enforcement, any type of non-asphalt surface is going to fail rather quickly. For the public to support a stone dust surface, it needs to be convinced by DEM that they will keep up with maintenance and will keep motorized vehicles out of the Greene/Nicholas Farm area. DEM officials were not able to make those commitments at the meeting. Since construction at the very western end of Trestle Trail is about three years away, a decision on the surface does not have to be made now. Hopefully, by that time a solution will be found to these issues.

DEM has placed a test section of the stone dust surface at the very eastern end of Trestle Trail, where it meets the western end of the paved Coventry Greenway. DEM is interested in public opinion on this, and encourages people to visit the test section and report on their experience.

No matter which surface is eventually selected for this area, the ATV issue must be dealt with. I have been told that some ATV dealers recommend Trestle Trail as one of several sites their customers can ride on. I think that the problem can be lessened by having the DEM notify all businesses selling motorcycles and ATVs that the Trestle Trail is off-limits and to work with the Coventry Police to start enforcing the law now by consistent patrols of Trestle Trail. The local police department has an ATV at its disposal. The presence of law enforcement on a continuing basis should ultimately discourage this unwanted use.

When the path is completed, it will connect to the 5-mile Coventry

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plans for Trestle Trail

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Greenway, which should be finished within a year. The path also extends to near the Providence line using paths in West Warwick, Warwick and Cranston. The Coventry section, which is a part of the East Coast Greenway, also will have 10 miles of parallel multi-use and equestrian paths. It will be the crown jewel of Coventry's local park system and a major asset to the ECG in our state.

The writer is a member of the Local Residents' Design Committee for the Trestle Trail project



Hunting season

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Even lands where hunting is prohibited could represent a hazard if hunters inadvertently or willingly cross over into a restricted area. The best bet is to keep a hat and vest in the car and make it part of your fall and early winter wardrobe.

The greatest activity is from Nov. 29 to Dec. 14, during shotgun season. The use of muzzle-loading rifles begins on Nov. 1 and by various permits may continue until the end of the year. Archery season is the longest, running from Oct. 1 to Jan. 31. Waterfowl hunting runs on various dates from September through November and numerous other special hunting periods are scheduled into the winter. Complete details are available on-line at www.state.ri.us/dem/programs/bnatres/fishwild/h-dates.htm.

Calendar of Events

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out spots on the bay.

Ongoing events:

➤ **Challenge Cycling:** "Muffin rides" leave each Saturday morning at 9 a.m. from Haines Park in East Providence. Riders cycle about 20 miles round trip, heading to Independence Park in Bristol (where the muffins are) and back. Handcyclists and traditional cyclists welcome. Contact scott@challengecycling.org for more information.

➤ Ocean State Bike Path

Association: Casual bike rides on tap each Wednesday night of approximately 15 to 20 miles in length and lasting about two hours. All ages and riding abilities are included and all participants are invited to join the group for dinner and camaraderie afterward. Meet at Your Bike Shop, 51 Cole Street in Warren at 6:15 pm. Ride begins promptly at 6:30 p.m. Call 245-9755 or send e-mail to BikePath@fctvplus.net for more information.

Events on the web

Other events on the greenways, trails, roads and waterways in Rhode Island and New England can be found directly at the following web pages (\$ = indicates fee charged):

In Rhode Island:

- **Narragansett Bay Wheelmen:** www.nbwclub.org/ride-table.html
- **Friends of the Pawtuxet River:**

www.friendsofthepawtuxet.org

➤ **R.I. Canoe and Kayak Association:** www.ricka.org

➤ **Appalachian Mountain Club, Narragansett Chapter:** <http://users.ids.net/~amcri/gazette.htm>

➤ **Blackstone Valley Visitor Center:** www.tourblackstone.com

➤ **The GARI website:** www.rigreenways.org

➤ **Save The Bay (\$):** www.savebay.org/events

➤ **Sakonnet Boathouse (\$):** www.sakonnetboathouse.com

➤ **The Kayak Centre (\$):** www.kayakcentre.com

➤ **New England Mountain Bike Association:** www.nemba.org Call 539-7540 about R.I. chapter.

➤ **Audubon Society of Rhode Island (\$):** www.asri.org

In Massachusetts:

➤ **Bike Rides For Ordinary People:** www.geocities.com/BikeRidesFOP/BikeRidesUpComing.htm

➤ **Charles River Wheelmen:** www.crw.org/ThisMonth.htm

➤ **Nashoba Valley Pedalers:** www.ultranet.com/~nvp/

➤ **North Shore Cyclists:** www.astseals.com/nsc/sunday.htm

➤ **Seven Hills Wheelmen:** www.sevenhillswheelmen.org/rides.htm



Vandals have been busy wrecking parts of the Washington Secondary Bike Path. Left, fencing broken in Cranston near the Brewery Parkade and right, graffiti in Warwick.



Webmaster's Corner

Great walks in Beantown

By Charles St. Martin

Northern New England is without compare in terms of fantastic trails for fall foliage viewing. Rhode Island has a ton of great places too, but if you spend a good deal of time in the state's management areas and public and private wildlife refuges, you may be itching for some new territory to stake out. Massachusetts is a great compromise, and this edition's highlighted web site focuses on some less conventional areas.

The Boston Hiking Guide (www.geocities.com/Yosemite/Trails/1171/) lists dozens of hiking spots in and around the city. Aside from its comprehensiveness and the exhilaration you will find in exploring all these places, one is left with a sense of astonishment that this is the work not of some outdoor organization but an individual.

The best thing is the way the areas are cataloged by size (large, medium, small and miniature) and their proximity to subway stops. If you are

interested in catching a view of the city skyline, the page lists four great hikes to do just that. Places for winter walking are listed (with plowed sidewalks), as are nice spots within a five-minute walk from a T stop. There also are seven adventures listed for those who like to "get high in a hurry," which include the 220-foot Bunker Hill Monument in Charlestown to the 420-foot Great Blue Hill in Canton.

The web site hasn't been updated in over a year, but all of the things listed haven't gone anywhere. Maps, graphs, subway schedules and even sunset times are listed. Again, some of this is out of date, and it's too bad. The page shows what great things can be accomplished with personal web space.

search: **green** ways



Live entertainment awaited the crowd at the finish line of the 2002 Greenway Challenge.

Greenway Challenge

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Blackstone Valley are invited to add their support to this important awareness-raising event. Sponsors to date include the John H. Chafee Blackstone River Valley National Heritage Corridor Commission, Beacon Mutual Insurance Company, Lincoln Environmental, WXLO, the Fox and Oldies 98.9, Gladworks, Great Canadian, UniBank for Savings, WJAR Channel 10, Worcester Common Outlets, Whitin Community Center, and Wild Bird Gardens.

Sue Barker, executive director of the coalition, stressed that enjoyment will be encouraged at all Greenway Challenge events. Pre-challenge festivities and registration for challenge teams and sponsors will be held at the Whitin Community Center in Whitinsville, Mass. on Friday evening, Sept. 26 from 5 to 9 p.m. A finish line celebration will take place at Slater Mill in Pawtucket, R.I., beginning when the first cyclists complete their grand journey.

For more information about the challenge, call the corridor office at 762-0250, send e-mail to greenwaychallenge@cox.net, or visit the Greenway Challenge web site at www.greenwaychallenge.org.

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