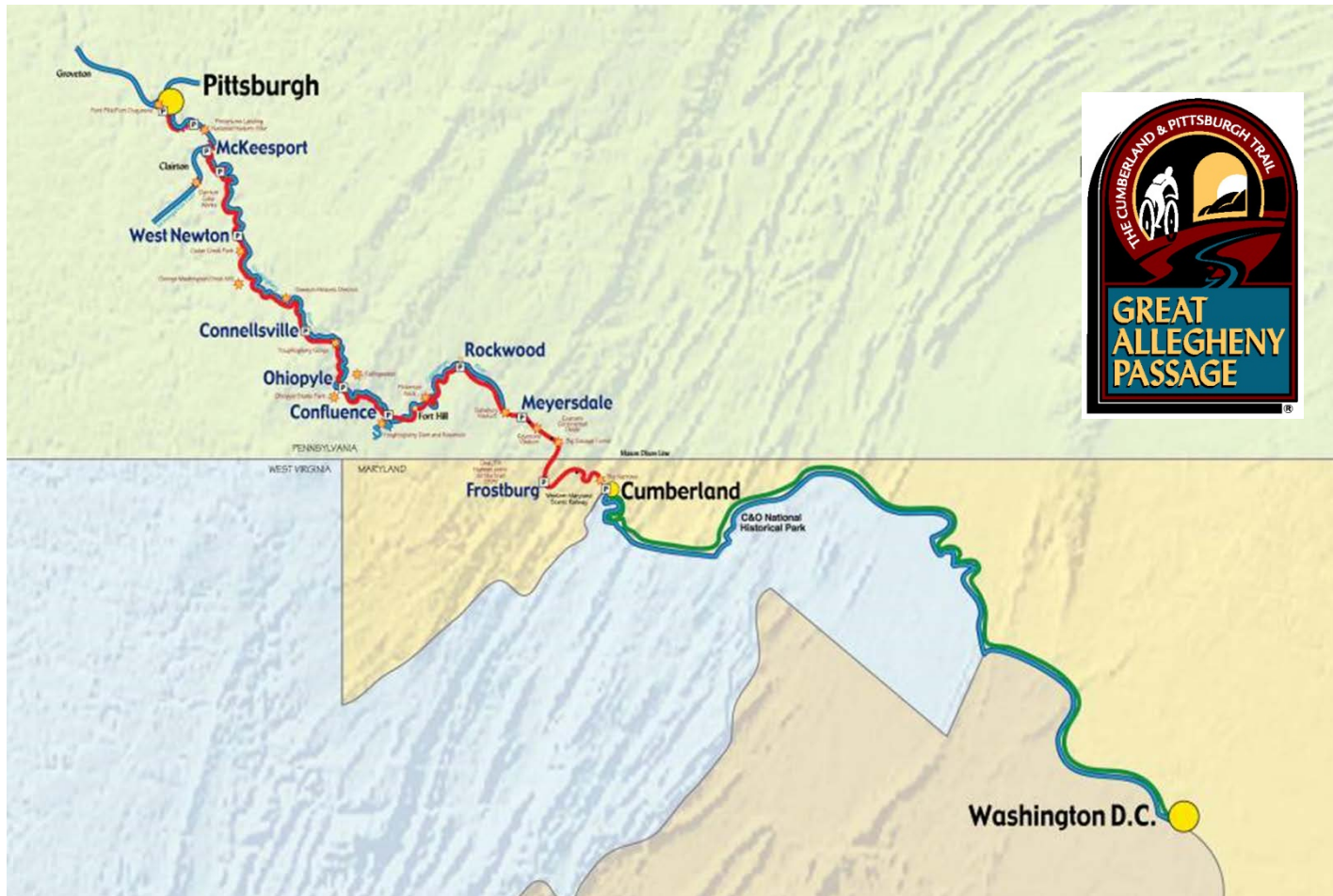


# The Economic and Health Benefits of Walkable, Bikeable Communities



# Great Allegheny Passage

## Cumberland to Pittsburgh Trail



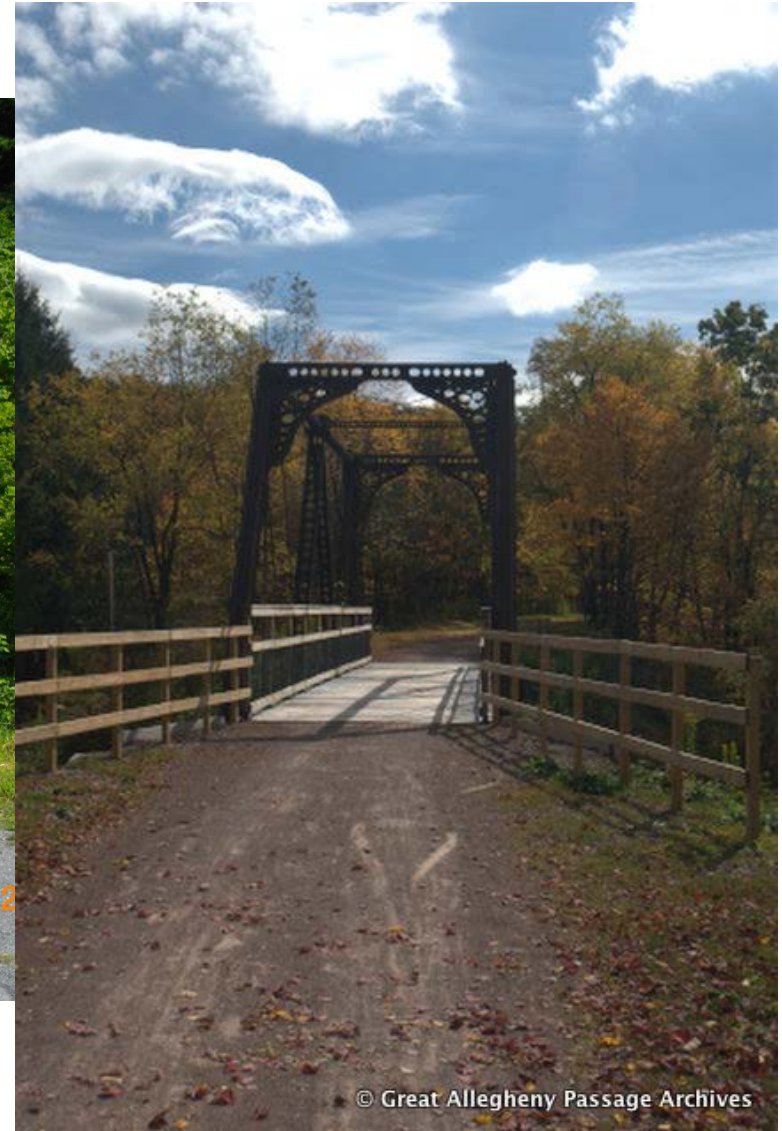


From mile Zero at Canal Place in Cumberland to mile  
150 at Point State Park in Pittsburgh





# Through Tunnels and over Bridges





# To Scenic Views





From the  
Eastern  
Continental  
Divide

To riding along side the  
Western Maryland Scenic  
Railroad



**The Great Allegheny Passage Has something for everyone to enjoy!**



# Partnerships



# Trail Town Program®



- Regional solutions
- Research
- Connect “trail to town”
- Business attraction and retention
- Business loans



# Connecting Pieces

Signs

Kiosks

Brochures

Bike racks

Sidewalks

Crosswalks

Public art

Visitor centers





Participating  
Businesses  
increased revenue  
by 14%

Business  
Builder  
**Kit**







## BRUSH TUNNEL

The Brush Tunnel was built in 1911, constructed of reinforced concrete, and designed for two tracks. The tunnel is located on the Connellville Extension of the Western Maryland Railway in Cash Valley, four miles west of Cumberland.

The extension from Cumberland to Connellville, Pennsylvania was completed in 1912 at an enormous cost through rugged and mountainous country. The line was built to serve a twofold purpose, to provide a western outlet for the Western Maryland and an eastern sidewater outlet for the Pittsburgh and Lake Erie Railroad. It afforded the Western Maryland the shortest line between Baltimore and Pittsburgh and the lowest grade line across the Allegheny Mountains.

These 1915 photographs include a Baltimore to Chicago passenger train entering the tunnel, soon to emerge into the Jennings Run Valley.



Western Maryland Railway  
National Park Service  
National Park Service Trail System



Photographs by Joseph Rogers and from the collection of Albert and Joseph Robinson



# Connections



**Bike Lanes**



**Downtown**



**C&O Canal  
Towpath**

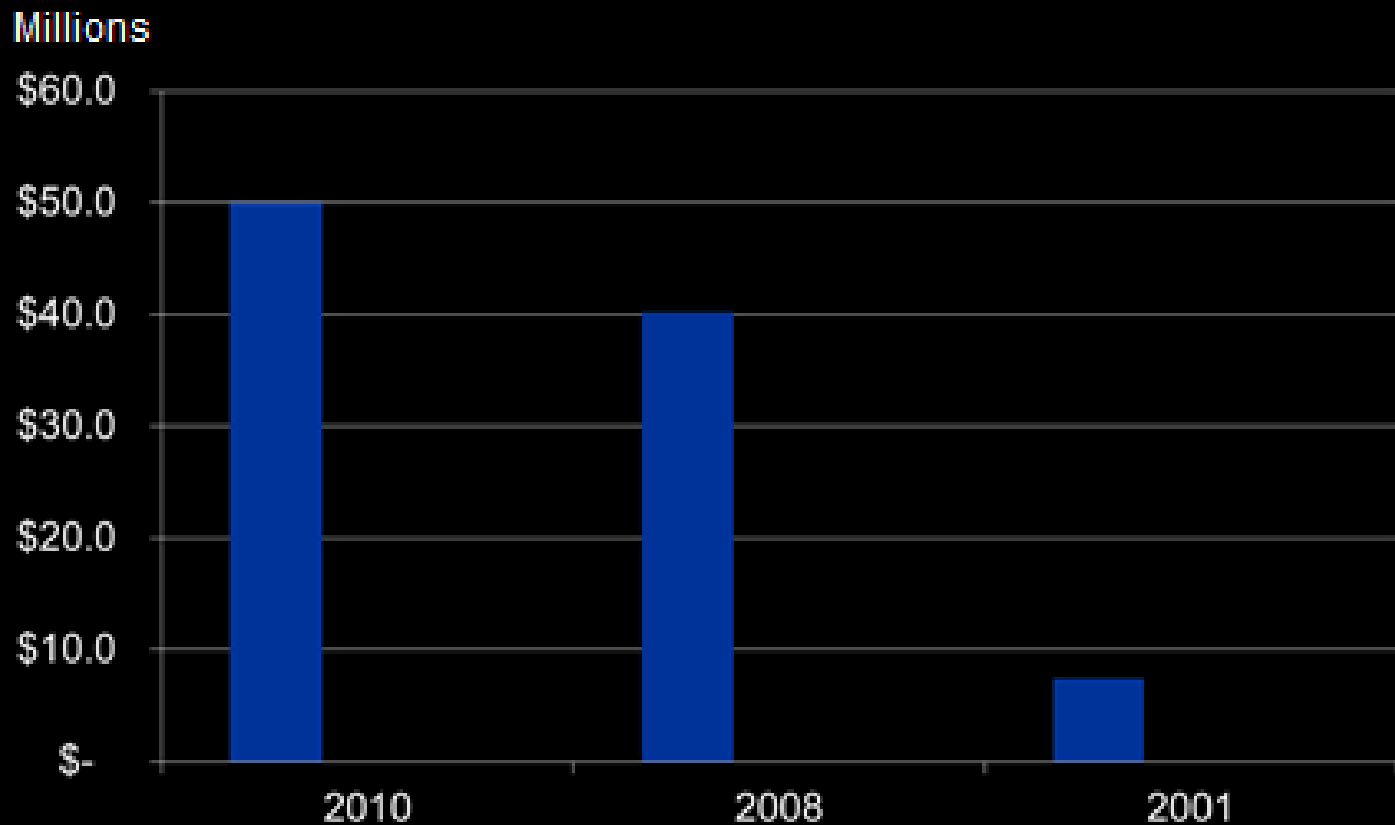


**Neighborhoods**



# Economic Impact

## GAP Total Direct Spending 2010



# GAP Average Spending

- 2008 Average Overnight Spending - \$98
- 2010 Average Overnight Spending - \$114
- 2008 Average Daily Spending - \$13
- 2010 Average Daily Spending - \$17





# GAP Local Economic Impact

- 75,000 Trail Users annually
- 28% Overnight stay
- Average \$114 per overnight
- 35% Day Trippers
- Average \$17 per day visit
- \$2.8 Million in direct spending

# Would you like to have these results in your community?

- 11% increase in home values near trails
- 2/3 of merchants say new bike lanes have improved business
- Iowa \$400 million economic activity and \$87 million health savings each year

