

Responses Received on the Lewis & Clark National Historic Trail Extension Study

PEPC Project ID: 32773, DocumentID: 72108

Contact information for all respondents has been removed; actual text may have been minimally modified to remove personally-identifiable information.

Topic Questions:

#	Question
1.	Do you support federal designation and management of the river routes from Pittsburgh, Pennsylvania to Wood River, Illinois as an extension to the Lewis and Clark National Historic Trail?
2.	Do you support state and/or local designation of study routes, in addition to, and/or instead of federal designation?
3.	Please identify any factual errors in the document which could influence the findings of the study.
4.	Other comments you may have as it relates to the Lewis and Clark National Trail Extension Study/Environmental Assessment?

Correspondence: 1

Topic Question 1:

Yes I support the project. It is time to complete the trail. The Ohio River is an important part of the story. In 2003, my husband followed the trail along the Ohio with the rein actors. We traveled on both sides of the river. Thank you for your time on this project.

Topic Question 2:

Yes, let's get the federal and the state governments to work together, but would like to see the Eastern Legacy included in the NPS program.

Topic Question 3:

Need to review. Just received the card in the mail and got excited to see that my hope may be answered.

Topic Question 4:

My husband and I were able to travel the Lewis and Clark trail in 2002 from St. Charles to Oregon. I have given talks with slides to groups. There is interest even in the Cleveland, Ohio area.

Comments: I'm in my 70's an have a tablet and I Pad, so I can receive information. Thank you again. Please finish this project. The history of the past is important for the future.....I just received a notice from the US Dept. of the Interior NPS today...

Correspondence: 2

Topic Question 1:

Yes

Topic Question 2:
Yes

Topic Question 3:
None

Comments: I am very much in favor of the recognition and addition of the Eastern Legacy portion to the Lewis and Clark Historic Trail. I feel it is very important that future generations are informed about the preparation and exploration done by the Corps of Discovery.

Correspondence: 3

Topic Question 1:
Yes

Topic Question 2:
Yes

Topic Question 3:
None

Topic Question 4:
None

Comments:

Correspondence: 4

Topic Question 1:
Yes. This would be a great addition to our trail and allow access for all to enjoy these historic sites.

Topic Question 2:
Yes.

Topic Question 3:
None that I could find existed.

Topic Question 4:
None

Comments:

Correspondence: 5

Topic Question 1:
I support federal designation of river routes from Pittsburgh, Pennsylvania, to Wood River, Illinois, as part of the Lewis and Clark National Historic Trail; however, I wonder whether state and/or local governments might not be given responsibility for management of this eastern portion of the Trail, because the NPS is under-funded and the annual federal deficit and cumulative national debt threaten to eventually destroy the USA's fiscal solvency, political stability and national security.

Topic Question 2:

I propose that in addition to the river routes from Pittsburgh, Pennsylvania, to Wood River, Illinois, places along all 22 of the other segments studied should also be given federal designation as part of the Lewis and Clark National Historic Trail; but that their management should be made the responsibility of state and/or local governments, because the NPS is under-funded and the annual federal deficit and cumulative national debt threaten to eventually destroy the USA's fiscal solvency, political stability and national security.

Topic Question 3:

I disagree with the assertions that the historical importance of the 22 segments that have been studied but not yet been selected for designation in accordance with the NTSA "may be for reasons other than their association with Lewis and Clark" and that "The importance of these routes is derived from uses outside the key period of Lewis and Clark's journeys from 1803 to 1807" because Captains Lewis and Clark (and the many people who either accompanied them as part of the Corps of Discovery or else assisted them in preparing to execute their mission) were not "beamed down from a Starship" to Pittsburgh or Louisville or Cairo. There are numerous sites in eastern Pennsylvania, Maryland, Virginia and the District of Columbia that are **MOST DEFINITELY PART OF THE STORY OF THE CORPS OF DISCOVERY** and therefore ought to be designated part of the Lewis and Clark National Historic Trail, in order to educate present and future generations of Americans, and foreign visitors, about the **WHOLE** history of how this remarkable accomplishment was conceived and achieved.

Topic Question 4:

The Lewis and Clark National Historic Trail Extension Study and Environmental Assessment should have been published with the document formatted in a 'LANDSCAPE' (horizontal) orientation, rather than 'portrait' (vertical) in order to facilitate reading the PDF version on a computer screen without needing to scroll up and down to read any given page when the magnification is set at 100% or greater. When documents are easier to review electronically in this way, readers are less likely to print hard-copy versions; and this helps to conserve paper.

Comments: If the NTSA criteria do not support designation of every site that is significant to the story of the Corps of Discovery as part of the Lewis and Clark National Historic Trail then there is something wrong with the criteria, that needs to be fixed. For instance, just because this NPS resource is designated as a "Trail" it should not be necessary that every inch of the original pathway walked or paddled by Captains Lewis and Clark must be well defined for any given spot that they or their compatriots passed through (and at which someone made a significant contribution to the success of the mission) for such places to be designated as part of the "Trail" (regardless of whether the pathways through such places are all contiguous). People who follow the trail will no doubt be very understanding of the fact that whereas certain portions can be followed continuously for hundreds of miles, other places of significance might require some travel between them that is along routes with no known connection to any path followed by the Corps of Discovery. The important thing is to tell the **WHOLE TRUTH** of this history. So far, the Lewis and Clark National Historic Trail has existed like a body with only those parts from the thorax down to the toes, but missing the head, shoulders and arms. It is incomplete; and the addition of segments 5a, 5b and 6 would only partly rectify the problem (by adding the arms and shoulders, but not the head, for instance). If the incompleteness of the Trail is to be addressed at this time, then let's get it done properly, rather than in piecemeal fashion.

Correspondence: 6

Topic Question 1:

Yes, I strongly support federal designation and management of the river routes from Pittsburgh, Pennsylvania to Wood River, Illinois as an extension of the Lewis and Clark National Historic Trail.

Topic Question 2:

I believe that federal designation and management of the Eastern Legacy study areas should be the paramount and primary goal. However, I do support state and/or local designation of those study routes in addition to federal designation and

management.

Topic Question 3:

I have not identified any factual errors in the document.

Topic Question 4:

I believe that the proposed eastward extension of the Lewis and Clark NHT would greatly enhance the American public's appreciation of the full story of the Corps of Discovery.

Comments:

Correspondence: 7

Topic Question 1:

Yes! I have traveled the Virginia, West Virginia and Pennsylvania trails to Pittsburgh, following their footsteps. I plan the big trip to the Pacific for 2017 and would certainly be grateful for additional guidance.

Topic Question 2:

Yes.

Topic Question 4:

Thank you for continuing the expansion of this most historic event.

Comments:

Correspondence: 8

Topic Question 1:

Complete the LCNHT for the period 1803-1809. The 3 river segments are important BUT all segments with historical documentation must be part of the LCNHT to secure the full value of the Lewis and Clark Story.

Topic Question 2:

State and local trails would only create confusion for the National Story and values of Lewis and Clark. State and local trails are in a constant struggle to find enough volunteers, recognition & funding to serve their mission and the American People or International Visitor.

Topic Question 3:

No obvious errors, but the 136 page document is still being read and re-read.

Topic Question 4:

Cultural heritage tourism, preservation of cultural & natural resources, health and wellness in the outdoors and education in the classroom and field will benefit from a 1803-1809 LCNHT. These four points are expressed by NPS in other programs and documents that support the NPS Centennial. A coast to coast LCNHT should be a Centennial achievement for NPS.

Comments: Criteria for National Historic Trails fails to consider SERVICE to the fullest extent. The need of volunteer service of American People is clearly pointed out in the Trail Act, Section 2-c. Additionally, the "linking factor" these Trail have with local recreational opportunities go a long ways in solving recreational and health and wellness need in the U.S. The Long Distant Historic Trail can and should serve as a link to all other recreational areas of any size, local or state managed. Failure to use the LCNHT as a coast to coast theme to link the local and state recreations opportunities is a failure in long term vision of SERVICE to all people and the opportunity for NPS to garner the support of volunteers necessary to

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administer a Long Distant Historic Trail.

The values of success, found in the Lewis and Clark Story, are perseverance, cohesive leadership and shared responsibility that culminate in the joys of collective accomplishment. A coast to coast LCNHT will raise the awareness of these values for present and future generations.

Correspondence: 9

Topic Question 1:

Yes.

Topic Question 2:

Yes, in addition to federal designation.

Topic Question 3:

None.

Topic Question 4:

The study and environmental assessment is a well-written and well-reasoned document. Unfortunately, it stops short of its logical conclusion.

Comments: I welcome the intention to include the "Eastern Legacy" in the Lewis & Clark National Historic Trail and I appreciate the opportunity to comment on the proposed extension of the National Historic Trail.

The preferred alternative, Alternative B, of the Lewis and Clark NHT Extension Study and Environmental Assessment, released for comment on August 15, 2016, recommends an extension from its current eastern terminus at Wood River, Illinois, to Pittsburgh, Pennsylvania, in three separate segments. The Environmental Assessment considers, and dismisses, some 22 other segments, arguing that they do not meet the criteria for inclusion in the extension of the national historic trail.

I respectfully disagree with the conclusion of the Lewis and Clark NHT Extension Study and Environmental Assessment, and request that the extension continue from Pittsburgh to Harpers Ferry, West Virginia, and on to Washington, DC.

Obviously, despite the arguments to the contrary, the selection of segments has an element of the arbitrary. Each of the 22 discarded segments has some connection to the Lewis & Clark expedition. But Harpers Ferry and Washington are integral to the voyage of the Corps of Discovery. Meriwether Lewis called President Jefferson "the author of our enterprise." Lewis served as personal secretary to President Jefferson in the White House and it was there that the president selected Lewis to lead the expedition. The White House is the perfect eastern anchor of the Lewis and Clark National Historic Trail.

Lewis traveled to Pittsburgh via Harpers Ferry. The Lewis and Clark NHT Extension Study and Environmental Assessment correctly notes that Lewis obtained at the Harpers Ferry armory the iron frame for his boat and weapons for the expedition. There are already exhibits - an entire building - and interpretive markers at the Harpers Ferry National Historical Park noting Harper Ferry's role in the Lewis & Clark expedition.

The Lewis and Clark NHT should be a coherent route. The White House and Harpers Ferry would clearly meet this criterion. One could travel - as in fact I have - from Washington to Harpers Ferry and on to Pittsburgh and eventually to the Oregon coast following the route of the Corps of Discovery. Washington and Pittsburgh are conveniently connected in several ways: by Interstate highways, by Amtrak, and, most recently, for bicyclists, by the Chesapeake & Ohio Canal National Historical Park towpath and the Great Allegheny Passage rail trail.

Finally, the White House and Harpers Ferry are already part of the National Park system. The White House is in the

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President's Park in Washington and the armory is in Harpers Ferry NHP. Implementation of this segment (or these two segments) would involve minimal additional expense and interpretation resources.

The extension of the Lewis and Clark NHT to the Eastern Legacy is a great idea. Please extend it to the site where it logically begins and ends: Mr. Jefferson's White House. Thank you for the opportunity to comment.

Correspondence: 10

Topic Question 1:

yes

Topic Question 2:

in addition to

Topic Question 4:

Make sure you've located the actual location of Camp Dubois rather than the one that is currently listed as such.

Comments:

Correspondence: 11

Topic Question 1:

Yes I support the Lewis and Clark Trail's expansion. The history of Lewis and Clark and the Corps of Discovery is inspiring to both school kids and adults. Lewis and Clark's experiences in this Eastern Legacy region provides a unique glimpse at life in early 19-Century America: the challenges and the vast potential awaiting in the western frontier. This history also defines the "American Character" and the vision of Thomas Jefferson. This history makes the Corps of Discovery's achievements even more inspiring for everyone.

Topic Question 2:

The federal designation needs to take place first. Once there is a federal designation, the states will choose follow with their own designation...especially if the trail's designation can become a signpost for new visitors to follow.

Topic Question 3:

I could not find any errors.

Topic Question 4:

While the primary benefits of the National Park Service's National Historic Trail designation include ongoing interpretation and preservation, there's another key benefit that has positive impacts on all budget and income levels: new sales and lodging tax revenue and new employment opportunities from businesses along the trail. New visitors bring new dollars to trail communities and states and can help sustain them in tough economic times, or be re-invested in new tourism development in good times. New tourism is good for trail states and cities and also good for generating new support-funding support for the National Park Service's efforts. The potential Eastern Legacy extension can bring new visitors and new tourism revenue into states whose economies and job growth are hard hit by the recession and industrial changes, like West Virginia and the "rust belt" of Ohio and Pennsylvania.

Comments: Historic Trail tourism also brings peoples and cultures together. The Corps of Discovery were the first "Ambassadors" from a young United States to meet with Native American tribes who had little or no prior experience with "Americans." The expedition wouldn't have survived or complete their mission if not for the help and guidance they received from their Native American "tour guides". Now over 200 years later, visitors from nearly every state in the nation and many international visitors follow the Lewis and Clark Trail, enraptured by the history, scenery and adventure. Historic Trails offer

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the means to help folks recognize their shared humanity, no matter what part of the nation or world they're from. With the potential trail extension to Pittsburgh, visitors from the nation's west coast, Rocky Mountain and Great Plains states who visit Lewis and Clark Trail sites will have the opportunity to meet new people and understand new cultures from the "First Frontier" and central southern state region, and visa versa.

Correspondence: 12

Topic Question 1:

Yes. These rivers are of great historical significance (not only for the Lewis and Clark expedition), and bringing them into the purview of the National Parks Service would help preserve their place in the American cultural experience. It is important that the federal government take the lead in preserving the entire trail for the entire country.

Topic Question 2:

I support allowing states to designate these study routes in addition to the federal designation. If a state wants to become involved in the management of the trail, that can only add to the utility of the trail as a learning experience. However, we should not rely on the economic readiness of states on an individual level to designate these routes, as that could create a fractures trail system.

Topic Question 3:

none that I found.

Topic Question 4:

Very thorough and well-written!

Comments: The Lewis and Clark expedition is a fascinating moment in American history, and the entire story, from the inception of the idea to the return to St. Louis, is an immensely valuable story to tell for generations to come.

Correspondence: 13

Correspondence Text

Topic Question 1:

Yes indeed.

Topic Question 2:

Yes indeed. I support state and local designation of study routes, in addition to federal designation.

In case there is no federal designation, then I support state and local designation.

Topic Question 3:

See response to Question 4 below:

Topic Question 4:

I propose that the entire Mississippi River below the mouth of the Ohio River be studied for federal, state, and local designation. As my recently published book, *THE UNKNOWN TRAVELS AND DUBIOUS PURSUITS OF WILLIAM CLARK* (University of Missouri Press) reveals, William Clark traveled that entire route in 1798, writing about it and mapping it in a journal. Known as "William Clark's 1798-1801 Notebook," the journal has belonged to the State Historical Society of Missouri since 1928.

Clark devoted 77 pages of that 88-page journal to his travels of 1798. He set off downriver from his Louisville, KY, home in
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March, taking two flatboats loaded with goods (tobacco, furs, and cured pork) to sell at Spanish New Orleans. Having hired seven deckhands to steer the boats, he commanded the flotilla and its often unruly crew. He made daily entries (mostly about weather and progress) while on the rivers, and mapped the Mississippi from the mouth of the Ohio to the Gulf of Mexico. He also compiled a separate list of strategic locations along that route, including their latitudes and longitudes. He reached New Orleans five weeks after setting off, having nearly lost one of his boats when it ran up on a sawyer.

Once at New Orleans he sold his cargoes, paid his deckhands, and rented a room in a boarding house on Conti Street. His journal, and the archives of Spain, reflect some of his financial transactions there. He also dealt with important and influential businessmen, including Daniel Clark, Jr. (no relation to William), and Daniel's Philadelphia partner, Daniel W. Coxe (whose brother, Tench Coxe, had recently been the #2 man at the U.S. Treasury and would later become Purveyor of Public Supplies just after it outfitted the Lewis and Clark expedition).

While waiting for a ship to take him from New Orleans in 1798, William Clark made an overland trip to the 31st parallel - the newly designated boundary then between the US and Spanish territory. There he met Boundary Commissioner Andrew Ellicott - who was to tutor Meriwether Lewis in celestial navigation a few years later. Ellicott wrote favorably of Clark, entrusting him to carry official correspondence back to the State Department.

Clark did so, taking that correspondence with him on a voyage from New Orleans to New Castle, Delaware, where he landed on September 23, 1798. He paid for passage in a series of stagecoaches and hired vehicles, making his way to Baltimore, then to Washington, D.C., then to the Fredericksburg, VA homes of his brothers. Not until November, 1798, did he set out for home, following routes designated for study by the NPS for inclusion in the Eastern Legacy Trail.

These 1798 travels of William Clark are key to an understanding of Lewis and Clark because they show, in Clark's own words, that he:

1. Commanded an expedition on a western river, the Mississippi (which, below the mouth of the Missouri, is muddy, rough, and flows at an increased rate of speed);

By contrast, Lewis had little if any command experience, and had never even seen - much less navigated - the Mississippi or any other western river.

2. By spending months in Spanish territory, Clark immersed himself in a foreign environment, surrounding himself with people speaking languages other than English.

By contrast, Lewis had never left the U.S., and seldom heard a language other than English.

3. Clark developed his expertise in cartography and familiarized himself with celestial navigation.

As if acknowledging Clark as his master in those skills, Lewis relied on Clark to draw nearly all the maps of their Western expedition, and to figure their positions.

4. Clark made regular entries in his journal.

By contrast, the record of Lewis's journal-keeping on the western expedition shows several prolonged, unexplained gaps.

5. Clark's journal also shows that in 1801, just after Lewis moved to Washington, D.C. to become President Jefferson's secretary, Clark returned there. It seems clear he and Lewis became reacquainted then. With him Clark had his 1798 journal - proof of his expertise in skills crucial to a western expedition, skills Lewis never mastered.

Of course, when Lewis in 1803, having spent much more time than he'd originally deemed necessary to learn celestial navigation from Ellicott, decided he needed a co-leader, Clark was his first choice.

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In addition, because Clark's overland travels of 1798 also took him on the main arteries linking New Castle, Delaware with Baltimore, Washington, Alexandria, and Fredericksburg, those routes should be designated.

So should his route from Fredericksburg, over the Blue Ridge and up the Shenandoah Valley via Winchester, across the mountains and westward to Wheeling, Chillicothe (Ohio), and from there to Louisville..

Clark's 1801 route from Louisville to the Cumberland Gap, then up the valley via Fincastle, Charlottesville, Fredericksburg, then on to Alexandria, Georgetown, Baltimore, and last of all, to Philadelphia, should be included. So should his return route from Philadelphia to Baltimore to the "City of Washington" to Alexandria, Fredericksburg, the Blue Ridge, Winchester, southern Pennsylvania, Chillicothe (Ohio), and the Big Bone Lick.

Correspondence: 14

Topic Question 1:

yes

Topic Question 2:

as long as state and/or local designation of routes do not stray from the educational and tourism possibilities of what the NPS is about

Topic Question 3:

none found to my knowledge

Topic Question 4:

education on the expansion of the United States should include those individuals of the corp as they came together on their journey west, their own personal upbringing helped in their roles'with the expedition

Comments:

Correspondence: 15

Author Information

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 4:

Please complete the Lewis and Clark National Historic Trail for the period 1803-1809. The 3 river segments are very important but all segments with historical documentation must be part of the trail.

Comments: Our children and future generations should learn the full story and values of Lewis and Clark. 1803-1809.

Correspondence: 16

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Topic Question 1:

Yes, I strongly support designation and management of the river routes from Pittsburgh, Pennsylvania to Wood River, Illinois as an extension to the Lewis and Clark National Historic Trail. Designation is way overdue, because the expedition's story is simply incomplete without it.

Topic Question 2:

I support state and local designation of study routes in addition to federal designation since it would raise awareness of the importance of the Trail to local regions and communities.

Topic Question 3:

None noted.

Topic Question 4:

There is probably no exploratory expedition more meaningful to U.S. citizens than Lewis and Clark's. It's critical to protect the three eastern sections for a complete interpretation of the entire trail.

Comments:

Correspondence: 17

Topic Question 1:

Yes. The preservation of the area along the Ohio River in Jeffersonville, Clarksville and New Albany, Indiana is paramount to providing public access to the natural resources the Ohio River has to offer. The opportunities for recreating outdoors in this shared space with commercial and urban areas will provide enjoyment and appreciation of the open-air, outdoor areas.

Topic Question 2:

The state and local governments in Jeffersonville, Clarksville and New Albany have already designated portions of the route as preservation areas. The designation by the federal government will help to preserve this scenic travel route by providing a partner with expertise in land management to the local and state governmental entities.

Topic Question 3:

None found

Topic Question 4:

I think the main benefit the project I represent, the Ohio River Greenway, will receive for being included in the National Historic Lewis and Clark Eastern Legacy Trail will be the additional awareness the Ohio River Greenway will receive. Educational opportunities and future expansion of our trail areas to connect to other areas Lewis and Clark visited will also be a benefit.

Comments: Upon completion, the 7.5-mile Ohio River Greenway in Southern Indiana will connect pedestrians and bicyclists within three Indiana communities (Jeffersonville, Clarksville, and New Albany), and to Louisville, Kentucky via the Big Four and K&I bridges. The Greenway serves everyone - area residents, tourists, walkers, joggers, and bicycle enthusiasts . This ADA compliant, linear park system is a prime venue for promoting an active lifestyle and improving the overall health and well-being of the community at large. By including this segment into the Lewis and Clark National Historic Trail, the Ohio River Greenway Commission will hopefully find more assistance in the planning, development, maintenance, and management of the Ohio River Greenway.

Correspondence: 18

Topic Question 1:

Yes, this is needed for the entire story to be told.

Topic Question 2:

I support state and local designation in addition to federal designation.

Topic Question 3:

none discovered

Topic Question 4:

none at this time

Comments:

Correspondence: 19

Topic Question 1:

100%. This is a long overdue extension.

Topic Question 2:

States can supplement federal designation

Topic Question 3:

NA

Topic Question 4:

NA

Comments:

Correspondence: 20

Topic Question 1:

Yes.

Topic Question 2:

YES

Topic Question 3:

None noted.

Topic Question 4:

I strongly support the efforts of the Lewis and Clark National Trail Extension leadership

Comments: I am sorry that it has taken so long for this project to get close to seeing the light of day. It's overdue. Please see that this project gets the attention that it deserves. I am a serious trail advocate in general as evidenced with my work on the local, state and national level. I am a part of the senior leadership team of the Back Country Horsemen of America. Our mission is to do what we can toward seeing that equine access is kept in place on public lands.

Correspondence: 21

Author Information

Topic Question 1:

Yes

Topic Question 2:

In addition to

Comments: I am in support of including the three segments recommended for inclusion in the Eastern Legacy: Pittsburgh to Louisville; Louisville to the mouth of the Ohio River; and the Mississippi River from the mouth of the Ohio to Camp Dubois (opposite the mouth of the Missouri River).

Correspondence: 22

Topic Question 1:

Yes I do!

Topic Question 2:

Yes I do!

Comments: I heartily support the addition of the Eastern segments of river routes from Pittsburgh, PA to Wood River, IL to the Lewis and Clark National Historic Trail.

Correspondence: 23

Topic Question 1:

YES. Complete the LCNHT for the period 1803-1809. The 3 river segments (5a, 5b & 6) are important but all 20 segments with historical documentation must be part of the LCNHT.

Topic Question 2:

NO. I believe that state/local designation would only serve to create confusion and not tell the complete Lewis and Clark story. All 20 segments must be part of the LCNHT.

Topic Question 4:

Our children and future generations should learn the full story and values of Lewis and Clark-1803-1809. Tourism, preservation of cultural and natural resources, health & wellness in the outdoors and education in the classroom and field will benefit from a 1803-1809 LCNHT.

Comments: I urge you to include all 20 segments that were considered into the LCNHT, rather than only 3. Continuity of this historic route must be maintained and not fractured, for those sections not included could be lost to future development, and thus gone forever.

Thank you for your consideration.

Correspondence: 24

Topic Question 1:

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Yes, I support the federal designation and management of the river routes from Pittsburgh, Pennsylvania to Wood River, Illinois as an extension to the Lewis and Clark National Historical Trail.

Topic Question 2:

Yes, I support state and local designation of study routes instead of federal designation.

Topic Question 3:

I see no factual errors.

Topic Question 4:

I fully appreciate all of the work the National Parks Service has put into the trail extension study.

Comments: I believe the Eastern Legacy of the Lewis and Clark National Historic Trail would be of tremendous help for the study of various aspects of our country. By being involved with the study of Lewis and Clark I have been able to visit many parts of the United States. I have met many fine people and viewed places I never before imagined. This not only includes places west of the Mississippi River, but places east of the river, as well. I will continue to do so. I believe other people will do the same once the trail has been extended.

Correspondence: 25

Topic Question 1:

Yes I fully support the federal designation of these routes.

I believe they are an important component to recognizing the historic journey that was undertaken.

Topic Question 2:

Yes, for the sites recommended to be a part of the federal designation and state/local recognition for the other sites references in the study.

Topic Question 3:

Non found

Topic Question 4:

I think the addition of the recommended routes is an important addition to the existing Lewis and Clark Trail to both recognize the historic significance of the expedition, from its inception to its completion as well as the potential economic benefits such a trail could bring to the communities that are along the trail.

Comments:

Correspondence: 26

Topic Question 1:

At issue is federal control which I believe is the last thing your organization would want to happen. You would lose control of all your good works.

Topic Question 2:

State and local would be the best route to take. Money would be the obstacle that would be difficult to overcome. Illinois would be difficult. Private and educational groups would be a target source.

Topic Question 3:

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I am not aware of any errors.

Topic Question 4:

There are several good books that are available. One tracks two brothers following the trail in covered wagon.

Comments:

Correspondence: 27

Topic Question 1:

Yes.

Topic Question 2:

Yes.

Topic Question 3:

N/A

Topic Question 4:

None

Comments: None.

Correspondence: 28

Topic Question 1:

Absolutely, there is no doubt that these sections, particularly in Louisville/Clarksville, are historically significant in their association with Lewis and Clark's great expedition.

Topic Question 2:

I support both state and federal designation. This is an important area where trail infrastructure already exist and can be leveraged with such a designation.

Topic Question 3:

Did not see any.

Topic Question 4:

It would be a tragedy to have a Lewis and Clark National Trail and not include the true beginning of that expedition in Louisville/Clarksville.

Comments:

Correspondence: 29

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 3:
None

Topic Question 4:
None

Comments: This is a fantastic and very well done. The future of the Lewis and Clark Trail will benefit greatly from this work. Thank you!

Correspondence: 30

Topic Question 1:

I am in complete support of the proposed project to extend the Lewis and Clark trail from Pittsburgh, PA to Wood River, Illinois. I live in Marietta, Ohio which was one of Lewis' stops on the way down the river to meet up with Clark. Any history having to do with the Ohio River is very important to our town from both a historical perspective as well as the tourism that our river history generates for our small town.

In my reading about the Lewis and Clark trail I have learned that President Jefferson always referred to the expedition as the Lewis Expedition. It was Lewis who began referring to it using both his name and Clark's. With this in mind it would seem more historically accurate to include this segment of the trail that Lewis traveled on at the start of his expedition to meet up with Clark.

Topic Question 2:

Yes I am in support of both federal and state being involved in this project. I think that it is always good to include all parties involved whether it is really necessary or not.

Topic Question 3:

I am not aware of any factual errors that are involved in the document. I have also spoken at length with the cultural resource manager of the Lewis and Clark Trail and am convinced that the document is accurate and is presented in a fair manner that should not influence the findings.

Topic Question 4:

I see nothing but good that can come from the extension of the trail. Since it only involves the river trail I can see no possible threat to the environment or disturbance of the integrity of the landscape along the route.

Comments: Again, I am very interested in adding to the historical importance of our small river town and I feel that this extension would be a good fit for the mission of our town to promote our history as the first settlement in the Northwest territory.

Correspondence: 31

Topic Question 1:
Yes

Topic Question 2:
Yes at their own expense

Topic Question 3:
NA

Topic Question 4:
NA

Comments: I believe the Eastern extension better ties the best known part of the expedition (St. Louis to the west) with national leaders and political/social landscape of the time creating a richer, cultural context for the Expedition. School age children today learn so little American History that they often hear of the most famous people and events - but they do not connect them. The more evidence we can provide of significant connections in their physical landscape - the better future generations will be able to appreciate the interconnectedness of early American historical people and events.

Correspondence: 32

Topic Question 1:

I absolutely support this, as well as the full completion of all branches of the Lewis and Clark trail from the expedition's inception, in 1803, through the playing out of its story around 1809. The river segments are important, but so are the other aspects and sub-trails identified in the study.

Topic Question 2:

I am not in favor of this. I think the concentration should be on the federally designated trail. The concentration will make less likely extraneous material and will insure the most accurate portrayal of the story.

Topic Question 3:

I can see none.

Topic Question 4:

It seems a remarkably thorough and thoughtful study and assessment. Its implications to me clearly support the completion of the National Trail.

Comments: The Lewis and Clark expedition is one of the great American stories, not only as a national drama but, more important, as a source of revelation and understanding of our nation in its early years. This is especially the case since historians and agents of the national trail system have done an exceptional job of including the voices of native peoples in our telling of this story and including the perspective that those voices allow. The expedition can teach us of the extraordinary range of cultures and peoples across the continent, and it can open our eyes not only to the exceptional promise of those years but also the terrible costs that many Americans- -the Native Americans- -paid.

It is in the balance among perspectives, including the perspective that reveals the remarkable courage, adaptability and tenacity of the expedition members and their leaders, that the national trail has its greatest potential.

It is crucial, however, that the full story be told. That is not the case at the moment. The expedition did not begin when the Corps of Discovery began their trip up the Missouri River in 1804, nor did it end when they returned in 1806. It began in Virginia, in Washington, D.C., in Philadelphia and elsewhere in the preparation; it played out for years afterwards as its members followed the trajectories of their lives, as the nation's leaders worked on how to respond to what was brought back, and as native peoples began to live with the consequences of the expedition.

The expedition touched every state and every part of this nation, at least indirectly, and the completion of the trail will allow Americans to understand more fully the full implications- -and with that will come a fuller appreciation of the insights provided by this remarkable episode.

I hope so much that your will be able to support the completion of this project.

Correspondence: 33

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Topic Question 1:

Yes, the completion of this extension of the trail will further educate and inform the citizens of our nation about the ground breaking expedition and the significance of their findings. Highlighting the extended routes will create more geo-tourism and infuse travel dollars into those local markets.

Topic Question 2:

I think national recognition is critical for the success of the trail extension when considering consistency of awareness, messaging and connection to the larger trail. State and local governments could enhance and support the national work, but shouldn't be the lead.

Topic Question 3:

I'm unaware of any inaccuracies.

Topic Question 4:

As a business owner and owner of a farm that was visited by William Clark in October 1809 we are willing to use our private funds to restore a barn on our property to house a public Lewis and Clark education center. We have a restaurant and bed & breakfast that is called Federal Grove in Auburn, Ky. Our facility is located on land included in William Clark's older brother Jonathan's, Federal Land Grant from 1785. William's niece Eleanor was given the land and named the farm Federal Grove. The recognition that would be gained by the extended trail would bolster interest in our region and would positively impact our business.

Comments: I urge those in the decision-making capacities to consider approving the extended trail. This is a great use of tax money and will positively impact all of those involved from individuals to business owners, The educational aspect is a worthy cause within itself. If you invest so will I.

Correspondence: 34

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 3:

None

Topic Question 4:

I have traveled parts of the 3 routes recommended by the Lewis and Clark National Historic Trail Extension Study/Environmental Assessment and I agree with the recommendations set forth.

Comments: I would encourage the Lewis and Clark National Historic Trail organization to provide help and support to local, state, and/or regional levels who choose to continue to recognize the remaining 22 study routes.

The connections to the current Lewis and Clark National Historic Trail were vital to completion of the entire Lewis and Clark Expedition and are of much interest to anyone traveling the Lewis and Clark Trail.

There are so many people, places, and objects of Lewis and Clark interest located in those 22 sites! Publicity is key to letting everyone know about these historic sites. The NPS brown highway signs are so important to travelers!

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Continued efforts need to be made to advertise those 22 sites digitally as well as signage and scrip.

Correspondence: 35

Topic Question 1:

YES- -The 3 rivers segments (5a, 5b, &6) are extremely important BUT all 20 segments with historical documentation must be included to complete the LCNHT for period of 1803-1809. REASON: Our children & future generations should learn the values of this great team effort (Lewis & Clark), that even the preparation phase offers. This is important for the "whole story" of the expedition. Especially, segments 1, 2, 4, & 24 all pass through Frederick, MD at various times during the preparation phase & needs to be included in the LCNHT.

Topic Question 2:

NO- - REASON: Federal designation for all the 20 segments is important because leaving it up to individual states would just render confusion & the story would "fall through the cracks"! Federal designation renders a continuity to the full & complete L & C story that is desperately needed.

Topic Question 4:

Really good job with lots of education included. I enjoyed reading it.

Comments: Tourism, preservation of cultural and natural resources, & health and wellness in the outdoors are a big plus for this Eastern Legacy extension of the L & C Trail. Not to mention the classroom education & in the field for young people would be a tremendous benefit. Living on the east coast (Delaware), not too far from Philadelphia, I would love to see this added to the full length of the Trail....Lewis & Clark Coast to Coast!! I appreciate your reading my comments, & thank you for your consideration

Correspondence: 36

Topic Question 1:

Yes, the Lewis and Clark Trail is an important element of our nation's cultural heritage and the trail symbolizes the spirit of the American people and our country's founders. The Lewis and Clark National Historic Trail deserves to be extended from IL to PA

Topic Question 2:

yes, the route should ideally be designated by the NPS, but any designation from state or local is also important.

Topic Question 3:

None

Comments:

Correspondence: 37

Topic Question 1:

I do support the designation from Pittsburgh for the Lewis and Clark Train. I feel that students further east will benefit from this.

Topic Question 2:

I think both local and state have to be partners in studying this designation

Topic Question 3:

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Nothing noted

Comments:

Correspondence: 38

Topic Question 1:

NO, I don't want anything to confuse people of what the actual trail is.

Comments: I Don't want anything to dilute from the actual expedition of the west. The east was only preparation for the expedition not the actual explored trail itself. I believe things should be accurate not confusing keep things simple.

Correspondence: 39

I would like to comment on the conclusions of the NPS Extension Study to the the Lewis & Clark National Historic Trail, published July 2016. I am speaking from the perspective of the Friends of Boone Trace, Inc., a 501c3 organization, whose sole mission is to preserve the remnants of Boone Trace and elevate awareness of its historical importance.

To quickly clarify the relationship of Boone Trace and the Lewis and Clark National Historic Trail, and because there is often much confusion between Boone Trace and the Wilderness Road, let me first explain that Boone Trace was the first road, EVER, opened into the land that was to become Kentucky by Daniel Boone and his party of trailblazers during the months of March and April 1775. In and of itself, it is of enormous historical significance to not only the founding of Kentucky, but the opening of the west.

It should be noted that this epic journey was carried out during the time of the Revolutionary War, when there was strong sentiment to move west, away from British tyranny, to a new life. Opening the trail showed the world that traversing the Wilderness could be survived, and one could succeed. So, in a way, the American Spirit to dream a dream, seek it, achieve it, and triumph was born, in part, by Boone Trace, much like the Lewis and Clark Trail, but on a larger scale later.

Boone Trace is often muddled with the Wilderness Road, which evolved out of the original Boone Trace, and then became the major wagon road after 1796, over which most travelers migrated west. In other words, Boone Trace could be likened to Neal Armstrong landing on the moon, and the Wilderness Road, the Space Shuttle. Both eventually ended up in Louisville, from which Lewis and Clark began their legendary journey in 1803. Noteworthy is the fact that these two roads were at the genesis of the Lewis and Clark Trail and should be considered of national historic significance in and of themselves.

Lewis and Clark went west by water along the Missouri River in 1803. But, on return, they travelled by land to Louisville, Frankfort and Lexington, Kentucky, picking up the Wilderness Road and Boone Trace, and passing through the Cumberland Gap in 1806 and 1809, before heading up to Washington, D.C. to report their findings to Thomas Jefferson. Therefore, Boone Trace and the Wilderness Road are inextricably linked to the Lewis and Clark Trail from its beginning to its terminus, and they should be included in its "story", the true breadth of which extends from the Pacific Ocean to Washington, D.C.

Telling the Lewis and Clark saga, starting at Louisville and ending in St. Louis, is akin to beginning a football game on the 50 yard line without a kick-off or a touchdown. It seems illogical to exclude "the rest of the story" and lose the context to which their journey was undertaken. We strongly disagree with the conclusions of the reviewers of the study that only three water routes meet the criteria of historical significance as relates to the Lewis and Clark Trail. The full saga began and ended in the mind of Thomas Jefferson, and the entire route deserves inclusion. It is all of national historic significance.

It should be mentioned that three separate trail projects are ongoing in Kentucky being conducted by the Rivers, Trails and Conservation Assistance program of the National Park Service, all three of which shall be including the Lewis and Clark

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Trail among the "Historic Trails" through those areas.

They are officially entitled:

- 1) Bluegrass Bike Hike Horseback Water Trails Alliance- Regional Trails Project Phase I (Covers the Bluegrass area surrounding Lexington, Ky.)
- 2) Boone Trace Master Plan for Kentucky (Covers five central Kentucky counties.)
- 3) Tri-corner Master Trail Plan (Covers the Cumberland Gap area.)

Even though extending the Lewis and Clark National Historic Trail would bring national exposure to our Boone Trace, and might therefore seem self-serving to our mission of preserving it, It is our earnest recommendation that the National Park Service reconsider inclusion of the entire Eastern Legacy Study. Otherwise, it is incomplete.

Sincerely,

John M. Fox, MD
President, Friends of Boone Trace, Inc.
August 29, 2016

Correspondence: 40

Topic Question 1:
YES

Topic Question 2:
YES

Topic Question 3:
NONE

Topic Question 4:
The Lewis and Clark National Trail Extension is an important addition to our National Park Service.

Comments: We are responsible for the management and daily operations of Campus Martius Museum, the Museum of the NW Territory, and the Ohio River Museum, both located in Marietta Ohio. Our local, state, and national history are very important to us and our community. The Lewis and Clark National Trail Extension is an important designation for our community and our nation.

Correspondence: 41

1. Objects to calling the 3 new segments as part of the "Lewis & Clark NHT". Does not support federal management of the entire trail as a single entity.

The 3 new segments were not part of the trail, they were part of the preparation only! Therefore it should be designated differently, as part of the Eastern Legacy. Feels that the trail does not start in Pittsburgh, it starts in Wood River.

Prefers that there be different sites designated as part of the Eastern Legacy, at Pittsburgh, at Monticello, etc. Does not believe that these preparation and return routes are part of the 'trail'. They are part of the story, but not part of the trail.

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Believes that it would be confusing to most people if the trail was stated to begin in Washington DC or in Pittsburgh. The military expedition and the trail itself began in Missouri/Louisiana territory.

Believes that if designated/extended, that the name of the designation should be changed to make sure that the true expedition is not lost or downplayed. Believes it is inaccurate to state that the trail started anywhere outside the Louisiana Territory.

2. Does not matter if the states designate trails, but it should be called the Eastern Legacy or other designation to make sure it is not the same as the existing trail. It would probably be uneven if the states were managing - some states would do a good job and others not so good. Most important to make sure it was not one long trail from Washington DC to the Pacific Coast, because that is not accurate.

3. Did not read the study, but feels it is important to be very accurate in the study and teach history correctly. Does not believe that these preparation and return routes are part of the 'trail'. They are part of the story, but not part of the trail. Feels strongly that the trail begins in St. Louis.

4. It took a lot of preparation activities to send a man to the moon, but the actual voyage was just from Florida to the moon! If they designate that route, it wouldn't and shouldn't be anything except Florida to the moon. So Lewis & Clark should just be from St. Louis to the ocean. Those other preparation and return sites are just related sites, not the same as the actual trail.

Correspondence: 42

Topic Question 1:

Yes

Topic Question 4:

Tourism, preservation of cultural resources, health & wellness in the outdoors and education in the classroom & field will benefit from a 1803-1809 Lewis & Clark National Historic Trail.

Comments: Our children and future generations should learn the full story and values of Lewis & Clark 1803-1809. Please take action soon.

Correspondence: 43

The Extension Study Lewis and Clark National Historic Trail July 2016 is a thorough and excellent analysis of a potential trail extension.

I fully support the recommendation made by the National Park Service to extend the Lewis and Clark National Historic Trail by inclusion of what has become known as the Eastern Legacy portion of the Lewis and Clark Trail. That area includes the entire length of the Ohio River and a portion of the Mississippi River from Cairo, Illinois to Wood River, Illinois.

The beginning location of Pittsburgh is appropriate since Meriwether Lewis had acquired vessels and equipment as well as about one third of the men for the expedition at that point. He began keeping his journal as well and noted a number of places and events on his way down the Ohio River. Today, many of the sites along the Ohio River he noted recognize Lewis' journey. I believe many of those locations would welcome a partnership with the National Park Service to officially extend the trail. I do not believe they would necessarily welcome acquisition by the agency but would want to maintain their independence through a partnership that recognized their site through publications, website, and signs. Hopefully, such a partnership would reduce the financial burden to the NPS and allow for continued local administration.

I understand the National Park Service study also concluded that the White House, Monticello, and the American Philosophical Society in Philadelphia are already recognized and protected as National Historic Landmarks and that no

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further national recognition is necessary. Three additional sites: Harpers Ferry armory, the Cumberland Gap, and Grinder's Stand are already protected by the National Park Service and do not need to be added to the trail. Although these sites are important to the expedition, I appreciate that they are protected and recognized through other designations.

I do not support national trail designation for sites related to the life events of Lewis and Clark or members of the expedition. These other locations, although of interest, do not rise to the level of national significance. In my opinion, the inclusion of a multitude of such sites in a national trail extension would create a trail that is essentially unmanageable and generally confusing to the public. There are other organizations (including the Lewis and Clark Trail Heritage Foundation) that can identify and maintain those sites through grants, volunteers, and other means that are part of the Lewis and Clark story but not part of the trail traveled by the expedition.

Thank you for allowing me the opportunity to comment and for considering my humble opinion in your final decisions.

Correspondence: 44

Topic Question 1:

Yes.

Topic Question 2:

Yes. The Ohio River in Wood County West Virginia has just been designated by the State as a Water Trail.

Topic Question 3:

Looked good to me.

Topic Question 4:

Henderson Halls, in Wood County, WV is an important historical resource. I don't think the report mentioned it. It is close to the river, probably within the 2 mile trail area.

Comments:

Correspondence: 45

Topic Question 1:

Yes, very much so. I have traveled all extensively. The geography and beauty are remarkable and are at risk of being lost with feverish development through out the regions.

Topic Question 2:

In addition to, for sure. Great opportunities to preserve history, provide educational opportunities for kids and families.

Topic Question 3:

None found.

Topic Question 4:

It is brilliant. I have traveled the entire trail to the Pacific. Everywhere it is preserved, it brings tourism, protects the land, and encourages locals to become involved as thousands of volunteers.

Comments: This project is seriously important.

Without this federal designation, consider what the trail may look like at the Lewis and Clark tri-centennial in 2104: dense condos on the rivers, casinos, clear cut land, polluted streams, industrial blight, endless roads and high speed obnoxious rain

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lines.

The trail is still there, act now or it will be gone forever.

Correspondence: 46

Topic Question 1:

Yes, this trail extension is long past due.

Topic Question 2:

Yes, if the federal designation is not forthcoming, then state trail designations should define the trail.

Topic Question 3:

Currently, I see no factual errors.

Topic Question 4:

The addition of the Eastern portion of the Lewis and Clark trail, would complete the entire route taken by these explorers. Proceed On and make this happen so the entire journey can receive full National Trail recognition.

Comments: No further comments at this time, just get it done!!!!

Correspondence: 47

I'm writing to comment upon the draft Extension Study and Environmental Assessment for the Lewis and Clark National Historic Trail, published July 2016 by the National Park Service.

In general, I find the document to be clear and well-written. However, I have one overriding concern regarding the analysis and conclusions of the draft report. The National Trails System Act clearly states how national historic trails such as the Lewis and Clark National Historic Trail are to be designated and managed:

"National historic trails, established as provided in section 5 of this act, which will be extended trails that follow as closely as possible and practicable the original routes of travel of national historic significance. Designation of such trails or routes shall be continuous, but the established or developed trail, and the acquisition thereof, need not be continuous on-site"

Section 3 of the National Trails System Act

PL 90-543, as amended, 16 USC 1241-1251

The Lewis and Clark National Historic Trail should reflect their entire journey of discovery, not just segments. It is the entire journey that is significant - indeed, the scope of their journey, from coast to coast, was that era's equivalent of landing a man on the moon in the 20th century. Lewis and Clark's journey did not begin in St. Louis. It began in Washington, DC. Their story is incomplete - and the Lewis and Clark National Historic Trail is incomplete - if it is told otherwise.

As the Extension Study and Environmental Assessment indicate, a "proposed trail or trail extension must be deemed nationally significant with respect to American history, and historic use of the trail must have had a far-reaching effect on board patterns of American culture." Further, "the trail must be a route established by historic use, it must be historically significant as a result of that use, its location must be sufficiently known, and it must have significant potential for public recreational use or interest based on historical appreciation and interpretation." Finally, a proposed national historic trail or trail extension must also be feasible to manage and a suitable addition to the system. The feasibility of a trail is determined on the basis of whether it is physically possible to develop a trail along a route being studied and whether the development and administration of a trail would be financially feasible. Suitability considers whether a proposed trail, or trail extension, is

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adequately represented within the system." For trail extensions, "suitability evaluates if there is additional public benefit to be gained by extending the trail." The Lewis and Clark National Historic Trail Extension meets all of these criteria.

Further, to identify disconnected segments of a trail as being significant and not others makes little sense, geographically, managerially, or in terms of Congressional designation. There are many segments of National Historic Trails that, in and of themselves, would not be considered historic. However, the historical use and designation, management, and interpretation of these National Historic Trails for the benefits of the American public are based upon their continuity as routes that meet the criteria listed above.

For the above reasons, I respectfully request that the National Park Service amend its draft report to recommend designation of the entire historic journey of Lewis and Clark's, from coast to coast and back.

Correspondence: 48

Topic Question 1:

Yes. Complete the LCNHT for the period 1803-1809. The 3 river segments are important but all 20 segments with historical documentation must be part of the LCNHT.

Topic Question 2:

No. State or local Trails, would only create confusion and not tell the complete Lewis and Clark Story.

Topic Question 3:

The 3 river segments are important but all 20 segments with historical documentation must be part of the LCNHT.

Comments: Our children and future generations should learn the full story and values of Lewis and Clark-1803-1809.

Tourism, preservation of cultural and natural resources, health & wellness in the outdoors and education in the classroom and field will benefit from a 1803-1809 LCNHT.

Many historians, writers, filmmakers and educators, including Tribal educators, tell the full story of the Lewis and Clark Expedition. The best way to disseminate this information efficiently and effectively is through the completion of a coast to coast Lewis and Clark National Historic Trail.

The NPS Superintendent and Staff are in place to administer a coast to coast - 1803-1809- LCNHT, and the thousands of volunteers that a coast to coast LCNHT will require. Further delay by a Federal Agency or Congress causes volunteers to slip away. This is truly a place where the Principal of Economics of Scale applies. "Maturity comes when we stop making excuses and start making changes", said Albert Einstein. This is true with the LCNHT- the Eastern Story of Lewis and Clark must be told to take advantage of the great body of scholarship already completed and the interest of volunteers to carry it to the highest degree of success.

Correspondence: 49

Topic Question 1:

Yes

Topic Question 2:

yes

Comments: I am disappointed that the proposed extension does not include Lewis County in Tennessee. The Natchez Trace Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

runs through our county and Meriwether Lewis is buried in our county.

Correspondence: 50

Topic Question 1:

Yes.

Topic Question 2:

Yes

Topic Question 4:

Please visit www.water.ohiorivertrail.org to view the map and learn about the the upper Ohio River Water Trail which was designated a national Recreation Trail in 2015. Download the map here - <http://water.ohiorivertrail.org/index.php/en/ohio-river-water-trail-map-guide>

In addition, we are developing a greenway along the Ohio River in which the NPS-RTCA has provided technical assistance - <http://www.greenway.ohiorivertrail.org/>

Comments: The Ohio River Trail Council would like to partner with the NPS to extend the trail. www.ohiorivertrail.org

Correspondence: 51

Topic Question 1:

Yes.

This is one way to get the Illinois sites recognized nationally. This will also make sure that the waterways and other sites are well maintained.

Topic Question 2:

Yes.

Any designation would be welcome to ensure the Illinois and other sites are funded.

Topic Question 3:

I could not find any

Topic Question 4:

Finally there would be a " Trans Continental" Lewis and Clark, which parallels the actual route taken by Lewis & Clark. I hope this is a go.

Comments: I would like to audio describe the different sites along the trail.

For a period of 15 months I did this for the Lewis and Clark state historic site, located at Hartford, Illinois. I "described" every panel for those with low vision in the 14,000 sq.ft. building. This way people who have a difficult time reading or extremely low vision would be able to enjoy the facility just like everyone else.

Correspondence: 52

Topic Question 1:

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Absolutely. I have traveled the majority of the route from St. Charles, Missouri to the Pacific Coast at Ft. Clatsop. I have also traveled a majority of the Eastern part of the trip. I think it is extremely important that we support the route all the way from Pittsburgh to Wood River. Otherwise, the project is simply not complete.

Topic Question 2:

Yes I do.

Topic Question 3:

No comment

Topic Question 4:

No comment

Comments:

Correspondence: 53

Topic Question 1:

Yes, however all segments with historical documentation must be a part of the LCNHT.

Topic Question 2:

No, this would create confusion and not tell the full Lewis and Clark story

Topic Question 4:

Our children and future generations should learn the full story and values of Lewis and Clark from 1803-1809

Comments: Tourism, preservation of cultural and natural resources, health and wellness in the outdoors and education in the classroom and field will benefit from an 1803-1809 LCNHT

Correspondence: 54

Topic Question 1:

I support federal designation and management of the route from Pittsburgh, PA, to Wood River, IL, as an extension of the L&C National Historic Trail.

Topic Question 2:

Yes, I support state and local designation.

Topic Question 4:

The extension makes a logical connection to the immediate relation of the Corps of Discovery's planning and preparation for the expedition.

Comments:

Correspondence: 55

Topic Question 1:

Yesyes

Comments: As a Kentucky resident who is interested in rail,bike,hike and river trails as well as historic trails, I am writing in

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support of the extension of the Lewis and Clark National Historic Trail. Especially in light of the fact that Lewis made his start in Louisville with the purchase of his boat and supplies in Louisville, Kentucky.

Correspondence: 56

I appreciate the opportunity to comment!

I have not read the documentation. I downloaded the study. At 131 pages, you lost me right there.

Nonetheless, I am not uninformed. I have portrayed Thomas Jefferson for 26 years and William Clark for 17, to professional audiences from Maine to Hawaii. I have travelled the trail from St. Louis to the Pacific and have visited some of the sites east of the Mississippi. I have authored a book on the subject: Mosquitoes, Gnats & Prickly Pear Cactus: The Lewis & Clark Review. (It's the best overview on the market!) My thoughts on the extension:

1. The Lewis & Clark Expedition was envisioned by President Jefferson and authorized by Congress to explore the Missouri River and beyond.
2. The Lewis & Clark Trail, therefore, is that journey west from the mouth of the Missouri (or from Camp Dubois, if you prefer) to the Pacific and back again.

3. There should be recognition of sites east of the Mississippi, but the Trail itself should not be extended eastward.

Thanks!

Correspondence: 57

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 3:

None

Topic Question 4:

The trail should also go through Marietta, OH as it was also a stop of Lewis and Clark in the endeavor.

Comments: The trail should go through Marietta, OH as this too was a stop that Lewis and Clark had made.

Correspondence: 58

Topic Question 1:

Yes, I support federal designation of these river routes.

Topic Question 2:

Yes, I also support state and/or local designation of the routes.

Comments:

Correspondence: 59

Topic Question 1:

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Yes

Topic Question 2:

Yes

Topic Question 3:

I found none

Topic Question 4:

I support the extension and designation of all the segments of the LCNHT. It would have a positive impact on tourism efforts and historic interpretive organizations.

Comments:

Correspondence: 60

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 4:

The Eastern segment of the trail was and still is extremely important to the legacy of the Expedition. Thank you for performing the study and giving the eastern segment the recognition it deserves. It helps people understand that the Expedition did not start due to the purchase of Louisiana. The exploration segment may have started at the mouth of the Missouri, as recorded by Lewis, but that is not when and where the Expedition really started. Keep up the good work. My best to you all, Ralph Saunders.

Comments:

Correspondence: 61

Topic Question 1:

Yes, I (and many other people in Kentucky, Indiana, and the other Eastern Legacy states) support the official extension of the LCNHT to include all of the Ohio River and the stretch of the Mississippi River from its confluence with the Ohio River to Wood River.

Topic Question 2:

I support state and local designation/recognition of the route in addition to federal designation. But despite what might be done locally or on the state level, federal recognition/designation is needed and appropriate.

Topic Question 3:

List of factual errors previously submitted to Mr. Boswell of the NPS. Will follow up again.

Topic Question 4:

I believe that the NPS should have included more Eastern Legacy Trail sections than just the three approved ones. The Lewis and Clark Expedition is a true "sea to shining sea" national experience. The federal government officially set the beginning and dates of the expedition to be January 1803 to January 1807. Therefore, the routes traveled by Lewis and Clark and their Corps of Discovery that can be verified in that time period are appropriate and historically accurate additions to the official

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LCNHT. Therefore, this would include trail extension study sections reaching back to Washington, DC, and Philadelphia and include Virginia and Maryland in addition to those states included by land bordering the Ohio River.

Comments: It is very heartening to see the study completed. The hard work and dedication of the NPS staff to accomplish it is much appreciated. Having the LCNHT extended east of the Mississippi River to include the crucial Eastern Legacy route and its states helps complete the Lewis and Clark epic and more fully tells its story. It also will provide greater tourism and other opportunities not only to those eastern states but to the western LCNHT states also.

Correspondence: 62

Topic Question 1:

Yes. Complete the LCNHT for the period 1803-1809. The 3 river segments (5a, 5b & 6) are important but all 20 segments with historical documentation must be part of the LCNHT.

Topic Question 2:

No. State or local Trails in the NPS Study would only create confusion and not tell the complete Lewis and Clark Story. Section 5, (a) of the 1968 Trail Act, and subsequent amendments, clearly state that "National Historic Trails shall be authorized and designated only by Act of Congress".

Comments: Our children and future generations should learn the full story and values of Lewis and Clark-1803-1809.

Tourism, preservation of cultural and natural resources, health & wellness in the outdoors and education in the classroom and field will benefit from a 1803-1809 LCNHT.

Many historians, writers, filmmakers and educators, including Tribal educators, tell the full story of the Lewis and Clark Expedition. The best way to disseminate this information efficiently and effectively is through the completion of a coast to coast Lewis and Clark National Historic Trail.

The Superintendent and Staff are in place to administer a coast to coast - 1803-1809- LCNHT, and the thousands of volunteers that a coast to coast LCNHT will require. Further delay by a Federal Agency or Congress causes volunteers to slip away. This is truly a place where the Principal of Economics of Scale applies. "Maturity comes when we stop making excuses and start making changes", said Albert Einstein. This is true with the LCNHT- the Eastern Story of Lewis and Clark must be told to take advantage of the great body of scholarship already completed and the interest of volunteers to carry it to the highest degree of success.

Correspondence: 63

Topic Question 1:

Yes.

Topic Question 2:

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Correspondence: 64

First, some recognition must be accorded to Philadelphia for its stellar role in this entire scenario and the easiest is to include Lewis's first move on his way to the west coast. That is, his route through Harpers Ferry and Lancaster, where he lived with his first tutor before arriving in Philadelphia. There, a myriad of individuals, among them four more erudite tutors, played significant parts in advancing the drama.

Second, one additional site in Philadelphia must be added to those already accorded historical significance. I do not recall the public being invited to participate in selecting those chosen by Mr. John S. Salmon as it has been re. the Study but I'll take that opportunity now. The Academy of Natural Sciences, where the Lewis and Clark Herbarium protects the collection of over one hundred twenty plants collected and preserved by mostly Lewis, should be added. A person can see L&C scenery anyplace they went but where else in the world can they see these plants!

Thanks again for all your efforts in preserving the Lewis and Clark saga.

Correspondence: 65

Author Information

August 27, 2016
Annie Perrie, Executive Director
Tuscumbia Landing Trust, Inc
1603 Old Memphis Road
Tuscumbia, AL 35674

The Honorable Robert B. Alerholt, 4th District
Shoals District Office
1011 George Wallace Road. Suite 146
Tuscumbia, AL 35674

Re: Completion of the Lewis and Clark National Historic Trail (LCNHT) in the 4th District, AL.

Dear Robert:

In January, we wrote to urge your support for the LCNHT Eastern Legacy Study. Once Congress reconvenes will be a second opportunity to request your support. Research has been complete and the study was released for a 45-day public comment period on 15 August 2016. Unfortunately, the land routes were not found to be "significant" by NPS. However, you and other members of Congress will receive the signed study in late 2016 for action in 2017. Congress can and should over-ride the Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

NPS opinion. A complete Lewis and Clark National Historic Trail would follow the Natchez Trace trail.

The LCNHT Eastern Legacy Study is being conducted by the Department of Interior National Park Service Midwest Region Planning Office. A completed Historic Trail would follow the Natchez Trace, the trail used by Meriwether Lewis as he traveled from Old Houlka, MS to Grinders Stand, TN in 1809. The completed Historic Trails, as defined by the 1978 Trail Act, would follow existing highways and waterways. No land is taken for the Auto Tour Route administered by the NPS-LCNHT. The same Trail act directs that volunteers be used to the fullest extent possible and in 2014, volunteers along the LCHNT provided 165,93 volunteer hours having a value of \$3,741,789. A completed LCNHT could double those volunteer hours.

The economic engine of culture heritage tourism, preservation of cultural and natural resources, health benefits of outdoor recreation and educational opportunities will have a positive benefit for Alabama's people, especially the 4th District. Historic records of Lewis' 1809 travels in the District were compiled by volunteers and confirmed by the National Park Service Eastern Legacy Study Planning Team. Part of the American odyssey we call the Lewis and Clark Expedition took place in Alabama. History is relevant and it should be used to inspire our society without exorbitant cost.

The inter-connected Natchez Trace, Trail of Tears, a completed LCNHT and proposed Education Center at Tuscumbia Landing on the Tennessee River can be part of the "economic engine" and other advantages noted above, in North America. Tuscumbia Landing Trust is a 501C3 which has proposed to develop the Trail of Tears site.

I am a resident of the 4th District, Executive Director of the Tuscumbia Landing Trust - 501C3, and Chairman of the Alabama Chapter of the Natchez Trace Parkway Association. My husband Robert is a Chickasaw Elder on the Alabama 200 Local Activities Committee, board member of the City of Sheffield Port Authority which will facilitate Tuscumbia Landing development. We are asking you to support a completed LCNHT. Please express your support for a completed Trail so that we have a truly Sea to Shining Sea LCNHT covering the period of 1803-1809 by writing to:

Mr. Tokey Boswell, (Acting) Chief of Planning
Midwest Division, National Park Service
601 Riverfront Drive
Omaha, Nebraska 68102-4226

Copy:

Mr. Jonathan B. Jarvis, Director
National Park Service
1849 C Street, NW, Room 3112
Washington, DC 20240

Mr. Cameron Sholly, Regional Director
Midwest Region, National Park Service
601 Riverfront Drive
Omaha, NE 68102-4223

Mr. James L. Mallory, Vice Chairman
Lewis and Clark Trust, Inc.
1867 Bellefonte Drive
Lexington, KY 40503

Sincerely,

Annie Perry, Executive Director

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Tuscumbia Landing Trust, Inc.

Correspondence: 66

Topic Question 1:

Yes.

Topic Question 2:

Yes.

Comments:

Correspondence: 67

Topic Question 1:

No. Absolutely not.

Topic Question 2:

I would support local designation if it was done at the local level with no involvement of NPS.

Topic Question 3:

NA

Topic Question 4:

NA

Comments: NPS has a long and sorry history of misrepresenting facts and evidence when they are seeking additional properties and controls of local lands. They ignore the rights of Indian tribes and private property owners when convenient. NPS has an ever growing list of properties they are neglecting to maintain.

The NPS law of 1916 is clear as to their primary function. A strict reading of the law should be the standard for all current and future NPS work. Stick to national parks and national monuments and get them repaired.

No additional expansion or growth of properties.

Correspondence: 68

Topic Question 1:

Yes.

Topic Question 2:

No.

Comments:

Correspondence: 69

Response to the National Park Service (NPS) Lewis & Clark National Historic Trail (LCNHT)
Extension Study Documents & Topic Questions

1. Do you support federal designation and management of the river routes from Pittsburgh, Pennsylvania to Wood River,

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Illinois as an extension to the Lewis and Clark National Historic Trail?

The committee for Virginia's Great Valley Lewis & Clark Eastern Legacy Trail (VGV-LCELT) supports federal designation and management of the above routes as an extension to the LCNHT. The group is disappointed the NPS Advisory Board decided to exclude the six Virginia NPS -identified trail segments from their extension recommendation. However, given their current interpretation of the National Trail System Act criteria, especially their interpretation of "national significance" for historic trails, we understand the NPS conclusion. At an 8/17/2016 meeting of county/city representatives from the VGV-LCELT, the group voted against participating in a campaign to reverse the NPS decision. They do want to note, however, that in 2010, the extension study purpose included the evaluation of "additional sites and overland routes followed by Meriwether Lewis and William Clark, whether independently or together prior to and after the expedition."

2. Do you support state and/or local designation of study routes, in addition to, and/or instead of federal designation?

In February 2015, the Virginia General Assembly adopted House Resolution # 566 designating the portion of the (proposed) Lewis & Clark National Historic Trail that runs through the Commonwealth as the Lewis & Clark Eastern Legacy Trail in Virginia. We support state and/or local designation of study routes, which, at some future date, may be congressionally sanctioned as eastern extensions of the LCNHT. (See pg. 2, C- 2.)

3. Please identify any factual errors in the document which could influence the findings of the study.

The following is not intended to influence the findings of the study but should be noted. Page 127, # 15 of the "Extension Study LCNHT" recommends a needed amendment to the Fincastle (Va.) Town Historic District Nomination. Attached is a completed, "National Register of Historic Places Continuation Sheet." (NPS Form 10-900-a) It was submitted to the NPS in the Fall of 2012 in response to the "2007 Report on Inventory Sites."

4. Other comments you may have as it relates to the Lewis and Clark National Trail Extension Study/Environmental Assessment?

The next comments are germane to a possible future request for national designation of the Virginia trail:

a. NPS & VIRGINIA FOCUS: Chapters 6 and 7 of the "Extension Study LCNHT" concern environmental factors and impact. However, the focus of these chapters is the recommended trail route only. The study appears incomplete when factual information about other eastern trail segments is omitted, and positive economic indicators like tourism impact opportunities are not equally shared and published. In eliminating the overland route data available from Virginia and other eastern segments (e.g., 50+ Lewis & Clark-connected historic sites along the ten-county Virginia Great Valley LCELT), this national report undermines and undervalues the "total significance" of such a trail in the Commonwealth of Virginia. On the other hand, study findings (ref: pg.59) recognize that "Eastern sites will increase interest in Western sites." Whether nationally designated or remaining only a state-designated trail, Virginia's focus will strive to make its eastern segments as attractive to tourism as possible, while also complimenting and promoting tourism along the westward LCNHT.

(Page 2 - Va.'s Great Valley LCELT Committee Response)

b. PROCESS: In December, 2015, an abrupt NPS "change in direction" of the eastern study project occurred. Eastern state participants had no direct advance notice. Information was removed from the NPS website and communication was restricted. NPS staff shared few details. It was not until the NPS Advisory Board's "Significance Statement" was released in June 2016 that the public became aware of these changes, including but not limited to:

1. A completely changed focus in the interpretation of the proposed trail's "national significance" from that portrayed in 2010.
2. A greatly reduced proposed study period; from approximately 1803 - 1813 to 1803 - 1807.
3. A seeming NPS- self imposed date of 1807 for the "end" of the Expedition. (Journals were not completed until 1814.)

c. RECOMMENDATIONS TO NPS: As we look forward to a time when generations to come can learn about the complete Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Eastern Legacy of the Explorers, we recommend:

1. Review and possibly re-shape the criteria for national historic trails, as they have not been amended in approximately forty (40) years.
2. Consider a new category or sub-category of National Historic Trails thereby amending the National Trails System Act. The whole-life stories of Meriwether Lewis & William Clark represent a MAJOR part of American history that needs to be told in a national context of, and not apart from, the Lewis and Clark National Historic Trail.
3. Continue to engage grassroots participation in developing national historic trails; however, never encourage citizens to a task when there is any doubt that task will bear fruit.
4. In the final resource study document to Congress, the NPS Advisory Board and staff should make an effort to recognize the multi-year work of eastern volunteers and partners whose trail segments are not included. Consideration for including a detailed explanation of the NPS' sudden 'change in direction' five years into the study process should be given.

d. REQUEST FOR MATERIALS - Please release or provide to the public:

1. Maps and materials that were removed from the NPS webpage, as these can be useful to Virginia and other states desiring to implement a state or local -designated LCELT.
2. All NPS-prepared surveys, maps, and related materials concerning Virginia's LCELT segments # 9, # 11, # 12, and # 21.
3. A list of corresponding NPS-identified historic sites and related maps for the above mentioned segments.
4. A report on the location and status of the Fincastle Historic District "Continuation Sheet."
5. The return of thirteen (13) original LCELT Resolution documents from governments and civic organizations in counties of and cities along the north central part of the VGV- LCELT.

Note: The above information is presented by lay citizens who have read and discussed both the "NPS Significance Statement" and the "Extension Study" documents, and have deciphered these texts to the best of their ability. Thank you for your consideration of this response.

(Prepared by: VGV-LCELT Sub-Committee for NPS Response to LCNHT Extension Study Documents & Topic Questions - Final Revision September 10, 2016.)

Correspondence: 70

Dear NPS, I am writing to request that you reconsider the routes taken by Lewis and Clark; your conclusion that the extension areas are "not significant" darkens heritage tourism in our young. Please reconsider including the fact that the L&C Expedition was a vital participant in Indian Policy traveling along the Chickasaw Trail, to Memphis and then to the Natchez Trace and Houlika. Thank you -

Correspondence: 71

Topic Question 1:

We believe there should be a coast to coast marking from 1803-1809 in every trail segment where there is historical documentation of the Corps of Discovery trip. To do otherwise is not accurate.

Topic Question 2:

Would that not be confusing? Local or state designation does not use any type of national brand,the Lewis and Clark National Historic trail.

Comments: Each citizen is in partnership with the National Park Service (NPS) as stewards of our land, parks, and cultural history. This stewardship is to honor and preserve what God has given us so that we acknowledge those who have come before us for the purpose of enjoying the present while we pass-on the reins for the benefit of all future generations. Indeed,

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

the future stewards in partnership with the NPS will maintain goals to further enhance their own roles for the benefit of us all. Although we respect the position of the NPS in the context of its limited resources and narrow view, with all due respect, it would be short-sighted and a failure of stewardship for the benefit of everyone if the NPS and our citizens did not promote the preservation of our cultural heritage, natural resources, health and wellness in the outdoors and educational opportunities by honoring and recognizing each and every segment of the Lewis and Clark National Historic Trail "from sea to shining sea." The current narrow position of the NPS is inconsistent with its charter to enhance, develop and protect our cultural heritage for the benefit of us all, past, present and future. The vision of Thomas Jefferson and countless others, especially the Corps of Discovery, was long, wide, and ambitious.....one grand voyage for the benefit of all.....and not in disconnected segments where each part struggles for its own singular intent. It was a grand view, a grand vision that ran from coast to coast....."from sea to shining sea."

In summary, we urge the NPS to honor its charter and responsibility to protect, enhance, and share with us all, the "full story" of the Lewis and Clark Corps of Discovery. To do less will disenfranchise and dishonor so many who have sacrificed so much in granting this gift of America for generations to come.

Correspondence: 72

Topic Question 1:

Would love to see a Coast to Coast LCNHT that joins every single documented segment

Topic Question 2:

I believe Federal designation is best for this particular trail. There are no others like it, so locals have many others to choose from. Equal support across the country by Federal designation ensures that all sections will be consistently cared for and honored.

Topic Question 4:

A little sacrifice can go a long way. Some things need to be preserved for the good of the country, and the only way to ensure that is to keep them under the watchful care of the US government, much like the NPS is today.

Comments:

Correspondence: 73

Topic Question 1:

yes

Comments: Indiana Lewis and Clark Expedition Commission

315 Southern Indiana Avenue

Jeffersonville, Indiana 47130

September 14, 2016

Tokey Boswell, Chief

National Parks Service

Planning and Compliance Division

Midwest Regional Office

601 Riverfront Drive

Omaha, NE 68102

RE: Extension Study - Lewis & Clark Trail

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Dear Mr. Boswell:

On behalf of the Commission, we are very appreciative and supportive of the Extension Study - Lewis & Clark National Historic Trail July 2016 and its finding Clarksville Segment 5b of national significance. This has been our story and the Bicentennial years of 2003 -2006 brought it to the fore front in the minds of Indiana citizens. The recommendation to include it in the Lewis & Clark National Historic Trail confirms our story.

Your study is very thorough and evaluation easy to understand. We are pleased to be included as one of the three segments out of 25 to be recommended and found of national significance to be included in the Lewis and Clark National Historic Trail.

We look forward to congress' next step in approving this study.

As we proceed on,

James P. Keith, Chairman
Indiana Lewis and Clark Expedition Commission

Correspondence: 74

Topic Question 1:

Yes.

Topic Question 2:

Yes.

Topic Question 3:

I could not find any.

Topic Question 4:

None to offer at this time.

Comments: We would like to see the segment between Pittsburgh and Louisville PAVED, as a route dedicated to foot and bicycle traffic only. It would make a great addition to the current Ohio River Trail in progress, and would serve to heighten the awareness of this event.

Correspondence: 75

Topic Question 1:

Yes, it's about time we get some significant bike trails in this part of the country.

Topic Question 2:

Yes, if they will expand upon the federal system. Not in place of it. The states can get too bogged down politically and put it off.

Comments: I know that the route through the west was memorialized during their bi-centennial and this should compliment that.

Correspondence: 76

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Topic Question 1:

YES! I support the extension of the Lewis and Clark National Historic Trail to include the river sections from Pittsburg, PA to Louisville, KY, and from Louisville, KY to the mouth of the Ohio River, and finally from the mouth of the Ohio River to Camp River Dubois across from the St. Louis area. I agree with the NPS assessment of these three segments.

Topic Question 2:

I feel strongly that the pre-expeditionary and post-expeditionary routes and sites should be included in the LCNHT eastern Extension. The Lewis and Clark story cannot be told completely without these sections and sites. Thomas Jefferson's influence on the expedition, Lewis's preparation and training in the East, The assembly of materials and supplies for the expedition, the recruitment of Capt. William Clark, and the assembling of the initial Corps of Discovery and their training all took place pre-expeditionary in the East and should be designated as part of the LCNHT. Likewise, the post-expeditionary travels of both Lewis and Clark from St. Louis to Virginia and to Washington, D.C. complete the story and should be included in the federally designated trail. Federal designation gives these trails and sites distinction, importance, and the public awareness. State and local designation would be haphazard and would not necessarily blend with the federally designated water routes.

Topic Question 3:

No factual errors noted.

Topic Question 4:

I have done a lot of research on Lewis and Clark Along the Wilderness Trail. I find it difficult to believe that such a well documented route, well known to Lewis and Clark, would not be included. I have researched and identified routes they used places they stayed or visited across central Kentucky along the Wilderness Road and firmly believe the route across Kentucky is significant. Sites and events in Louisville and at the Cumberland Gap are known and widely written about, but there is a lot of trail and sites between these two that warrants designation. I think the NPS should take a closer look at the route across Kentucky along the Wilderness Road. Federal designation, inclusion on maps and in brochures, and Lewis and Clark road signs would help tell the story, educate the public, and certainly boost tourism. Give it a second chance.

Comments:

Correspondence: 77

As a follow up to our phone conversation on August 16th, I strongly support the extension of the Lewis & Clark Historic Trail, covering their progress from 1803 through 1809, to Washington, D.C. and Philadelphia.

As a Board Member Emeritus of Historic Locust Grove here in Louisville, Kentucky, we continue to share the wonderful history of this expedition to the Northwest which started here under the leadership of William Clark, then joined by Meriwether Lewis. With the extension of the Lewis & Clark National Historic Trail on land and water, their incredible journey can be shared with so many more American and foreign visitors, including young people.

The efforts of James Mallory and others have led to this evolution; not a small endeavor by James and many supporters of the Trail.

Correspondence: 78

Topic Question 1:

yes

Topic Question 2:

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

yes

Topic Question 3:

the conclusion that the extension areas are "not significant" despite Captain Meriwether Lewis' being a key and major participant in Indian policy and his travel through the Chickasaw Trail to visit the Chickasaw Agency and returning via the Natchez Trace. His route (the Trail) later became Col. Faulker's (the famous author, William Faulkner's grandfather) route for his railroad and currently one of the nation's historic "Rails To Trails" programs.

This was a very significant part of our nation's history in which Captain Lewis played a significant role.

Topic Question 4:

See above in Number 3. Captain Lewis was a major factor in this region's history and in the history of the Native American's "Trail of Tears" leaving Mississippi to walk to Oklahoma.

Comments: Again, please read thoroughly my answer to Question 3 as well as Question 4.

Correspondence: 79

Topic Question 1:

Yes. I support the federal designation and management of the river routes from Pittsburg, PA to Wood River, IL as an extension to the Lewis and Clark National Historic Trail.

Topic Question 2:

Yes. I support state and local designation of study routes in addition to the federal designation. This is our American History and this is about leaving our children and grandchildren a lasting legacy. History is full of stories and surely everyone has a story to tell.

Topic Question 4:

There are so many places to see and explore along this Lewis & Clark National Scenic Historic Trail that it make so much sense to expand the trail to the Eastern sites. Please consider the extension of the trail from Monticello VA. to the Pacific Ocean. and back to St Louis Missouri.

Comments: The approximately 4,395 miles of trail extends from Wood River, Illinois.

The site of Camp River Dubois to the Pacific Ocean, America's Newest National Park "The Lewis & Clark National Park" that is an expansion of Fort Clatsop in Astoria, Oregon to include the Washington Shores where the Columbia meets the Pacific and where they voted to cross and examine to be near food for the winter.(1805). In 2003-2006 we traveled the trail across three NPS regions, 11 states, and the homelands of 113 historic tribes, partnering with federal, state and local government entities. Our education outreach was focused on the land, the people and the flora and fauna both then and now. Our lasting legacy goals of keeping America's rivers clean, and conservation of mother earth. Language Preservation honoring tribal legacies. Water resources found within the proposed trail extension corridor include the Ohio and Mississippi Rivers. There are 24 national natural landmarks within counties intersected by the trail corridor, to include Illinois, seven in Indiana, and two in Kentucky, two in Missouri and four in Ohio. The Ohio River and other routes followed in the east were major trade routes, and part of a national transportation network, they became critical for trade and commerce between East and West United States. The proposed trail extension routes are nationally significant as they relate to the Expedition.

Correspondence: 80

I meant to provide feedback earlier, however "life" and "she who must be obeyed" tends to get in the way with other priorities.

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

My comments are primarily focused on Lewis in southwestern Pennsylvania. My academic background is in anthropology/archaeology, and for the last several years have been restoring a 1790's house and property mentioned in army route orders during the 1794 Whiskey Rebellion. Troops were ordered to the location, and told to wait there (a week as things turned out) pending final marching orders on Pittsburgh. Lewis as part of the army, would have been camped with the rest of the infantry there at the time. There's also a very long list of other people who were there at one time or another. I'm in the process of working on the paperwork for having it nominated to the National Registry.

In the process of wide-ranging research, I started trying to learn when roads in the region were built, settlement patterns and in a manner of speaking how everything connects to other stuff.

Here's my take that I hoped could have been shorter than it turned out to be.

I have comments related to two matters.

First, where, or who built the "big boat" used on the Lewis and Clark expedition is not the focus of the study. That said, there is a controversy whether the boat was built in Pittsburgh, or in Elizabeth, Pa on the banks of the Monongahela River. At least one National Park Service web-site (see <https://www.nps.gov/jeff/learn/historyculture/timelines-1803.htm>) states the boat was built on the banks of the Monongahela River in Elizabeth, Pa, roughly 20 river miles south of Pittsburgh. The study on the other-hand, mentions the crew had to learn how to handle the boat, and by implication implies the expedition and initial launch took place in Pittsburgh. There is no mention of the controversy in the draft report, or that Elizabeth is considered by some to be where the boat was launched, and it would have been there rather than on the Ohio River at Pittsburgh where the crew had to learn how to handle the boat. No mention of the controversy in the report simplifies issues at the expense of full discussion of related information controversial though it may be.

The second area of comments is related to the maps and possible routes shown in southwestern Pennsylvania. Two papers by David Gilbert were included as part of the references used in the study. The 2003 paper had flaws, and these were addressed by Gilbert in a revised paper (MS 2015) and presented at a July 2016 symposium at Harper's Ferry.

Lewis almost certainly did not take two routes that appear to be part of the study. For practical reasons, any route west of the Monongahela River can be discounted, and any travel along the river by boat can be removed from consideration. I will explain why.

Lewis was part of the federalized forces that marched on Pittsburgh during the 1794 Whiskey Rebellion. The route Virginia and Maryland troops followed into Pennsylvania can be established through reading the route orders issued by Henry Lee. Lee's orders to the western wing of the army specifically stated troops were to march from Uniontown, Pa northwards along a line of march that approximates modern day PA Route 51, to Rostraver Township and wait there pending further orders. Lee and his staff did not follow the same exact route, and instead detoured to Brownsville on the Monongahela River. From there, he did not cross the river, and moved north-eastwards towards Rostraver to where he rejoined the army.

Lewis was part of the infantry and was not part of any force that went to Brownsville. In 1803, when Lewis left Harper's Ferry for Pittsburgh (or Elizabeth?) he followed the route Lee took, but not the western wing of the army. The reasons for Lee himself going there are not mentioned in surviving historical records, but a look at period maps, particularly the Reading Howell 1792 map of Pennsylvania. Between Uniontown and Pittsburgh, at the time, there were almost no sizable communities where mail could be sent or received, except for Brownsville.

The popular image of Lewis and Clark is that they set off into the "unknown" after they left the St Louis area, and explored the west without knowing what lay in front of them. That is not an entirely true perception. Lewis and Clark relied heavily on information they obtained from Amerindian groups, non-Anglo guides (including Amerindians) who frequently guided them most, but not all of the way.

Lewis's route through southwestern Pennsylvania almost certainly followed routes that he knew, and where he could rely on

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local help if he needed to replace a horse, or more importantly send/receive routine mail and if there was a need for him to send or receive important messages. Lewis' familiarity with the route he took as part of the army in 1794 meant he also knew where he could feed and water his horse along the route. The importance of available water for horses during hot summer days is extremely important, and in some ways similar to what happens when motor vehicles are not gassed up, fluids changed, tires kept inflated, etc on a long trip.

Lewis' letters and journal for 1803 gives the impression of a need for speed. The quickest and most direct route from Uniontown, Pa to Pittsburgh, Pa, is the route federalized troops took in 1794. In 1803, Lewis was mounted and the land route was faster than taking a river craft down river to Pittsburgh (50 land miles, versus almost 80 miles by boat). Gilbert's 2003 paper suggests Lewis crossed the Monongahela at Brownsville and then northwards along the west bank of the river. That route was not possible because there was no road or path there that "shadowed" the river as it flowed north, at that time. If Lewis crossed the Mon, he would have had to take the road west to Washington, Pa, and from there, north-east to Pittsburgh, a longer route and one that would have required twice the time.

Correspondence: 81

Topic Question 1:

Yes

Topic Question 2:

It is my desire & preference as a student of history and the unique characteristics of the Lewis & Clark expedition, with respect to its comprehensive journals, which are fabulous materials to educate future generations, that congress federal designation to all 20 segments of the trail from coast to coast.

If not all at once, to make reference as to the intention to do so in the future as opposed to the states & local governments.

If congress designates all the trail it will be a consistent federal designation under one source of authority, rather than a hodgepodge by states & local governments.

Topic Question 4:

I request congress do the following:

➤ Complete the LCNHT for the period 1803-1809. The 3 river segments (5a, 5b & 6) are important but all 20 segments with historical documentation must be part of the LCNHT.

Because :

➤ Our children and future generations should learn the full story and values of Lewis and Clark-1803-1809.

➤ Tourism, preservation of cultural and natural resources, health & wellness in the outdoors and education in the classroom and field will benefit from a 1803-1809 LCNHT.

➤ State or local Trails, question # 2 in the NPS Study, would only create confusion and not tell the complete Lewis and Clark Story.

Comments: The little river canyon near Ft. Payne Alabama became a federal designated wilderness preserve after being a state supported park for years.

There was much debate prior to the Feds taking over, but it has been the best thing for the canyon by far!!!!

So I strongly urge the Congress to approve all sections as historically significant.

Correspondence: 82

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Author Information

Topic Question 4:

Lewis and Clark story must be told in its entirety to understand the work, effort and study that went into this successful historic USA achievement!

Yes, the beginning of the journey is as important as the successful completion. Historic details need to be revealed to as many people as a symbol of courage and vision. What glory!

As far as deciding areas and state or federal government sanction, I would welcome opinions of those who know more than I. State pride may have a better influence on their pertinent L&C information on areas and rivers. But it is nice to accept that perhaps monies from Federal and State would enable the remembrance and continuing telling L&C history.

Comments:

Correspondence: 83

Topic Question 1:

I not only support the river routes but their entire enterprise as members of the Corps of Discovery. This expedition was, to American history, as important as Columbus's discovery of America. It was funded by Congress in Washington, and planned and implemented there, in Charlottesville, Va and elsewhere in the East. The entire Trail needs NATIONAL designation and protection in perpetuity, from Virginia to the Pacific Ocean.

Topic Question 2:

As stated above, the expedition was a NATIONALLY funded effort that was the first step in a process of utmost importance to the growth of our country. It merits NATIONAL TRAIL designation from sea to shining sea, as the hymn says.

Topic Question 4:

I believe that Thomas Jefferson said that an "informed electorate" was vital to our democracy. What better way to insure the furtherance of his vision by making EACH generation part of the Corps of Discovery. This deserves an expansive rather than narrow interpretation.

Comments:

Correspondence: 84

Topic Question 1:

I support extension of the trail to all proposed segments.

Topic Question 2:

If the trail is extended to all proposed segments, state and local designation would be unnecessary. Interpretation will be enhanced by a national trail.

Topic Question 3:

No factual errors relate to my comments.

Topic Question 4:

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The study arbitrarily limits consideration to sites that were traversed during the "great journey" while excluding sites directly associated with preparation for the "great journey" and sites associated with publication of the journals and papers that influenced American history. The study concedes on page 34 that, "The meticulously compiled journals of the two captains and other Corps of Discovery members provided abundant knowledge about the natural world of the continental United States." Yet, inexplicably, the study excludes sites associated with the publication of the journals and papers that changed the course of American history with a summary statement on page 26, "While the struggle to publish the explorers' journals continued, the great journey was complete." That statement suggests that the "great journey" without the publication of the journals would have resulted in the same historical significance to American history; however, it provides no support for that theory. Further, the conclusions are based upon the unsupported theory that visitors will gain a better understanding of the "great journey" by exploring sites related only to a third of the story. The push to advance science and technology in the preparations for the Expedition and the struggle to give the findings meaning after the Expedition are just as significant to the effect on American history as the story of the "great journey."

One unique characteristic of the Lewis and Clark story is that it includes states across much of the U.S. In addition to telling a complete and accurate story, an important benefit of extending the trail to all sites associated with the story is that it will connect with people across the Nation, helping them understand how the piece of the story in their own back yard relates to a broader story that includes the entire continent. NPS will find a greater value for the funds it spends to interpret the trail if it connects to larger population bases. If NPS adopts the proposal to limit the trail, it will significantly constrain its ability to fulfill its mission to interpret the Lewis and Clark story. Therefore, the study conclusions suggest that the decision to exclude segments is based upon reasons other than those stated. I respectfully suggest that members of Congress should not find the study conclusions persuasive.

Comments:

Correspondence: 85

Topic Question 1:

I ask for a coast to coast (1803 - 1809) LCNHT in every Trail segment where there is historical documentation of Lewis and Clark Travels.

Topic Question 2:

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail.

Topic Question 3:

n/a

Topic Question 4:

n/a

Comments:

Correspondence: 86

Topic Question 1:

I support federal designation and management of a coast to coast (1803-1809) Lewis and Clark National Historic Trail in every Trail segment where there is historical documentation of Lewis and Clark travels, as an extension to the Lewis and Clark National Historic Trail.

Topic Question 2:

I support the use of federal designation in all proposed extension areas of the Lewis and Clark National Historic Trail.

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Topic Question 3:

I saw no factual errors in the study document.

Topic Question 4:

I feel strongly that every effort should be made on behalf of the National Park Service to extend the Lewis and Clark National Historic Trail to include Trail segments where there is historical documentation of Lewis and Clark travels.

Comments:

Correspondence: 87

Topic Question 1:

I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels.

Topic Question 2:

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

Comments:

Correspondence: 88

Topic Question 1:

Absolutely. Why leave something unfinished? Why only go half-way? We need to preserve what we have for our children, grandchildren, etc. for years and years to come. I have followed the trail from coast to coast and there are so many sites to visit on the Eastern Legacy, as well as out west. Why let the Eastern Legacy be forgotten?

Comments: Absolutely. Why leave something unfinished? Why only go half-way? We need to preserve what we have for our children, grandchildren, etc. for years and years to come. I have followed the trail from coast to coast and there are so many sites to visit on the Eastern Legacy, as well as out west. Why let the Eastern Legacy be forgotten? There are so many negative things going on in the world right now. It leaves people depressed, scared and worried about our future. This is something we can do something about ourselves. Please do something positive. Thank you

Correspondence: 89

Dear National Park Service,

In the Marx Brothers' classic A Night at the Opera, Chico, masquerading as a Russian aviator, explains how he and his compatriots "flew" to America: "The first time we started we get a halfway across when we run out of gasoline, and we gotta go back. Then I take twice as much gasoline. This time we were just about to land - maybe three feet - when whadda ya think? We run out of gasoline again! And back we go again and getta more gas." The Lewis and Clark National Historic Trail as originally established, extending only from Alton, Illinois, to the Pacific Coast and back, excluded nearly a third of the route of the actual Lewis and Clark Expedition. So now the National Park Service, in order to remedy this nearly forty-year-old oversight, proposes to extend the NHT only from Alton to Pittsburgh, Pennsylvania? But the Lewis and Clark Expedition began and ended in Washington, D.C., not in Pittsburgh, and an official NHT that excludes the Washington to Pittsburgh and the overland St. Louis to Washington segments might come close to getting it right - in Chico's words, "maybe three feet" -

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but still falls short. So let's get the NHT right this time and not have to go back "and getta more gas."

The Lewis and Clark National Historic Trail - the trail of law - should correspond in full to the route of the Lewis and Clark Expedition - the trail of fact - a proposition which to me seems self-evident (to borrow a phrase from Thomas Jefferson, whom William Clark described as the Expedition's "main spring"). A NHT that falls short of this convergence merely hampers the ability of the National Park Service to interpret the whole, and a NHT that comes so close (as the National Park Service's current proposal would do) but still falls short merely highlights the error of omitting the absent segments (i.e., Washington to Pittsburgh and St. Louis to Washington). Even granting that these two segments lack "national significance" (a point I and many others dispute), considerations of aesthetic, intellectual and geographic integrity and continuity argue that they nonetheless be included. Otherwise, the NHT remains incomplete and the full accomplishment of the Lewis and Clark Expedition unrecognized. I can accept that the routes associated with the "preparation" and "follow-up" phases of the Expedition be excluded from the NHT, but I would urge the National Park Service to reconsider its position that there is any segment of the actual route of the Expedition unworthy of inclusion in the NHT. A National Historic Trail with no beginning and no end - which essentially is what the National Park Service currently proposes - is an unacceptable alternative.

Thank you for the opportunity to submit these remarks.

Correspondence: 90

Topic Question 1:

Yes and No, The river routes should be designated and managed as an extension to the Lewis and Clark National Historic Trail. Other eastern sites and routes should also be included as are the land routes in the west. This would include other sites of the return in 1806 and along the Natchez Trace in 1809. Sites routes that Lewis visited prior to the expedition should also be included.

Topic Question 2:

Federal designation would be more beneficial for all sites and routes than individualizing management of the eastern sites and routes by the state or local bodies.

Topic Question 3:

I noted no major factual errors in the document.

Topic Question 4:

It would be great if the eastern extension and its side sites and routes were all included in National Coast to Coast Trail. Federal designation and management would greatly enhance the ability for tourists to follow the entire trail and its adjacent sites.

Comments:

Correspondence: 91

Topic Question 1:

Yes I do support that river route

Topic Question 2:

Yes I support the addition of state and local designation with the federal

Topic Question 3:

Lewis and Clark Trail needs to be from coast to coast. The entire time they were on this journey needs to be told. Not one

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night of their journey was not eventful. Tell the full story mark the trail. The entire trail.

Topic Question 4:

Follow the trail as recorded in their journals we owe them that respect.

Comments:

Correspondence: 92

Topic Question 1:

Adjust original comment misread question. No I do not support need coast to coast trail

Topic Question 2:

Adjust previous coment to No I do not support at that level need coast to coast 1803 to 1809

Comments:

Correspondence: 93

Topic Question 1:

Yes, BUT, it does not include the historically significant return of the Voyage of Discovery, especially the land routes with the Native Americans first official representatives to the US

Topic Question 2:

No, since this is a federal and national park, celebrating a ntional event which crosses state lines.

Topic Question 3:

Meriwether Lewis's survey work at the Cumberland gap- -the presence of Native American in the return trip- - -

Topic Question 4:

This study has been too long in making and too short in findings and proposed significance. The whole story needs to be told. Including the first section of the Voyage only, begs the presence of the return trip. At least the bicentennial celebration went the whole route, why not the historical trail. Further, the first section of the trail will be mostly on water, which leaves little motivation to to be followed by historical tourist.

Comments: It's a blasted shame that our country cannot honor fully the Voyage of Discovery from its start to its finish with simple signs on the road for folks to follow, like the western section have done with profound historic tourism effect. Shame! Shame!

Correspondence: 94

Topic Question 1:

I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels.

Topic Question 2:

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

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Comments:

Correspondence: 95

Topic Question 1:

I do not approve of a segmented LCNHT as suggested by the National Park Service planning. We need a Coast to Coast 1803-1809 LCNHT in every trail segment where there is historical documentation for Lewis and Clark travels.

Topic Question 2:

Local and State brand does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

Topic Question 4:

I would like a truly National Trail, from Coast to Coast 1803-1809 Lewis and Clark National Historical Trail.

Comments:

Correspondence: 96

Topic Question 1:

Absolutely! This is one of our country's biggest stories and we should be able to tell the whole thing. Best of all, the people in the East will gain a greater understanding of how this story is for all Americans as it is not just a story of the American West.

Topic Question 2:

YES...let's inspire our young people... let them learn about their country and the stories that have made us great.

Topic Question 3:

None

Topic Question 4:

Please do this... it is important and will help us teach our children about their country.

Comments: Thanks for your time and support... again, please follow through with YOUR support.

Correspondence: 97

Topic Question 1:

While I do support the designation of the segments proposed, I DO NOT support the designation of a segmented LCNHT. The Lewis and Clark Expedition is an event of national significance and the idea that the entire journey where there is historical documentation of their travels would not be included flies in the face of the intent of National Historic Trails as conceived in the National Trails System Act. If there was no documentation, I could understand this recommendation, but is simply not the case. Designation by state or local government is not an appropriate alternative - this is an event of national significance.

Topic Question 2:

As with many National Scenic and Historic Trails buy in by local and state government is a powerful tool to protect the resources for which the trail was designated. A layering of local, state and federal designation often supplies complementary protection of the trail. The importance of federal designation cannot be ignored in this process especially where the journey has more effect on the nation than a specific state or locality. I support state and local designation in addition to, but NOT INSTEAD OF national designation. In my experience, if the state and local governments designate the trail, they will press

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Congress for national designation, so it seems short sighted not to proceed at this point if the historical documentation exists.

Comments: As a matter of context, I have been working on trails in the National Trails System for 36 years and have served on the board and committees of the Partnership for the National Trails System for many years with a special interest in national policy regarding the National Trails System. I am currently the Director of Trail Operations for the Pacific Crest Trail Association.

Correspondence: 98

Topic Question 1:

Yes, I support the extension but highly recommend that we stop segmenting the expedition as if it were two separate entities. There were winter breaks, true, but all part of the same expedition, led by the same captains and corps and focused on the same goals of a waterway and research of the unknown. It is difficult to believe that St. Louis has been and remains historically and educationally designated as the beginning of the trail. Not one expedition of import has ever or will ever begin without basic planning and organization as sites and issues affecting the rest of the journey and outcome. Why should the Lewis and Clark Expedition be any different?

Topic Question 2:

Both are important and necessary to a full understanding of the time and space concepts that are embedded. Federal designation is essential for a broad base; local study routes are necessary for specifics. I support both.

Topic Question 3:

Continuing to focus on the Trail as a segmented experiment in exploration and findings is an absolute error permeating the proposal and now is the time to revise history without continuing to promote errors; This is an opportunity to give due joint credit to both the Eastern Legacy and Western Legacy events and leaders as a composite effort.

Topic Question 4:

The concept of "Time" is of essence here and has been an enemy of the L&C Expedition since its beginnings. The naming of the Western Legacy Trail only, without the essential events preceding, may have been based on error in judgment or lack of information. This is the opportunity to correct history based on magnitude of research data since. Let's make no more mistakes.

Comments: I am a social studies professor and previous classroom teacher struggling to place the full trail significance, beginning with President Jefferson's IDEA and extending to every point to the Pacific Ocean and back, in its significance on maps, timelines and in documents (history books) that influence our basic concepts of history.

Correspondence: 99

Topic Question 1:

The Trail should not be broken up into segments. Lewis and Clark did not undertake a segmented exploratory. Their journey was contiguous. I believe there is much interpretive and educational value in designating a Coast to Coast Trail, as historical documentation allows, that supports a connected 1803 - 1809 LCNHT.

Topic Question 2:

LCNHT merits and deserves national NPS designation. The interpretive value of the Trail will be maximized by NPS having the opportunity to use their unique expertise to interpret and trail the unique story of the Lewis and Clark exploration. A federally designated trail will be more consistently managed and funded than if left to a myriad of state and local agencies to manage and fund the the trail resource.

Comments:

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Correspondence: 100

Topic Question 1:

I believe it is important to preserve historical events, stories and artifacts and support federal designations to expand on the Lewis and Clark National Historic Trail as such.

Topic Question 2:

I would support local support, however, this is a unique situation that tells the story of growth and expansion of America - not the story of Pittsburgh, St. Louis, D.C. or Louisville.

Topic Question 4:

Louisville is a significant city with respect to the Lewis & Clark Trail and must be included to give an accurate, complete depiction of their journey. Specifically, Locust Grove is the only verified remaining structure west of the Appalachian Mountains known as a stopping point for Lewis and Clark. Their preparation and journey begins in Louisville and they return to the city on the return route. It's one of the few places where both men were known to be present at the same time.

Comments: The story of Lewis and Clark is important to the city of Louisville, and we appreciate your consideration to expand the trail to include their efforts in Louisville as part of the story. The significance of the city, specifically for Clark, is evident by the fact that he spent his last remaining years in Louisville.

Correspondence: 101

Topic Question 1:

Yes.

Topic Question 2:

I support state and/or local designation of study routes instead of federal designation for areas not included in the proposed extension.

Topic Question 3:

I found nothing.

Topic Question 4:

I was impressed by the depth of analysis and the complicated issues that have to be addressed in a NPS assessment.

Comments: I have read the report. As the author of Lewis and Clark Road Trips (published in 2006), featuring over 800 destinations on the Lewis and Clark Trail, from Washington D. C. to the Pacific, and from the Canadian border to New Orleans, I have a particular interest in this subject. I support the extension of the trail from Pittsburgh to Wood River. The report is thorough and carefully considered. It will help me in creating the second edition of my book, due out in September, 2017.

I think it is imperative for local groups to establish good websites and publish local guides (both print books, ebooks, and/or downloadable PDFs) to the destinations in their area associated with Lewis and Clark which are not part of the proposed extension. There is nothing like local enthusiasm and knowledge. The Lewis and Clark Trail Heritage Foundation could help in this matter by awarding grants to local chapters.

Correspondence: 102

Topic Question 1:

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Yes of course!!!!!!

Topic Question 2:

No, we need the nationally recognized Logo for those sites

Topic Question 3:

I am too busy doing primary L & C research and producing tens of thousands of \$ worth of museum quality artifacts representing those carried on the expedition, or spending tens of thousands of dollars purchasing period artifacts and presenting to thousands of folks across the country. You have no one in the NPS with a tiny fraction of my commitment and personal sacrifice!!!

Topic Question 4:

I have personally spent close to \$300,000 out of my pocket!!!! supplying museums and educational institutions across the country with artifacts and information, including Eastern Legacy sites that you refuse to nationally designate. I take umbrage that you have failed to make the commitment that I have made.

[xxx], arguably the leading authority in the country on the Euro-American material culture of the expedition...None of your Park service employees can equal either my expertise or come close to my financial commitment!

Comments:

Correspondence: 103

Topic Question 1:

I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels.

Topic Question 2:

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

Topic Question 3:

None.

Topic Question 4:

I think a Lewis and Clark recognition on the Eastern side of the USA is a wonderful idea.

Comments:

Correspondence: 104

Topic Question 1:

Designate the entire route of Lewis and Clark explorations/travels from the Atlantic to the Pacific during the period from 1803 through 1809.

Topic Question 2:

Federal designation as The Lewis and Clark National Historic Trail is the best way to promote the trail.

Comments:

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Correspondence: 105

Topic Question 1:

I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1806 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark travels.

Topic Question 2:

Local or State designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

Comments: My husband and I worked on the Lewis and Clark Bicentennial with the US Army Corps of Engineers from 2001 to 2006 doing the prep work and then following the course of L&C in real time 200 years later of L&C. Our daughter started out at 18 months in 2001. By the time she was 5, she could work the Corps booth and answer questions as well as any of us as she up immersed in L&C and history. Today as a high school senior, she looks forward to a career in history. The story of L&C is our story. It has education, mystery, cultural ethics, and a host of other educational aspects that are as relevant today as they were in 1803 to 1806. If Lewis hadn't learned from masters in Philadelphia and Lancaster, if he and Jefferson hadn't spent countless hours discussing at Monticello or an iron boat hadn't been developed at Harper's Ferry, the story would be different. I am so grateful that the story has "backed up to Pittsburgh". But it really needs to back up to be coast to coast. Thank you.

Correspondence: 106

Topic Question 1:

I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels.

Topic Question 2:

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

Topic Question 4:

It is time to make this a National Trail coast to coast.

Comments:

Correspondence: 107

Topic Question 1:

We need to tell the whole story from 1803-1809!

Topic Question 2:

No, we need the NPS to do it.

Comments: We are significant. Just because we are small does NOT mean we are not special. The time period should be 1803-1809 instead of 1804-1806 because Lewis came through Pontotoc while still doing expedition work. The whole United States was involved in the Lewis and Clark Expedition, not just St. Louis to Oregon. We need to preserve the history of the whole trail, not bits and pieces. Consider all towns, cities, and states, big or small. Seriously, all we are asking for is signs.

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Thank you.

Correspondence: 108

Topic Question 1:

No because there is so much more to the story of Lewis and Clark starting in 1803 and ending in 1809.

Topic Question 2:

No because the Trail needs to be designated by the NPS as the complete Lewis and Clark National Historic Trail.

Comments: We need to be heard in 1803-1809 is when it happened. If you think we are insignificant ones you are very wrong. We wish to at least have some signs to tell people the truth- -to show them where we are at. We were a part of it too. Lewis was the one who came here. We also wish for international visitors to come and see our town.

Correspondence: 109

Topic Question 1:

Well, that's ok but we need to tell the whole story from 1803-1809 which includes the trail from Washington DC til Lewis' death on the Natchez Trace.

Topic Question 2:

No. The federal designation is important to tourists and tourism. Local is not enough!

Comments: I would like for you to reconsider your decision and at least give us some signs because Lewis came through Pontotoc and just because he came through in 1809, it doesn't mean it's not important history that needs to be preserved. Just because Pontotoc is small doesn't make it insignificant either. The time period is 1803-1809, not 1804-1806. Thank you.

Correspondence: 110

Topic Question 1:

No.. We need the whole story told which starts in 1803 with Thomas Jefferson in Washington DC and ends with the death of Captain Lewis in TN in 1809.

Topic Question 2:

No. We need federal designation throughout. That's the only way this will work.

Comments: We are significant! Pontotoc should have some signs. Also the time period needs to be expanded to 1803-1809. This is important because Lewis came through Pontotoc. This is also important because people need to know that he came through Pontotoc. That is why I think it is important we have some signs in Pontotoc.

Correspondence: 111

Topic Question 1:

No. Lewis and Clark Trail should start in Washington DC with Lewis and President Jefferson and continue to Lewis' death on the Natchez Trace in 1809. Tell the WHOLE story.

Topic Question 2:

This needs to be a federal designation so international tourists will come see our history.

Comments: I believe that the whole story should be told. In my opinion I think that tourists would like to know where Lewis

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and Clark went before and after the expedition. It is a part of the U.S. history and all we are asking for is some signs on a highway.

Correspondence: 112

Topic Question 1:

No. This needs to run from 1803-1809. We need to recognize the complete story. Its important. You need to rethink this.

Topic Question 2:

No. We need federal recognition for our international and domestic tourists and to tell the whole story.

Comments: Hello, my name is [xxx]. My friends and I would like you to reconsider and include the whole time period 1803-1809 for the Lewis and Clark Historic Trail. We need to preserve our history for ourselves and our posterity. And that is straight out of the Constitution.

Correspondence: 113

Topic Question 1:

I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels. Why would you pick and choose what parts to include when every part of where they went played into their journey which was per Jefferson's intent.

Topic Question 2:

NO. Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand. Their expedition was for the national good and was determined to happen by our national president, Jefferson. It didn't have to do with single states and therefore, should be only designated as a national trail with a national branding.

***State or local Trails would only create confusion and not tell the complete Lewis and Clark Story.

Topic Question 4:

Complete the LCNHT for the period 1803-1809. The 3 river segments (5a, 5b & 6) are important but all 20 segments with historical documentation must be part of the LCNHT.

Our children and future generations should learn the full story and values of Lewis and Clark-1803-1809.

Tourism, preservation of cultural and natural resources, health & wellness in the outdoors and education in the classroom and field will benefit from a 1803-1809 LCNHT.

Comments: Complete the LCNHT for the period 1803-1809. The 3 river segments (5a, 5b & 6) are important but all 20 segments with historical documentation must be part of the LCNHT.

Lewis and Clark's journey did not affect only a segment of our country, it affected the entire country over the years. Just as that is the case, one cannot take only the parts of the trail that they choose more worthy or important and leave other parts out of the recognition just because one thinks them less a part of the story. That would be less than factual and a disgrace to that which Jefferson knew would be so important. We mustn't be like the media of today and choose only certain parts to include in the story as all parts are part of the story and our history.

Correspondence: 114

Topic Question 1:

Most certainly. For historical consistency, historical accuracy and logistical ease, a single entity managing the Trail provides for a thorough and complete examination for both scholars and the visiting public. Given the magnitude of what this endeavor meant for future generations, it seems counter intuitive to do anything else.

Topic Question 2:

Definitely not. States and/or local entities are entirely too parochial in their interpretation and efforts on behalf of what is entirely national issue. Pennsylvania in 2003 was all over the map on it's interpretation on the bicentennial and especially the NEED for an observance.

Comments: This is a no-brainer. As evidenced by the 100 year celebration of the NPS, the American public appreciates and respects the work that they do, and if anything wants more opportunities to visit National Park Service facilities and points of interest.

Correspondence: 115

Topic Question 1:

Yes.

Topic Question 4:

Pittsburgh is undoubtedly the start of the Lewis and Clark expedition. If it were not for Pittsburgh, this may not have happened.

Comments: I urge you to include the Ohio River and Pittsburgh in the official Lewis and Clark National Historic Trail

Correspondence: 116

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 4:

The boat for the expedition was commissioned and built in the area in and around Pittsburgh. The official launch of said vessel and crew were from Bruno's Island in the Ohio River at Pittsburgh.

Comments: If need be access the archives of the Pittsburgh Post Gazette for Aug.3, Aug.10, Aug.17, Aug.24 and Aug. 31, 2003 for information on the Pittsburgh connection. The Expedition started in Pittsburgh not in St.Louis.

Correspondence: 117

Topic Question 1:

Yes

Topic Question 2:

No

Topic Question 3:

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None noted

Comments:

Correspondence: 11

Topic Question 1:

No. Tell the whole story from 1803-1809.

Topic Question 2:

No, you guys need to do it all! How can our foreign visitors or even Americans find their way to all the sites if it's all mismatched and not one trail?

Comments: The time period for the Lewis and Clark trail should be from 1803-1809. It should be because even though it is outside the time period it still was a part of their trip. Please extend the time period and make Pontotoc, Mississippi a part of the Lewis and Clark trail, because we need to tell the whole story of the Lewis and Clark trip.

Correspondence: 119

Topic Question 1:

That's ok but we need to include more than that. You need to recognize all that happened from the beginning with T Jefferson in the East until Lewis passed away in TN.

Topic Question 2:

No. I hope you can include the ENTIRE route.

Comments: I believe that our posterity needs to know the ENTIRE history of Lewis and Clark. The best way to ensure the history is stored fully is to protect it with the entire trail under the United States National Park Service. A new/extended park would increase government income and tourism. With the popularization of a tourism tax on hotels and such, all funds expelled by creating the park would not ONLY be regained, but also profit from it. I hope Congress can get it worked out. Thanks!

Correspondence: 120

Topic Question 1:

NO! You need to include all parts of the Lewis and Clark Expedition- its beginning in Washington DC with Jefferson and Lewis to Lewis' death in TN.

Topic Question 2:

No, we need the brand of LCNHT from sea to shining sea! Seriously!

Comments: i think that the Lewis and Clark trail's timeline should be 1803 to 1809 , not 1804 to 1806. I would like to get the full experience that Lewis and Clark got and take the exact trail for the way there and the way back. I know I could walk that whole trail but now because of its timeline I would have to travel a while to just get a little walk of it. It should start in Washington DC and end in TN. This needs to be changed. I would like to walk down the street and have signs saying Lewis and Clark Trail. If you are trying to show the people of the US the history of Lewis and Clark you're not showing us it. Please change this, it needs to be right.

Correspondence: 121

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Topic Question 1:

Yes! Every store in news that the gateway to the west was Pittsburgh. How do you get to St. Louis to begin your journey?
You start at the source of the Ohio River. That would be Pittsburgh!

Topic Question 2:

Yes

Topic Question 3:

It is a well-known historical fact that Pittsburgh is the gateway to the west. That Lewis and Clark began their journey at the source of the Ohio River. That they sailed on the Ohio River to the Mississippi heading to St. Louis. Therefore the Lewis and Clark expedition needs to be designated as starting at the confluence of Monongahela Allegheny and Ohio Rivers.

Comments:

Correspondence: 122

Topic Question 1:

No. That's not enough of the story told. Include the whole thing. It started in 1803 and ends in 1809. that would add alot and tell the whole story.

Topic Question 2:

No. We need it to be all federal and tell the whole story. If states or local people are in charge, theres no way that visitors can get the whole experience.

Comments: We should receive an extension on the Lewis and Clark trail. It can preserve history so people from small towns like my town Pontotoc,MS don't forget about historic events in our town. Therefore, the Lewis and Clark trail should be extended so the whole world can know this great history.

Correspondence: 123

Topic Question 1:

Yes I do, this is how it started and it should be noted in History also.

Topic Question 2:

YES I do LI should be involved.

Comments:

Correspondence: 124

Topic Question 1:

Of course. From where do you think Lewis and Clark started their journey? They left from Pittsburgh!

Topic Question 3:

Lewis and Clark left from Pittsburgh!

Comments:

Correspondence: 125

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Topic Question 1:
Yes

Topic Question 2:
Yes

Topic Question 3:
The Lewis and Clark National Historic Trail Extension Study/Environmental Assessment is the actual beginning of the "Lewis and Clark Expedition" and should be included. This is the timeline from the "Lewis & Clark Historic Trail" which starts August 1, 1770 with the birth of William Clark. The highlights state / Summer, 1803 -Large keelboat constructed in Pittsburgh, overseen by Lewis. After construction Lewis takes it down the Ohio River picking up Clark and recruits along the way. / Fall/Winter, 1803 - Camp Wood established upstream from St. Louis. This is their link - <http://lewisclark.net/>

Topic Question 4:
About Lewis & Clark Historic Trail / In May, 1804, Meriwether Lewis and William Clark set out on an amazing expedition across the Louisiana Territory. These true American heroes faced unknown people, harsh conditions and unexplored lands to secure a place in history as two of the world's greatest explorers. One of the expedition's stops along the way was near present-day Yankton, South Dakota, and the Yankton Area Chamber of Commerce along with the Yankton Daily Press and Dakotan has put together this site to celebrate Yankton's place in history as well as sites along the rest of the Lewis and Clark Trail.

Comments: I heard about this from the Facebook page of Shannon Perrine of WTAE, our local ABC News TV station ...
<https://www.facebook.com/ShannonPerrineWTAE/>

Correspondence: 126

Topic Question 1:
NO. The current proposal does not designate every trail segment where there is historical documentation of Lewis and Clark's travels. While the river routes are appropriately noted, the land routes and full Coast to Coast (return trip) are not covered under this current proposal. The significance of capturing and designating the full routes captures the significant Native American contributions in support to these land routes.

Topic Question 2:
NO, the Lewis and Clark trail should be a national celebration which excludes state boundaries. States should be involved in celebrating their portion of the trail; however, this trail in its entirety is a Federal project celebrating our fullness as a country.

Topic Question 3:
the presence of Native Americans in the return trip. The significance of the overland routes as well as the waterways in terms of significance.

Topic Question 4:
The time window covered should include all areas of travel and movement from 1803-1809. This captures the full significance of the Lewis and Clark Expedition and excluding the return route omits a very important part of the discovery and experience.

Comments: As a descendent of Meriwether Lewis, the completion of this trail both there and back will be an honor to this country and a reminder to all of us that this country has a very rich heritage of discovery, courage and bravery. As our countries' population continues to grow and expand, keeping and protecting our historical trails is critical to remembering who are as a country, our deep roots and love of the land. Completing this trail is way overdue and when complete will be a

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source of National pride for all Americans for generations to come.

Correspondence: 127

Topic Question 1:

Yes. it is important to have Louisville, KY on the trail. Locust Grove in Louisville was built in 1790s by and belonged to Lucy Clark Croghan, the sister of William Clark, and her husband. M. Lewis and W. Clark visited Locust Grove together in 1806 after the Expedition.

Topic Question 2:

State funds might be used to add additional routes to the main trail that the Fed Gov sets up.

Comments:

Correspondence: 128

Topic Question 1:

yes

Topic Question 2:

yes

Comments:

Correspondence: 129

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 4:

I believe it is an important part of history and that it will add to the historic value of Pittsburgh, PA. The Lewis and Clark Expedition passed through Pittsburgh and this is something that we should embrace.

Comments:

Correspondence: 130

Topic Question 1:

Yes I do. The first page of Lewis's journal states left Pittsburgh today, got stuck bedded men and gave them a dram of whisky. Please consider being accurate, as history is so important. Thank you

Topic Question 2:

no

Topic Question 4:

See question 1

Comments:

Correspondence: 131

Topic Question 1:

I believe it is impossible to not begin their journey where the journals actually begin... Pittsburgh Pennsylvania.

Topic Question 2:

I do not... There should be a federal honor given to the starting point of their journey.

Topic Question 3:

Please see the journals of Lewis and Clark.

Topic Question 4:

So much of our history has been reduced to an excepted narrative. The actual narrative of the Corp of Discovery begin in Pittsburgh Pennsylvania and not Missouri. Please correct this oversight.

Comments:

Correspondence: 132

Topic Question 1:

Yes, I do support federal designation and management of the river routes from Pittsburgh, PA to Wood River, IL as an extension to the Lewis and Clark National Historic Trail.

Comments:

Correspondence: 133

Topic Question 1:

Not at all

Topic Question 2:

No. This is a National park decision.

Comments:

Correspondence: 134

Topic Question 1:

Yes, it is a historical fact that they built a keelboat in Pittsburgh to start their journey. Why deny it?

Topic Question 2:

No there should be a federal designation, since it impacted American history.

Topic Question 3:

None

Topic Question 4:

None

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Comments: None

Correspondence: 135

Topic Question 1:

You. The diary states he left from Pittsburgh.

Topic Question 2:

Yes. The route should start in Pittsbgh.

Comments:

Correspondence: 136

Topic Question 1:

Yes I do support an extension from Pittsburgh to the Lewis and Clark National Historic Trail.

Topic Question 2:

Yes, I support state and local designation in addition to federal designation.

Topic Question 3:

Pittsburgh is clearly mentioned on page 1 of the Lewis and Clark diary. They built a ship in Pittsburgh and had difficulty moving it over the sandbars.

Topic Question 4:

Please recognize that this historic journey began in Pittsburgh!

Comments:

Correspondence: 137

Topic Question 1:

Read the first page of their journal please! It specifically says they started from Pittsburgh and got stuck only 500 yards downriver!

Topic Question 2:

PA I support local and state in addition to but not instead of federal recognition!

Topic Question 3:

U r finally on the right track, so to speak!

Topic Question 4:

Thank you for correcting this historical error that millions of school children (not living in Pittsburgh if course), have been taught incorrectly of course!

Comments:

Correspondence: 138

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Topic Question 1:
Yes

Topic Question 2:
Yes

Topic Question 3:
It clearly states on Page 1 of Lewis & Clarke's journal that their journey started in Pittsburgh.

Comments: It clearly states on Page 1 of Lewis & Clarke's journal that their journey started in Pittsburgh.

Correspondence: 139

Topic Question 1:
Yes

Topic Question 2:
Yes

Topic Question 3:
None

Topic Question 4:
Get history right

Comments:

Correspondence: 140

Topic Question 1:
Absolutely. There is no historical debate that the Lewis and Clark Expedition began in Pittsburgh. It was because of this historic FACT that members of the Dan Rooney family (owners of the Pittsburgh Steelers) recreated the expedition in recent years.

Topic Question 2:
I am not sure what the implications of this would be so I "abstain."

Topic Question 3:
It incorrectly fails to identify Pittsburgh as the state of the Lewis and Clark Expedition.

Comments:

Correspondence: 141

Topic Question 1:
Yes, the river route began in Pittsburgh.

Topic Question 2:
Yes.

Comments:

Correspondence: 142

Topic Question 1:

Yes, the original notes prove Pittsburgh was the starting point of the expedition.

Topic Question 2:

A national designation would seem to point to federal funding but I would support state funding.

Comments:

Correspondence: 143

Topic Question 1:

Yes. On page one of the journal kept by Merriweather Lewis, he states, "Left Pittsburgh today..." that makes it pretty clear that he himself considered Pittsburgh to be the starting point of the expedition.

Topic Question 2:

Yes.

Topic Question 3:

See above.

Topic Question 4:

Tsis should be corrected to include Pittsburgh as the physical starting point for the expedition, using keelboats made in Pittsburgh!

Comments: See above. Thanks.

Correspondence: 144

Topic Question 1:

YES

Topic Question 2:

YES

Topic Question 3:

NONE

Topic Question 4:

It is obvious from the exploration journal that the journey started in Pittsburgh, PA. Let's finally get the facts correct!

Comments:

Correspondence: 145

Topic Question 1:

Yes.

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Topic Question 2:

Yes

Comments: the journal of their expedition says they left From Pittsburgh where their keel boat was reported to have been built although there is some speculation that it was built upriver in Elizabeth, Pa., a ship building center at the time.

Correspondence: 146

Topic Question 1:

Yes. It states in their journal that they left Pittsburgh,PA in their keelboat to begin their journey.

Topic Question 2:

No

Topic Question 3:

It states in their journal that they left Pittsburgh,PA in their keelboat to begin their journey.

Topic Question 4:

This needs to be corrected to be historically accurate.

Comments:

Correspondence: 147

Topic Question 1:

Yes, I do.

Read Mr. Lewis first page of his journal!

Topic Question 2:

Yes, I do.

Topic Question 3:

Read Mr. Lewis first page of his journal!

Comments:

Correspondence: 148

Topic Question 1:

YES VERY MUCH SO!

Topic Question 2:

YES

Topic Question 3:

Pittsburgh is the starting point.

Comments:

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Correspondence: 149

Topic Question 1:

I do support federal designation and management of the river routes from Pittsburgh, Pennsylvania to Wood River, Illinois as an extension to the Lewis and Clark National Historic Trail. It has been a well known fact that the Lewis and Clark expedition initiated in Pittsburgh, PA.

Topic Question 2:

I do support state and/or local designation of study routes, in addition to, and/or instead of federal designation?

Topic Question 4:

Pittsburgh, PA was the gateway to the west for the better part of our nation's history.

Comments:

Correspondence: 150

Topic Question 1:

Yes

Topic Question 2:

As long as Pittsburgh, PA is included

Topic Question 3:

On page 1 of his journal, he comments that he just left Pittsburgh, PA. Therefore we are the beginning of the story

Topic Question 4:

For accuracy, Pittsburgh Pennsylvania must be included in the trail.

Comments: Heard about the document on local news. WTAE channel 4 in Pittsburgh

Correspondence: 151

Author Information

Topic Question 1:

My husband and I have traveled along parts of the Lewis and Clark trail in the west and I have read Undaunted Courage by Stephen Ambrose . It seems clear that the exploration began with the building of the keelboat in Pittsburgh. I hope the contribution of Pittsburgh is finally included as part of an extension of the Lewis and Clark trail.

Comments:

Correspondence: 152

Topic Question 1:

Yes I do

Comments: Louis and Clark document the origin of their journey in the first page of their journal, you can't argue with the first hand account from an original hand written journal. PERIOD

Correspondence: 153

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 3:

Lewis & Clark departed from Pittsburgh, PA on their travels and not St. Louis as you have erroneously been reporting. You are personally snubbing Pittsburgh. Check your facts please.

Comments:

Correspondence: 154

Topic Question 1:

Yes, absolutely

Topic Question 2:

I think it should be a federal designation but do not object to state and/or local too

Topic Question 4:

everyone knows they started the journey in Pittsburgh

Comments:

Correspondence: 155

Topic Question 1:

Yes. The journal of their expedition confirms they started in Pittsburgh

Comments:

Correspondence: 156

Topic Question 1:

Yes

Comments: Louis and Clark documented the origin of their trip in the first page of their journal, you can't argue with an original hand written document that states their trip originated in Pittsburgh, Pennsylvania, this is not fiction where the author can take artistic license in their work, this is a true and historic document that needs to be followed to the letter of the law, so history is not lost in the retelling of the tale, which is an American treasure.

Correspondence: 157

Topic Question 1:

Yes

Topic Question 2:
Yes

Comments:

Correspondence: 158

Topic Question 1:
Yes

Topic Question 2:
Yes

Comments:

Correspondence: 159

Topic Question 1:
YES. On Page 1 of Lewis's book, It DID say that they started in Pittsburgh.

Topic Question 2:
YES

Topic Question 3:
<http://www.wtae.com/news/help-get-pittsburgh-on-the-lewis-and-clark-map/41785738>

Comments:

Correspondence: 160

Topic Question 1:
Yes I do.

Topic Question 2:
yes, in addition too.

Topic Question 4:
The first page of the journal states, Left Pittsburgh. To begin a journey, you must have a starting point. Pittsburgh was chosen as that starting point. It needs to be included in the tale, as part of the whole.

Comments:

Correspondence: 161

Topic Question 1:
Yes!

Topic Question 2:
Yes (in addition to federal designation, NOT instead of federal designation)

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Comments:

Correspondence: 162

Topic Question 1:

Yes,most definitely.

Topic Question 2:

Yes

Comments:

Correspondence: 163

Topic Question 1:

Yes. I definitely support this designation. I have read extensively, over the years, about the Lewis and Clark Expedition because of my sincere and personal interest in Pennsylvania (especially Southwestern PA) and US history. I have traced my genealogy and have familial ties to many of our Founding Fathers, Mayflower pilgrims, veterans of every War from The American Revolution to the latest conflict, am related to at least 18 US Presidents, and am an 11th cousin of Governor Meriwether Lewis. I mention this, because it has sparked a desire to research my relatives! In my extensive reading, I definitely think it all started in Pittsburgh. Andy Masich of the Heinz History Center in Pittsburgh has quoted the diaries of said Lewis that detailed the start of the expedition here in Pittsburgh!!

Topic Question 2:

I support both state and local designation of study routes in addition to federal designation.

Topic Question 3:

I consider it a factual error of any position that considers the start of the expedition other than the start being Pittsburgh OR the Pittsburgh area (Elizabeth), i.e. any location west of this area.

Comments:

Correspondence: 164

Topic Question 1:

Yes

Topic Question 2:

Yes

Comments:

Correspondence: 165

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 3:

Page 1 of the journal starts with Pittsburgh!

Topic Question 4:

Page 1 of the journal starts with Pittsburgh!

Comments:

Correspondence: 166

Topic Question 1:

Yes. Just read page 1 of their journals, re leaving Pittsburgh in 1803.

Topic Question 2:

Yes, although federal designation should be foremost.

Comments:

Correspondence: 167

Topic Question 1:

The boats used by the expedition were made in the Pittsburgh area. That fact, alone, proves that the expedition began near Pittsburgh on the Monongahela and the journey West began as soon as they entered the Ohio River at the confluence of Pittsburgh's three rivers. Pittsburgh is not an "extension," it is the origination of every frontiersman's travel West.

Topic Question 2:

Yes

Topic Question 3:

See Question 1

Topic Question 4:

See Question 1

Comments:

Correspondence: 168

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 3:

Believe trail physically began in Pittsburgh as per the personal notes of Merriwether Lewis.

Topic Question 4:

It's past time to bring the eastern part of the story into this historic journey!

Comments:

Correspondence: 169

Topic Question 1:

Yes!

Topic Question 2:

I think state and local IN ADDITION TO federal is most appropriate

Topic Question 3:

None that I am aware of

Topic Question 4:

I Fail to see how Pittsburgh could not be included in the trail per historical facts

Comments:

Correspondence: 170

Topic Question 1:

Yes.

Topic Question 2:

I prefer federal designation.

Topic Question 3:

None of which I am aware at this time.

Topic Question 4:

The trail needs to include everything related starting from Monticello and Jefferson.

Comments: Sufficient emphasis needs to be made that the expedition was a U.S.Army expedition and not a pre-mountain man exploration as it is sometimes perceived by many. That flaw was evident during the bicentennial observation. Additionally, sufficient emphasis needs to be placed on the role and practical support provided by the indigenous Peoples of the time.

Correspondence: 171

Topic Question 1:

Yes

Topic Question 2:

Yes

Comments: Following the Lewis and Clark Bicentennial Commemoration we learned a great deal. Living 40 miles from Pittsburgh we had no idea how significant this area was to the success of the expedition; from the keelboat to Seaman. We can't forget Lewis' lessons with Dr. Benjamin Rush, among other scientists, naturalists and mathematicians, in Philadelphia and Andrew Ellicott, surveyor and mapmaker, from Bucks County, PA. Everything that occurred on the Eastern Legacy helped to make this expedition and the journal keeping such a success. The trail needs to be broaden to cover the entire story

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from conception at Monticello and Washington, D.C. to the return to St. Louis.

Correspondence: 172

Topic Question 1:

I do support the federal design that the Lewis and Clark began in Pittsburgh Pennsylvania

Topic Question 2:

Yes I do Supportthe state/local designation

Comments:

Correspondence: 173

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 3:

N/A

Topic Question 4:

Beaver is located on the Ohio River. Recently there was a ceremony for the dedication of a plaque designating the Fort McIntosh site as a location passed by Lewis & Clark on their way down river. There was a nice group in attendance as well as re-enactors in period dress and one of the men who actually participated in the entire reenactment of the Lewis & Clark expedition which occurred a few years ago. Pittsburgh should certainly be included in the map since the boat was built there and is quoted as where they started from in the diary.

Comments:

Correspondence: 174

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 4:

Page 1 in journal states specifically pittsburgh

Comments:

Correspondence: 175

Topic Question 1:

Yes

Topic Question 2:
Yes

Topic Question 3:
Lewis and Clark expedition diaries.

Comments:

Correspondence: 176

Topic Question 1:
Yes, I believe his journal

Topic Question 2:
Yes

Comments:

Correspondence: 177

Topic Question 1:
Definitely! It is proven to have started in Pittsburgh and should be extended the along the Ohio river to this area.

Topic Question 2:
Yes

Topic Question 3:
Lewis and Clark's Journal which stated it was started in Pittsburgh

Topic Question 4:
A wonderful story of history that every child learns about in school. I am happy to learn that it all started here and others should know that as well.

Comments: Thank you so much for all the work done on Lewis and Clark and the trail.

Correspondence: 178

Topic Question 1:
Yes

Topic Question 2:
Only in addition to

Topic Question 3:
Lewis and Clark journey should be listed as beginning in Elizabeth PA see Question 4 comment

Topic Question 4:
Merriwether Lewis picked up his keelboat from Bayard in Elizabeth, PA, about 15 miles up the Monongahela River from Pittsburgh, in late August 1803. Elizabeth was then a major boat building center in the US. This should be considered the beginning of the Lewis and Clark Expedition, as it was where Lewis set his boat in the waters first.

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Comments: See Question 4 comments

Correspondence: 179

Topic Question 1:

Yes

Topic Question 2:

Yes

Comments:

Correspondence: 180

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 4:

Look at page one of their journal. It states day 1 - left Pittsburgh

Comments:

Correspondence: 181

Topic Question 1:

Yes, please add these valuable routes in this historic trail

Topic Question 2:

I support state and/or local designation of study routes IN ADDITION TO FEDERAL DESIGNATION.

Topic Question 3:

I am not aware of any errors.

Topic Question 4:

Leaving out the studied routes would be like leaving out the 1860s or the 1940s in United States history. You would not get the whole picture.

Comments:

Correspondence: 182

Topic Question 1:

Yes, this would be great for the Pittsburgh area.

Topic Question 2:

I support the federal designation as well as any support that the state or local government could provide.

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Topic Question 3:

None

Topic Question 4:

None

Comments:

Correspondence: 183

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 4:

The Lewis and Clark expedition began in Pittsburgh, Pa. At the confluence of the Allegheny, the Monongahela and the Ohio rivers.

Comments:

Correspondence: 184

Topic Question 1:

Absolutely. The Keel Boat was built in Pittsburgh. The reenactors sailed up to Pittsburgh in 2003. There's no historical reason to not have Pittsburgh as part of this trail.

Topic Question 2:

Yes - - this is a vital part of local history, and it is important for all parties to be involved.

Topic Question 4:

Frankly, it'd probably be a good idea to consider including Brownsville, PA (where the team first got on the river) and/or Harper's Ferry.

Comments:

Correspondence: 185

Topic Question 1:

I support the designation and management of the river routes from Pittsburgh, PA to Wood River.

Comments:

Correspondence: 186

Topic Question 1:

No, t

Topic Question 2:

No objections if states want to fund this.

Topic Question 3:

The L&C journey did not begin in Pittsburgh (Lewis joined in Louisville, KY), the the L&C Trail should not extend past Louisville.

Comments:

Correspondence: 187

Topic Question 1:

Yes for designation. No on management until a description is provided on the scope.

Topic Question 2:

No- all study routes should have federal designation.

Comments:

Correspondence: 188

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 4:

The entire trail needs to be recognized. That includes Beaver County!

Comments:

Correspondence: 189

Topic Question 1:

Yes, I do support for the river federal designation.

Topic Question 2:

I hope that both state and federal designation can occur.

Topic Question 3:

none found

Topic Question 4:

I hope that the overland routes can be added to the additional designated area for the trail. The route through North Mississippi that Meriwether Lewis followed getting to the Natchez Trace completes the story of the life and travels of this great explorer.

Comments:

Correspondence: 190

Topic Question 1:

See Comments Section Below

Topic Question 2:

See Comments Section Below

Topic Question 3:

See Comments Section Below

Topic Question 4:

See Comments Section Below

Comments: The Lewis and Clark National Historic Trail Extension Study/Environmental Assessment is a travesty. Clearly in this report, the National Parks Service (NPS) chooses to perpetuate a grievous error that was made by Congress almost forty years ago. The Lewis and Clark Trail has always gone from "Sea to Shining Sea," and in this the year of NPS's 100th anniversary, one would think the Service would want to celebrate its centennial by correcting that error. Based on the report about the Lewis and Clark National Historic Trail Extension Study/Environmental Assessment, clearly that is not the case. Some may say, "half a loaf is better than none," but in this case, the NPS is not even offering half a loaf. The NPS is offering to support an extension of the Lewis and Clark National Historic Trail by adding a mere three segments out of a possible twenty-five. That's not half, that's only 12 percent. Adding just these three segments would do more to confuse the public than to help clarify and enrich everyone's Lewis and Clark Trail experience. That Philadelphia, Washington D.C., Frederick, Harpers Ferry, Monticello and Lancaster were left out of the original trail back in 1978 was the result of ignorance and poor research. Awareness of the significance of these places is now abundantly clear, but the NPS chooses to leave them out of the trail again even in the face of overwhelming evidence to the contrary. Now we know that places like Cumberland Gap, Fincastle, Chickasaw Bluffs (Memphis) and Grinders Station, to name just a few, are equally significant.

The subtext of the Lewis and Clark National Historic Trail Extension Study/Environmental Assessment appears to be that even the addition of the three "significant" segments would cause a great deal of expense and administrative strain for the Service. Recollection maintains that the study was called for in the fall of 2010 and began in the spring of 2011 with a target date set for finishing in three years. Now it is 2016 and the Lewis and Clark National Historic Trail Extension Study/Environmental Assessment has only just now been made available for comment. Presently the Lewis and Clark National Historic Trail Extension Study/Environmental Assessment is still not finished as evidenced by the information missing from Appendix A. The overall processing of the Lewis and Clark National Historic Trail Extension Study/Environmental Assessment may give insight into fiscal inefficiencies and administrative mismanagement within the Service that give rise to the concerns about expenses and strain going forward.

Quite frankly, if the National Park Service cannot see its way clear to incorporating all twenty-five of the study segments into the Lewis and Clark National Historic Trail, then for the sake of current and future members of the public who are owed a total and complete NATIONAL Historic Lewis and Clark Trail, no segments should be added. Rather than breaking up the trail into twenty-five segments, the public would have been better served if the NPS had viewed the eastern portion of the trail in two segments. One segment being the preparation phase from Washington D.C. to Camp Dubois (and all points in between) in 1803 and the other being the return phase from St. Louis to Washington D.C. (and all points in between) in 1806. As Lewis was again returning to Washington D.C. from St. Louis in 1809, that portion could be added as a final segment.

With regard to the specific questions posed by the National Park Service, my responses are as follows:

NPS Question #1: I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast-to-Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels.

NPS Question # 2: Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

The opportunity to make these comments is appreciated.

Correspondence: 191

Topic Question 1:

All land and river routes must be included to tell the complete story of Lewis and Clark to U.S and world citizens.

Lewis and Clark Auto Tour signs should be on ALL routes (land and water) of travel, 1803 - 1809 ! ! !

This study is a dis-service to the American taxpayer in furthering education, health, and cultural preservation of historical significance.

Topic Question 2:

NO! This is a National Historic Trail deserving of federal designation. This question is exasperating, obtuse, and vexatious and impossible to answer - grammatically horrible and senseless.

Stick to complete sentences and forget the "and/or"s. Can you diagram your sentence (question)???

Topic Question 3:

Flawed study

Comments:

Correspondence: 192

Topic Question 1:

I definitely support federal designation and management of the river routes from Pittsburgh, Pennsylvania to Wood River, Illinois as an extension to the Lewis and Clark National Historic Trail.

Comments: We just dedicated a marker at the site of Fort McIntosh for the Lewis and Clark Expedition on August 26, 2016.

Correspondence: 193

Topic Question 1:

I would like to see a Coast to Coast LCNHT in every Trail segment where there is historical documentation of Lewis and Clark travels.

Topic Question 2:

Federal designation is very important. State support IN ADDITION TO federal would be fine also.

Topic Question 4:

Mississippi should be included in the Extension of the Lewis and Clark National Historic Trail. There is strong interest and support for this in the state, and it was an important part of the Lewis and Clark history.

Comments: Mississippi should be included in the Extension of the Lewis and Clark National Historic Trail.

Correspondence: 194

Topic Question 1:

Yes! Page 1 of the Lewis and Clark Journal says, "Left Pittsburgh."

Comments:

Correspondence: 195

Topic Question 1:

Yes.

Topic Question 2:

Yes.

Topic Question 3:

I know of none, however, it is important that we have an accurate representation of historical facts.

Comments:

Correspondence: 196

Topic Question 1:

Yes.

Topic Question 2:

Yes, state/local designation in addition to federal designation.

Topic Question 3:

No factual errors that I am aware of.

Comments:

Correspondence: 197

Topic Question 1:

: I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels.

Topic Question 2:

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

Comments:

Correspondence: 198

Topic Question 1:

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Yes

Topic Question 2:

Yes

Topic Question 4:

I would have loved to have been there when Lewis and Clark came upon the Ohio River and seen how it pointed due west. If ever there was open invitation by mother nature to head west.

Comments:

Correspondence: 199

Topic Question 1:

Yes..how could Pittsburgh be left out when Lewis' journal begins with leaving Pittsburgh on the first page?

Topic Question 2:

In addition...

Topic Question 3:

None detected

Topic Question 4:

Given that the boat launched in Pittsburgh and given the hard work of the crew to drag it over the local rivers' sand bars, Pittsburgh should be considered as the beginning of the journey. It was not a simple cruise down river to meet up with the rest of the expedition but was an arduous first leg of the trek.

Comments: Thank you for your consideration of this issue and for your efforts in establishing the Trail as a national heritage asset.

Correspondence: 200

Topic Question 1:

Yes

Topic Question 2:

Yes

Comments:

Correspondence: 201

Topic Question 1:

Absolutely, it's history and on the first page of the journal. We all knew that and the stories about the boat building etc.

Topic Question 2:

Not sure.

Comments:

Correspondence: 202

Topic Question 1:

Yes.

Topic Question 2:

I support them in addition to federal designation. The Lewis and Clark Expedition was an important part of our nation's history and should be recognized at the federal level.

Topic Question 3:

Page 1 of Lewis & Clark's journal states that they left Pittsburgh and got stuck on a sandbar. The fact they started here should be enough to include Pittsburgh.

Comments:

Correspondence: 203

Topic Question 1:

I absolutely support this extension. It is in Lewis' own journal on the 1st page. It really cannot be any more clear. He writes 'Left Pittsburgh today, got stuck, put the men to bed ...

I have a great passion for American history and have done research for years and Lewis built a keeled boat at Ft Fayette which is in present day Pittsburgh and he set off from that location. Please extend this trail.

Comments:

Correspondence: 204

Topic Question 1:

I support federal designation and management of the river routes from Pittsburgh, Pennsylvania to Wood River, Illinois as an extension to the Lewis and Clark National Historic Trail. The L & C Trail should actually represent the journey! It's very clear from the historic record, including the journal records of the travelers, that they began in Pittsburgh.

Topic Question 2:

Not instead of. If it is a National Trail, the federal park service should cover the entire route. However, state and local governments should also designate these routes as part of the historic trail.

Comments:

Correspondence: 205

Topic Question 1:

I do, yes. Given the historical proof (and designation) that Pittsburgh has as being the official starting point of Lewis and Clark, it is about time we see this extension brought to where it all started.

Topic Question 2:

Yes.

Topic Question 4:

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I am a Pittsburgh native. Born and raised. We were always taught that THIS is where the great expedition West began and there has been physical proof that this was, in fact, the case. So as I prepare for fatherhood I would like to show my children this trail as I tell them how Pittsburgh was, and is, the place where America's expansion westward began.

Comments:

Correspondence: 206

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 3:

The facts state that Pittsburgh is the absolute starting point of the expedition!

Comments:

Correspondence: 207

Topic Question 1:

Yes of course! The keelboat was built in Pittsburgh. How do you think if got to St Louis, by osmosis? No...it traveled down the Ohio River. Merriweather Lewis began the trip from Pittsburgh and this starting leg of the trip should definitely be included!!

Topic Question 2:

Yes

Topic Question 3:

dunno

Topic Question 4:

His diary includes a first-day entry about setting out from Pittsburgh.

Comments:

Correspondence: 208

Topic Question 1:

Yes

Topic Question 2:

Yes

Topic Question 3:

No

Comments:

Correspondence: 209

Topic Question 1:

Of course! Capt. Lewis started his journal in Pittsburgh, so clearly HE thought the expedition was commencing there. So the historic trail is incomplete unless it starts there, too.

Comments:

Correspondence: 210

Topic Question 1:

Yes

Comments:

Correspondence: 211

Topic Question 1:

Yes, as there is evidence to support the building of the keel boat in the area and launching from Fert Fayetteville.

Topic Question 2:

Would prefer the Federal designation.

Comments:

Correspondence: 212

Topic Question 1:

Yes

Topic Question 2:

PA

Topic Question 3:

None

Comments: Please insure this is historically correct.

Thanks!

Correspondence: 213

Topic Question 1:

I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels.

Topic Question 2:

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

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Comments:

Correspondence: 214

Topic Question 1:

Yes, it is only logical to include Pittsburgh and the route to Wood River as Pittsburgh is where on page one of his journal, Lewis says he is setting off. He bought and outfitted the first keelboat used for the expedition there. What's to decide?

Topic Question 2:

Yes

Comments:

Correspondence: 215

Topic Question 1:

Yes

Topic Question 2:

Yes

Comments: On page 1 of diaries of Lewis & Clark, it states "Left Pittsburgh today, got stuck, etc, etc". With this evidence, it is inconceivable to me how the trail has been designated as starting in St. Louis! Please correct this error & finally show that Lewis & Clark's journey started much further east than was adopted in the 1970's.

Correspondence: 216

Topic Question 1:

Yes!!!

Topic Question 2:

Yes.

Comments: Living in Pittsburgh my whole life, I never realized the historic significance of the area, until I started homeschooling my children. I believe that extending the trail from Pittsburgh would encourage more people to take a vested interest in this area, where the history is so rich. I find it fascinating!

Correspondence: 217

Topic Question 1:

No, not as outlined by NPS planning. While those three segments should be designated, I believe the American people deserve a complete Coast to Coast 1803 to 1809 Trail. I wish to commend the NPS for documenting all of the applicable Lewis and Clark locations and all 25 segment locations identified by NPS should be included. All that is required by NPS is the posting of signage and the printing of complete trail maps. No land purchase is required and current NPS presence at most of those locations are sufficient to fully tell the entire Lewis and Clark story to the American public.

Topic Question 2:

State and Local designations can be in addition to the Federal designation but would not be sufficient alone to educate the American public about the Lewis and Clark Expedition. Each identified segment would help the public find others and thereby promote cultural heritage tourism, help preserve cultural and natural resources, promote outdoor activity for health

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and wellness and be destination locations for educational opportunities both in the field and in the classroom. The narrow position of the NPS study is inconsistent with its charter to enhance, develop and protect our cultural heritage for the benefit of us all, past, present and future.

Topic Question 3:

In the mind and actions of President Jefferson the purpose of the Expedition began well before either Lewis or Clark were selected. Jefferson had been working on this project since his original attempt in 1783 when Jefferson considered George Rogers Clark to lead an expedition to the west. Jefferson tried again in 1792. Jefferson and Lewis actually began planning for the Lewis Expedition over the summer of 1802 while reviewing the Alexander Mackenzie account of Mackenzie's travels across what is now Canada. Lewis was actually tapped during that summer to plan and lead an expedition so the beginning date could very well be 1802. However, it is beyond debate that Lewis was working full time on the expedition from March 15, 1803 when he left Washington to travel to Harpers Ferry, Lancaster, PA and Philadelphia solely for the purpose of the expedition.

Topic Question 4:

The NPS conclusions that 22 of the 25 identified segments do not qualify because they were not new routes or happened in areas already established is faulty based on their own requirements. Had NPS applied the same logic to the original Trail establishment they would have discounted everything prior to the departure from Fort Mandan. The Missouri from the Mississippi confluence to the Mandan, Hidatsa, Arikara settlement had been traveled and mapped before Lewis and Clark went up river. All of the 25 segments are part of the Expedition and should be recognized as such. If the actions that happened at those locations didn't happen the entire Expedition may not have been successful. The same can be said about the events that happened from September 23, 1806 to October 11, 1809. We must have a full coast to coast - from sea to shining sea - trail from 1803 to 1809.

Comments: I appreciate the work of the NPS over these past 6 years to identify the 25 significant national locations that make up the complete Lewis and Clark Trail. Having done all of that work, why would they not want to include all of them in a Trail Extension? The cost estimates included in the study are not realistic. Full Trail Extension can be done with very little cost. These sites/segments already exist and most have some form of local recognition. But that is not enough. They need to be tied together by Federal Designation. They are all pearls in the same string. The vision of Thomas Jefferson and countless others, especially the Corps of Discovery, was long, wide and ambitious...one grand voyage for the benefit of all...and not in disconnected segments where each part struggles for its own singular intent. The current narrow position of the NPS is inconsistent with its charter to enhance, develop and protect our cultural heritage for the benefit of us all, past, present and future. It would be short-sighted and a failure of stewardship for the benefit of everyone if the NPS does not honor and recognize each and every segment of the Lewis and Clark National Historic Trail from sea to shining sea.

Correspondence: 218

Topic Question 1:

Yes

Topic Question 2:

Yes, in addition to federal designation

Comments:

Correspondence: 219

Topic Question 1:

Only in a limited sense. I don't want any part that is supported by documentation to be left out. So, yes, they should be supported and managed by you and added to the LCNHT, but so should the other documented segments. The time period

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covered must be 1803-1809 to tell the whole story.

Topic Question 2:

No. All documented segments should be designated by the federal government. If we just have segments managed locally or by the states, there is no continuity in a continuous historical story. How in the world could our domestic and international tourists ever find these individual sites? All documented segments must be recognized by the NPS as part of the LCNHT in order to preserve and promote our history.

Topic Question 3:

Your thinking that unless Lewis and Clark were actually together that history is "not significant" is wrong-headed. Of course they weren't together at all times. They were busy preparing in their individual ways and also they had separate duties post-Expedition that should not be ignored. The period of significance is 1803-1809 and nothing less.

Topic Question 4:

Extend the time period!

Comments: I am a teacher of Intellectually Gifted students and have been teaching them the story of Lewis and Clark and the Corps of Discovery for over ten years. Personally, I grew up in the midst of L&C having lived in St. Louis and having parents that knew that our history is important.

The educational opportunities afforded by a complete LCNHT are invaluable. When I teach my students about the Expedition, I don't start in the middle and finish prematurely; I don't only cover 42% of the years: I tell the WHOLE story. It starts in 1803 in Washington DC with Thomas Jefferson and Captain Lewis- it ends October 1809 on the Natchez Trace in Tennessee. L&C's leadership, collective accomplishment, and sense of duty are all admirable qualities of which our youth need examples. Seriously, many of them have spent their short lives watching TV and eating junk: Extending the LCNHT is one step ahead in educating our youth- many adults need to experience the completed trail, too.

The period of significance must be 1803-1809. Any less is withholding information from American and international tourists and the local people who happen to live along the trail. NPS, please don't miss this opportunity to tell the whole story of Lewis and Clark.

Correspondence: 220

Topic Question 1:

YES - The rivers of the Monongahela River at Elizabeth, PA, down the Ohio River to the mouth of the Mississippi River on the Wood River are an integral part of the story of Lewis & Clark and their exploration of the West. The initial plan to make the Corp a small number of soldiers grew to over 40 soldiers who were enlisted as engages, and French boatmen, & soldiers all joining from American Forts along the Ohio - all part of the story. Without this extension, people traveling the water route up the Missouri, over the Bitterroots, & down the Columbia River and back - the whole L&C story can not be told. You can not just start in St. Louis or Camp River DuBois as the start of this epic journey that changed our country.

Topic Question 2:

YES It is very important to engage both local and state organizations and governments to be a part of their history that in turn increases not only the story of Lewis & Clark, but also the story of the native Americans that were living on these rivers far before the white man. Involving local towns adds to the history of the West and builds economic development for all of the many towns & villages along the Ohio & Mississippi Rivers, promotes tourism and gives people a perspective of how the Corp of Discovery made this journey that changed the lives of people good & bad.

Topic Question 4:

The study needs to include the trail all the way back to Monticello with President Thomas Jefferson and the start planning

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with Meriwether Lewis of this unbelievable exploration from it's very beginning.

Comments:

Correspondence: 221

Topic Question 1:

Yes I support adding the river route from Pittsburgh to Wood River, Illinois. Historical documentation shows that Lewis began in the Pittsburgh area. This addition needs to be added into the history books and credit needs to be given where it is due.

Topic Question 2:

Yes

Comments:

Correspondence: 222

Topic Question 1:

Yes I do

Topic Question 2:

Yes I do

Topic Question 4:

I think it is important that our history books are accurate.

Comments:

Correspondence: 223

Topic Question 1:

I do not support a segmented LCNHT, WE NEED A 1803-1809 COAST TO COAST LCNHT. Isn't that what President Jefferson was intending when he established the Lewis and Clark Expedition.

The whole is much stronger and beneficial to the American people. It shows the value in working together. For example: Without the resources and supply stores in Kaskaskia, (founded 1703)the expedition would have been without resources. Without the Military from Fort Kaskaskia, they would have been short-handed in many ways. Without Pierre Menard, the Indian Agent living at Kaskaskia, that had many friends with the Indians, the Expedition could hardly have begun. All of this is well documented. Read the Journal.

Topic Question 2:

To take advantage of the Lewis & Clark National Historic Auto Route Brand, we must have that coast to coast federal designation.

Please remember, our country needs to be united, not divided.

I do not support segmentation.

Topic Question 3:

It is not factual to believe that the Western section could have happened without the support and contributions from east of the Mississippi River.

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Topic Question 4:

Let's unite and be strong for everyone and all.

Comments: I spent a lot of time and effort to make the Lewis & Clark Reenactment happen, all from the Eastern shore.

Correspondence: 224

Topic Question 1:

YES! Lewis was directed by President Jefferson to proceed to Pittsburgh to have his boats built and to form crews to begin the journey.

Topic Question 2:

YES

Topic Question 4:

Please see question number 1

Comments: I do believe that Lewis had to stop and layover in Georgetown, Pa for repairs to water craft.

Correspondence: 225

Topic Question 1:

Yes, Lewis and Clark started their journey in Pittsburgh and we should be recognized for this historic event.

Topic Question 2:

Yes

Topic Question 4:

It's ridiculous for St. Louis to make the claim that Lewis and Clark started their journey there. There is documentation which proves otherwise- including the diaries of the travelers themselves. We need to claim our rightful place in history!

Comments:

Correspondence: 226

Topic Question 1:

yes I do, but the rest of the trail segments should very definitely be included to provide a full sense of the breadth of the endeavor and not give a false impression that the expedition encompassed only a small portion of the territory that it actually did. Every inch to the trail contributed to its final success

Topic Question 2:

no, local and or state designation has no hope of sustainability and no national brand, no identifiable handle that tells the American visitor of the expanse of the expedition

Topic Question 3:

There were several, most notably the repeated contention that the entire trail of the corps of discovery had no national significance and the places and events not encompassed in the three accepted segments were of lesser value or lesser significance to the success of the expedition

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Topic Question 4:

As a park service ranger, I have repeatedly led tours on the expedition in the places in my park that were essential to overall success of the mission. Tours of the 2nd bank include both their portraits and many others of the principle figures of the expedition, some 25 in all. also within our park is the aps, where the journals are kept and these are often a part of my programs. I have led boy scout troops to elder hostiles on tours concerning the expedition and it is always a new find for them to discover the importance of this and other places in the east.

[truncated]

Correspondence: 227

Topic Question 1:

These three are important, yes. But incomplete. The rest of the Eastern Legacy (Washington DC, Philadelphia, Harpers Ferry, Frederick, Monticello, etc) are all important parts also. They need to be included! As does the return trip by Lewis in 1806, through Cumberland Gap, Fincastle, and Monticello! As a member of the Discovery Expedition of St Charles, we reenacted that return in 2006.

Topic Question 2:

As my first choice, a strong NO. The complete trail above should be all included in the LCNHT extension. The fact that the three year Trail Extension Study took five years and still left the full extension out causes me to questioning the NPS in this 100th year. This being said, I definitely suggest support to state and local communities to tie into this extension if this version is passed.

Topic Question 3:

1. On page 74 of the study, both Harper's Ferry and Cumberland Gap are specifically mentioned. Yet overlooked in their importance! As is Lewis's return to Monticello in 1806.

2. Why was page 76 "Intentionally left blank"?

3. Breaking up into 25 segments. I feel there should have been three.

A- Washington DC to Camp DuBois

B- St. Louis to Washington DC

C- Lewis return and Death in 1809

Topic Question 4:

I am a Lewis & Clark Reenactor. I belong to several official groups, including the Discovery Expedition of St Charles, Hog Heaven Mussel Loaders, Pacific Northwest Living Historians, Lewis and Clark Trust, and the L&CTHF (including multiple state chapters). I reenacted much of the trail in 2004-2006, including the entire trip from Fort Clatsop to Monticello in 2006. I have participated in events in Philadelphia and Elizabeth Pa. In short, I feel STRONGLY that our children and future generations should get the FULL story and values of the Lewis and Clark Legacy. In addition to the education values is the outdoor experiences, preservation and use of the natural resources, with added financial and tourism benefits. So I recommend a complete trail designation.

A. So Washington DC to Camp DuBois should be included.

B. So St Louis to Washington DC should be included.

C. And as Lewis was again returning to Washington D.C. from St. Louis in 1809, that could also be added as a final segment. That should be an easy add as much is already in the Natchez Trace Parkway.

Comments:

Correspondence: 228

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Topic Question 1:
yes

Topic Question 2:
no

Comments:

Correspondence: 229

Topic Question 1:
Yes.

Topic Question 2:
We do support state and local designation, in addition to federal designation.

Topic Question 4:
The journeys of Lewis and Clark are an integral and important component of our American history. Please help preserve their story!

Comments:

Correspondence: 230

I love the National Park Service and the national heritage areas. Recently my family and I moved from the Silos & Smokestacks Nat. Heritage Area to the Abraham Lincoln National Heritage Area. Every experience I have had with the NPS has been first class!

I must say, however, that it is way past time to extend the Lewis & Clark Heritage Trail to Pittsburgh where the trail physically began. I watched a clip on the Pittsburgh ABC news affiliate this evening and was quite shocked that this was not the case.

I support "Alternative B" to extend the Lewis & Clark Heritage Trail to Pittsburgh.

Correspondence: 231

I am requesting that we extend the Lewis & Clark Heritage Trail to Pittsburgh where the trail physically began. I watched a clip on the Pittsburgh ABC news affiliate this evening and was quite shocked that this was not the case.

I support "Alternative B" to extend the Lewis & Clark Heritage Trail to Pittsburgh.

Correspondence: 232

I write to you in your capacity as Chief of the Planning and Compliance Division for the Midwest Regional Office of the National Park Service.

From my office window, I look out on the Falls of the Ohio River and can see the area across the Ohio that was settled by William Clark's brother, George Rogers Clark. I also see the statues of George Rogers Clark, and of William Clark's slave,

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York, on our belvedere overlooking the River. I have read the wonderful letters from William Clark to his brother, Jonathan Clark, pertaining to the Lewis and Clark Expedition, contained in Dear Brother, edited by James Holmberg of Louisville's Filson Historical Society.

The bottom line is that the Clark family, York, and the history of the Lewis and Clark Expedition permeate Louisville's atmosphere.

Right now the Lewis and Clark Heritage Trail ends in St. Louis. In actuality, it is deeply connected to Louisville. Lewis first wrote Clark, who was at the Falls of the Ohio, proposing the expedition. They met here, and out of that meeting was formed the Corps of Discovery. Almost one third of the members of the Expedition were from Louisville and the surrounding Kentucky counties. They returned to Louisville and the Falls of the Ohio in November, 1806.

Bottom line: the history supports the eastward extension of the Trail, and it should include the Falls of the Ohio at Louisville and the wonderful and fully operational, beautiful and historically accurate home, Locust Grove, where members of the Clark/Croghan family lived--including General George Rogers Clark in his later years.

I am a practicing lawyer with a strong interest in Kentucky history. I plan to teach the subject to a high school class at Kentucky Country Day School in the Spring of 2017. I cannot imagine how exciting the extension of the Trail to Louisville would be for the high school students I will be teaching.

Please make this happen.

Correspondence: 233

This is to request that the trail be extended to include Washington, D.C. and Philadelphia.

Correspondence: 234

It is important to have a contiguous national trail 1803-1809.

If the trail does not cover the entire history the significance will be diminished.

Correspondence: 235

I am writing to comment on the Lewis and Clark National Historic Trail Extension Study. In keeping with the historical context of the explorers, I would favor extension of the trail by land and water to Washington DC and Philadelphia. The Lewis and Clark exploration was a major part of our country's history, and completing the trail would honor their great expedition appropriately.

Many thanks for your kind attention.

Correspondence: 236

Having read some of the Trail Extension Study and the significance comments -- particularly Segment 5A, Segment 5B, and Segment 6 -- I fully support adding these important segments to the Lewis and Clark National Historic Trail Extension.

Correspondence: 237

Topic Question 1:

Yes. Everyone knows that Lewis and Clark started in Pittsburgh, PA.

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Topic Question 2:

Yes

Comments:

Correspondence: 238

Topic Question 1:

I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels.

Topic Question 2:

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

Topic Question 4:

Thank you!!

Comments:

Correspondence: 239

I appreciate this chance to stress a few points. First is that Lewis's activities in Segments 1, 2, 3, and 4 did not receive the important treatment they deserved. When he mounted his horse on March 15, 1803 he began to make the historical trail we observe today, by himself, for five and a half months. He stopped at Harpers Ferry to steer the construction of the frame for a dismantle-able boat, he stopped at Andrew Ellicott's home to absorb the skills of determining latitudes and longitudes, he stopped in Philadelphia to counsel with four more erudite friends of President Jefferson all the while ordering and signing off on 3500 lbs of supplies and equipment for fifteen men which was assembled and boxed at the Schuylkill Arsenal plus arranging for its transfer to Pittsburgh. He then horsed to Washington, DC where he wrote to William Clark, his mother and reviewed a long list of "wants" from Jefferson. Lewis then traveled back to Harpers Ferry to arrange the transfer of 1000 more lbs of equipment to Pittsburgh and, finally, still by horse, through a little of Maryland and western Pennsylvania to Pittsburgh.

We maintain that Segments 1, 2, 3, and 4 are new, integral, and more than significant additions to the Trail, all established by Lewis himself as the route to use for Trail purposes.

(IMPORTANT Note: At description of Segment 4, add Elizabeth after Brownsville and before Pittsburgh, PA.)

And one final conclusion is that, because the journals were Jefferson's most desirable goal (if not, why have five persons provide notes for them?) the trail can hardly be considered done until they were in hand and available in 1814!

Thanks very much.

Correspondence: 240

Topic Question 1:

I wholeheartedly support federal designation and management of the river routes from Pittsburgh, Pa to Wood River, IL as an extension to the Lewis & Clark National Historic Trial. The history supports it as do the actual journal entries. Let us tell the full, complete, true story of their adventure as best we can.

It has been stated that a journey begins with a single step. The Lewis & Clark journey obviously begins with the acquisition of a vehicle to enable this exploration. This vehicle (boat) was acquired in Pittsburgh. This part of the history begs to be told,

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the scholarship is there and it needs to be told.

Topic Question 2:

I support state and/or local designation of study routes in addition to federal designation. We should not tear it apart any more than we would omit and segment the Bill of Rights or the Constitution.

We are the United States of America not the Segmented States of America. We are in favor of the coast to coast Lewis & Clark National Historic Trail. All segments are significant. Unity is the American psyche. Our country was built on that one abiding principle.

If you doubt what I say, you need only look at America's most popular patriotic songs:

- o America the Beautiful -... "from sea to shining sea"
- o God Bless America -... "from the mountains to the prairies, to the oceans white with foam"
- o God Bless the USA ... "from the lakes of Minnesota to the hills of Tennessee across the plains of Texas from sea to shining sea from Detroit down to Houston and New York to LA"
- o Living in America ... "superhighways, coast to coast, easy to get anywhere... hand in hand, across the nation."
- o My Country Tis of Thee ... "from every mountainside let freedom ring" We love ... all thy domains"
- o This is My Country ... "what difference if I hail from North or South or from the East or West? My heart is filled with love for all of these."
- o This Land is Your Land ... "From California to the New York Island. From the Redwood Forest to the Gulf Stream Waters. This land was made for you and me."

As you know, there are many others songs with the same message.

Let's unite the Lewis & Clark Trail as it should be with all segments given equal treatment.

Need I say, united we stand, divided we fall.

Do not seek to divide our country in insidious ways.

Topic Question 3:

I am not aware of any factual errors in the document.

Topic Question 4:

This trail extension could support and encourage more local development wherever it is approved. Most particularly here in Pittsburgh, Pa. it could draw attention to Pittsburgh's Old Stone Tavern (circa 1782).

Exploration also tells us about the great outdoors all the better to treat our environment with respect when we know something about its wonder and majesty.

Comments: I am glad to see the government supporting history in all its aspects. America needs to understand where we have been to better understand where we are going.

As to development, most particularly here in Pittsburgh, Pa. it could draw attention to Pittsburgh's Old Stone Tavern (circa 1782). A datestone on the side of the building says 1752; however proof has not yet come forth.

This building and its existing ledger (1793 - 1797) is a real gem in the history of our nation. Many Revolutionary soldiers and some who were later to fight in the War of 1812 passed over its threshold. The Old Stone Tavern tells the story of Pittsburgh, the story of the massive movement of people from one continent to create another- -the birth of the United States and the very early settlement of this region. Of the names in the accounts ledger, over 100 of them are owners of the original land grants that they received from the Commonwealth of Pa after William Penn and his descendants vested the land to the legislature.

The Tavern retains its original setting at the intersection of two former Indian trails. It became a stopping point for early

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settlers and travelers and a meeting place of participants of both sides of the Whiskey Rebellion recording the names of at least 70. It is a fine example of very early stone construction. It stands as the oldest commercial building in Pittsburgh and was unanimously declared an historic structure.

Correspondence: 241

Topic Question 1:

I support federal designation and management of the three river routes that are an extension to the Lewis and Clark National Historic Trail (1803-1809) as noted here in Question 1.

Comments:

Correspondence: 242

Topic Question 1:

Yes, as Pittsburgh is where the journey did start. All points west also should be included. It's history, our heritage

Topic Question 2:

Yes, but it should first and foremost be designated federally.

Topic Question 4:

This is such an important part of the formation of this country.

Comments:

Correspondence: 243

Topic Question 1:

Yes, absolutely. The Lewis & Clark Expedition was an important journey that had to begin with loading the boat - that was made and prepared in Pittsburgh - and starting the journey here. Because of the difficulty of travel, which was a great deal slower than travel we are able to do now, the first leg of the journey took the explorers and their men from Pittsburgh to St. Louis. There, they waited out the winter until they were able to continue the following spring. Just because they had to wait through the winter isn't reason enough to discount the importance of the first leg of the trip, from Pittsburgh to St. Louis.

Topic Question 2:

This designation should be shared between the federal and state governments, and should also include local support. This expedition provided a vital link in the early development of our country, and we all benefitted from the courage and effort of Lewis, Clark, and all of their men (and one woman, Sacagawea!).

Topic Question 3:

Fact: The boat used in the travel to the Rockies was built, loaded, and launched in Pittsburgh.

Fact: The purpose of the trip was for Lewis and Clark to try to find an all-water route from the eastern part of our country to the western ocean.

Fact: Once they arrived in the Rocky Mountains, it was impossible to continue the travel by boat. So, they left the boat with an Indian tribe and continued on foot. Even though they could no longer travel by boat, they didn't abandon the journey.

Fact: Although there is no possibility of an all-water route from the Atlantic to the Pacific, their journey opened up travel to the west. It opened up our country to settlement and exploration.

Fact: The trip began on the boat in Pittsburgh.

Topic Question 4:

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President Thomas Jefferson had the foresight to send two intelligent, courageous men to explore the western reaches of our country. Lewis and Clark planned the route and gathered the gear and enlisted men to be part of this historic journey. The journey had to start on a boat - a boat that was built in Pittsburgh; a boat that was loaded in Pittsburgh; a boat that was manned and piloted from Pittsburgh, along the Ohio River, to the Mississippi River. After that first winter, the boat was again taken up the Mississippi River to the Missouri River, until the Rocky Mountains prevented more boat travel. The journey was continued on foot until the destination, Fort Clatsop in Oregon. The return trip brought the men and so much valuable information back to Washington, D.C., leading to further exploration and settlement. The only man lost on the journey was a young man who died of appendicitis. It was quite a successful expedition!

Comments:

Correspondence: 244

Topic Question 1:

Yes, Having spend the years leading up to and during the Bicentennial involved in events and discussion along this part of the route I found it fascinating that so much of the story had been prepared to be written before the pen touched the pages. there is much to teach and learn along the eastern legacy branch of the L&C Trail.

Topic Question 2:

I support the addition of State and local study route designations.

Topic Question 4:

None

Comments:

Correspondence: 245

BEAVER COUNTY HISTORICAL RESEARCH AND LANDMARKS FOUNDATION
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September 13, 2016

NPS Midwest Regional Chief of Planning and Compliance
National Park Service
601 Riverfront Drive
Omaha, NE 68102-4226

Dear Mr. Boswell:

I am writing to you to express my support and that of my organization for the recommendation made by the National Park Service to extend the Lewis and Clark National Historic Trail by including the Eastern Legacy portion. The area I am describing includes the entire length of the Ohio River along with a part of the Mississippi River from Cairo, Illinois to Wood River, Illinois (specifically segments Sa, Sb & Sc). We do not, however, support the idea of including related sites that are already recognized and protected by the NPS, since I feel that they would need no further protection/recognition. Additionally, I would not be in support of adding sites related to the life locations. of Lewis and Clark since they fall too far from the designated trail.

Many people mistakenly believe that the Lewis & Clark Expedition actually had its beginnings at St. Louis, when in fact, Lewis' journey began at Pittsburgh near where he bought the keelboat, enlisted a

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

portion of his men and embarked on the riverine portion of the trip west. In conjunction with the Lewis and Clark Trail Stewardship Endowment Grant, our organization has successfully installed standardized signage through the length of Beaver County, Pennsylvania, along with signs in Elizabeth, Allegheny County, Pennsylvania. Next year, further signage is planned for the section between Elizabeth and the Beaver County line which would include Pittsburgh. So, in effect, a part of the marking process has already been started.

If you have any questions or need additional information, please feel free to contact me.
Sincerely,

Brenda S. Applegate
Executive Director

Correspondence: 246

Indiana Lewis and Clark Expedition Commission
315 Southern Indiana Avenue
Jeffersonville, Indiana 47130
September 14, 2016

Tokey Boswell, Chief
National Parks Service
Planning and Compliance Division
Midwest Regional Office
601 Riverfront Drive
Omaha, NE 68102

RE: Extension Study - Lewis & Clark Trail
Dear Mr. Boswell:

On behalf of the Commission, we are very appreciative and supportive of the Extension Study - Lewis & Clark National Historic Trail July 2016 and its finding Clarksville Segment 5b of national significance. This has been our story and the Bicentennial years of 2003 -2006 brought it to the fore front in the minds of Indiana citizens. The recommendation to include it in the Lewis & Clark National Historic Trail confirms our story.

Your study is very thorough and evaluation easy to understand. We are please to be included as one of the three segments out of 25 to be recommended and found of national significance to be included in the Lewis and Clark National Historic Trail. We look forward to congress' next step in approving this study. As we proceed on,

James P. Keith, Chairman
Indiana Lewis and Clark Expedition Commission

CC: Governor Pence
Commission Members

Correspondence: 247

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

KENTUCKY GENERAL ASSEMBLY
State Capitol
Frankfort, Kentucky 40601 502-564-8100

September 12, 2016

Mr. Jonathan B. Jarvis, Director
National Park Service
1849 C Street NW, Room 3112
Washington, DC 20240

Dear Director Jarvis:

The Interim Joint Committee on Economic Development and Tourism received testimony concerning the National Park Service's recently concluded study of the Lewis and Clark National Historic Trail. Based upon the information contained therein and testimony given by the Lewis and Clark Trust, the committee respectfully encourages the completion of the Lewis and Clark National Historic Trail for the period 1803-1809.

The historic value of the trail is invaluable and worthy of being commemorated and marked so that future generations can better understand the sacrifices made and, as one author described them, the "undaunted courage" displayed by members of the Lewis and Clark Corps of Discovery as it traversed and explored unsettled lands from the Missouri River to the coast of the Pacific northwest.

The committee is also encouraged by the potential economic benefits that stem from cultural heritage tourism. The Lewis and Clark trail bisects numerous rural counties in Kentucky and increased visitation to these communities by people following the trail will help to provide increased business activity in areas that are seeking ways to improve their economic standing. We encourage and support the completion of the Lewis and Clark National Historic Trail for the 1803-1809 period.

Sincerely,
Senator Alice Forgy Kerr, Co-Chair Representative John Short, Co-Chair
Interim Joint Committee on Economic Development and Tourism
Senator Perry Clark
Senator Chris Girdler
Senator Denise Harper Angel
Senator Reginald Thomas
Representative Lynn Bechler
Representative Jim Decesare
Representative Bob Deweese
Representative Chris Harris
Representative Tom McKee
Representative Fitz Steele
Representative Gerald Watkins
Representative Tim Couch
Representative Mike Denham
Representative Jeffery Donohue
Representative Brian Linder
Representative Terry Mills
Representative Tommy Thompson
Representative Jill York

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

cc:

President Barack Obama
Governor Matt Bevin
Senator Mitch McConnell
Senator Rand Paul
Representative Thomas Massie
Representative Andy Barr
Representative Hal Rogers
Representative John Yarmuth
Representative Brett Guthrie
Representative Ed Whitfield
Cameron Sholly
Tokey Boswell
Stephanie Ambrose Tubbs

Correspondence: 248

TENNESSEE DEPARTMENT OF TOURIST DEVELOPMENT
WILLIAM SNODGRASS TENNESSEE TOWER BUILDING, 13TH FLOOR, 312 ROSA L. PARKS AVENUE,
NASHVILLE, TENNESSEE 37243
615-741-9001
BILL HASLAM
GOVERNOR

KEVIN R. TRIPLETT
COMMISSIONER

Tokey Boswell
September 26, 2016
Midwest Regional Office, National Park Service
601 Riverfront Drive
Omaha, Nebraska 68102
RE: L&CNHT Eastern Legacy Study

Mr. Boswell:

Please accept this letter in response from the Tennessee Department of Tourist Development to the Lewis and Clark National Historic Trail Extension Study.

I read with great interest each section of the documents and commend the incredible amount of work that went into developing the final presentation.

In promoting, to guests and residents alike, the wonderful assets in Tennessee I would ask for deep consideration in recognizing locations in our state that are pertinent to this story.

While there are no sites relative to the actual route taken by the Corps of Discovery, Tennessee and areas within played a role in the strategy and planning of the mission as well as the last chapter for Meriwether Lewis.

These are noted in the study of course, but this story is more than just the trail followed on the mission, it is the path that

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encompasses the entire journey of these men and their role in the development of our country. State and local designation of study routes - - in partnership with the federal trail - - is important to telling the entire account of the mission and the participants.

Depth of knowledge of the entire story creates more interest in the mission itself. Please make the integral locations in Tennessee that serve a role in this historical narrative part of the program.

Thank you for your time.

Kevin Triplett,
Commissioner
Tennessee Dept. Tourist Development
www.TNvacation.com

Correspondence: 249

Dear Director Jarvis,

I am writing to ask your support for a coast to coast Lewis and Clark National Historic Trail. This is a story of many people and traverses from our nation's Capitol to the shores of the Pacific Ocean. From 2001 to 2006, my husband and I worked with the U.S. Army Corps of Engineers as representatives of the Pittsburgh District for the Bicentennial of the Lewis and Clark Expedition. Our daughter was 18 months in 2001 and traveled with us for the duration. By the time she was five, she could work the Corps booth and answer the questions as well as any of us. A love of history was born in her that continues to this day. But something magical occurred along the way to all three of us.

When I was first asked to accept this task, I laughed to myself as I thought this would be little more than signing off on required paperwork as we wouldn't have anything to do. After all, we were in Pittsburgh and everyone knew that Lewis and Clark were from St. Louis west. Okay maybe on the Ohio but a little bit. But Pittsburgh - I didn't think so. Well I learned just how wrong I was. From Monticello, Philadelphia, Lancaster, Harper's Ferry to an Iron Boat, a Newfoundland dog the recruitment of enlisted men and issuance of army supplies - all in Pittsburgh and east came a complete picture of the Lewis and Clark Expedition. The Eastern Legacy was established. The thought that Lewis and Clark were beamed into St. Louis was forever banished from my thoughts.

I had the great pleasure of speaking on the Eastern Legacy from Pittsburgh to the west coast. It was with great honor that I was able to gift others with the knowledge that I had learned. Because of this, I strongly urge your support for the National Park Service to support a coast to coast Lewis and Clark National Historic Trail. I do NOT believe that a segmented trail managed by state or local areas would provide a cohesive system that would tell the complete Lewis and Clark story.

Please let the magic that happened to our family and, hopefully, those that we touched be extended to many others. I respectfully request your support of a coast to coast Lewis and Clark National Historic Trail supported in its totality by the National Park Service.

Correspondence: 250

I am emailing you today to voice my support for the Extension Study to extend the Lewis and Clark national Historic Trail to include the segments studied in the Eastern Legacy study.

Thank you for your efforts.

Correspondence: 251

Topic Question 1:

As a member of DESC and a re-enactor of the entire Lewis and Clark Corps of Discovery Journey I whole heartily support federal designation and management of this portion of the original expedition.

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Topic Question 2:
I support this question.

Topic Question 3:
I find no factual errors.

Topic Question 4:
It is about time that this Trail Extension is federally recognized. Why wasn't this done years ago?

Comments:

Correspondence: 252

Topic Question 1:

The Lewis and Clark Trail Heritage Foundation (LCTHF) fully supports the recommendation made by the National Park Service to extend the Lewis and Clark National Historic Trail by inclusion of what has become known as the Eastern Legacy portion of the Lewis and Clark Trail that includes the entire length of the Ohio River and a portion of the Mississippi River from Cairo, Illinois to Wood River, Illinois.

The other routes and sites studied, although of interest, we agree do not rise to the level of national significance. In our opinion, the inclusion of a multitude of such sites in a national trail extension would create a trail that is essentially unmanageable and generally confusing to the public.

Topic Question 2:

Yes....The issue of how to brand or identify the sites and segments not included in the designated extension perhaps should have been discussed and described in a third alternative or a variation of the preferred alternative.

We do believe that some type of official recognition (state/local with technical assistance from the NPS and other partners) should be developed to create a means to provide some site identity of sites affiliated with the Lewis and Clark story without being officially added to the designated "trail". This could be accomplished either through some kind of "site certification" process or development of some type of uniform site markers that could be applied for by other entities that would provide some branding consistency that something happened here that is part of the Lewis and Clark Story.

Ideally, the legislation written for the extension of the designated trail might include some type of language giving the NPS some authority to work with state commissions or committees or other organizations to implement a signing or branding initiative.

Topic Question 3:

Although not necessarily a factual error, we do believe that the estimates for updating the old comprehensive plan that would include the new segments would likely cost more than what is estimated. See "other comments" for the rationale.

Topic Question 4:

The following are comments from the Lewis and Clark Trail Heritage Foundation on the July 2016 Draft Extension Study for the Lewis and Clark National Historic Trail.

We are pleased that this important study has been released. We think it is a thorough and complete review of all the sites and segments that could possibly be considered for inclusion in an extension of the Lewis and Clark National Historic Trail. We also believe that your planning staff has complied with the direction contained within P.L 110-229: Consolidated Natural

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Resources Act of 2008 and the National Trails System Act. It is an impressive study considering the size of the area involved and the degree to which data was available to address the required components of the law.

Comments Specific to the Assessment:

National Significance

The criteria contained within the National Trails System Act (16 U.S.C. Section 1244 (b)) spells out the necessary attributes for sites and segments to qualify for designation as a National Historic Trail. We agree with your conclusion that the story, sites, and river route from Pittsburgh, PA to Camp Wood, Illinois (Segments 5a, 5b, and 6) meet all three of the required criteria for inclusion. We also agree that the other routes followed by various members of the expedition at various times within the study timeframe do not meet the required criteria.

While our organization considers all sites and places associated with the Lewis and Clark Corps of Discovery Expedition worthy of historic preservation and interpretation, we understand that having it all designated as part of the National Historic Trail or administered by the National Park Service is not 100% necessary to meet that goal. Many of the sites and routes evaluated in the other study segments are already protected or interpreted by able organizations. We believe that not being included in an extension of the designated National Historic Trail does not detract from their individual significance nor weaken the contribution of the recommended additions to the rest of the trail.

Feasibility (Pages 4, 48-57, 66)

We agree with the study's conclusion that, given adequate funding and resources, administering an additional 1,195 miles of trail and their associated visitor facilities along Segments 5a, 5b, and 6 in a similar vein as to how the existing trail is administered is feasible.

And we also agree that if additional funding is not made available, it makes the challenge of administering a trail that would increase in length by 25% to a total of 4,896 miles daunting for any administrator. If these segments are added by legislation and no additional funding is appropriated for administration, we would be concerned about the effect that added responsibility would have on maintaining ongoing programs, partnerships, and services along the existing trail. And it would delay their ability to do the kind of startup work expected of them after legislative designation.

The Lewis and Clark National Historic Trail Office's ability to successfully administer the trail hinges very heavily on their capacity to develop partnerships to get work done through others. Appropriated funding can be used very effectively to leverage private funding to the benefit of all the parties who work to protect the resources and provide visitor services. If they don't have the funding they need, it weakens everyone else's ability to help carry out the mission of the trail. Given the fact that 93% of the new miles added in Segments 5a, 5b, and 6 are privately owned, as opposed to 62% along the existing trail, the need for NPS funding to leverage scarce private dollars would become even more important to establish programs, services, and facilities for this new addition. There are a number of individuals, organizations, and private land owners who have worked on Lewis and Clark projects in the Eastern Legacy over the years who would be well positioned to assist the National Park Service in implementing actions needed to administer these new sections of trail.

The Challenge Cost Share program has been hugely instrumental in providing significant seed money to non-profit and other non-federal agencies' ability to work with the Lewis and Clark National Historic Trail office to carry out programs and projects along the trail. Legislation to extend the trail should include authorization to increase the appropriations to the Challenge Cost Share Program within the Lewis and Clark National Historic Trail appropriation.

As indicated on page 49, we agree that if the trail is extended, the comprehensive plan for the existing trail would need to be updated when a plan was written for the new sections as required by the Trails Act. The current comprehensive plan is woefully out of date. Considering how out of date it is and the extent of agency, tribal, state, local, and private coordination needed to update the plan to include the new segments, \$300,000-\$500,000 sounds low. One alternative to increasing the funding to the National Park Service would be to support increasing the funding to other state and federal agencies who are involved in the management of the trail.

One suggestion we would like to make for possible inclusion in legislation for this extension would be to include language that encourages the states to re-institutionalize their respective State Lewis and Clark Trail Committees or Commissions, such as was established when the trail was originally studied in 1964-1969. The ability for the Lewis and Clark National Historic Trail office to update the comprehensive plan and to carry out the mission of the trail would be considerably enhanced if each trail state had a Lewis and Clark Trail Commission or Committee representing their states interests and needs to help establish state priorities and possible partner funding.

Suitability (Pages 5 and 57)

We agree with your conclusions of suitability. Adding these recommended segments of trail would greatly enhance the current story of the Expedition by adding the first part of the Expeditions start experiences and provide a diversity of recreational opportunities in a different setting along the Ohio and Mississippi Rivers.

Impacts on Tourism (Pages 6 and 58)

We believe that adding these new significant routes to the designated trail would potentially have positive impacts to both the new segments of trail and to the existing trail. Many more people live in the Eastern Legacy area than along a vast majority of the existing trail.

However, we are concerned that if additional funding is not made available to administer the new segments, it could adversely affect the tourism services provided to visitors along the current trail if existing resources and funding are merely shifted to the new segments.

Alternatives (Pages 6, 63)

The Lewis and Clark Trail Heritage Foundation (LCTHF) fully supports the recommendation made by the National Park Service to extend the Lewis and Clark National Historic Trail by inclusion of what has become known as the Eastern Legacy portion of the Lewis and Clark Trail that includes the entire length of the Ohio River and a portion of the Mississippi River from Cairo, Illinois to Wood River, Illinois.

The other routes and sites studied, although of interest, we agree do not rise to the level of national significance. In our opinion, the inclusion of a multitude of such sites in a national trail extension would create a trail that is essentially unmanageable and generally confusing to the public.

Other Sites and Routes Not Included in the Eastern Legacy Extension

However, we do believe that some type of official recognition should be developed to create a means to provide some site identity of sites affiliated with the Lewis and Clark story without being officially added to the designated trail. This could be accomplished either through some kind of site certification process or development of some type of uniform site markers that could be applied for by other entities that would provide some branding consistency that something happened here that is part of the Lewis and Clark Story.

We would support legislation that authorizes the National Park Service work with us to continue a program initiated by the Ohio River Chapter and its partners to mark significant supply, planning, training, and artifact sites with the boat sign such as Monticello, Harpers Ferry, Schuykill Arsenal, Andrew Ellicotts home, Braddocks Road, etc. Select locations dealing with the actual conclusion of the journey, such as locations in Philadelphia housing the actual journals and plant specimens from the journey, could also be included. At the least, we would request the boat sign, which has already been established be incorporated in some official way once the new segments are designated.

Sites related to the life events of Lewis and Clark and the members of the expedition prior and subsequent to the journey west could be marked with another type of official story marker such as the one shown here. Sites that deal with birthplaces, burial sites, home sites, etc., are not part of the trail but are contributing story sites that should be managed regionally or locally. Museums or visitor centers with significant collections or exhibits about the expedition may also be marked with this symbol.

Comments: We again wish to congratulate you for completing this extensive study on the possible inclusion of all routes and Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Lewis and Clark sites east of St. Louis, Illinois to be included in an extension of the Lewis and Clark National Historic Trail. In general, we support your recommendation and look forward to continuing the legislative work to make it happen.

A hard copy of these comments have also been sent to your office.

Correspondence: 253

Topic Question 1:

Yes

Topic Question 2:

No

Topic Question 3:

Only skimmed the document...sorry, saw nothing glaring

Topic Question 4:

The wonder of the Lewis and Clark journey with all of it's aspects needs to be shared with lots of different groups of people. I am especially interested in school aged children who can learn so much from reading, studying and learning about the Corps of Discovery. This assessment will hopefully confirm the benefit of the extension

Comments: See Question 4 above

Correspondence: 254

Topic Question 1:

Yes.

Topic Question 2:

Cooperation between overlapping jurisdictions is sometimes necessary, but their official designation of the study routes is not required.

Topic Question 3:

I can find none.

Topic Question 4:

I don't understand why Lewis's June 1805 exploration of the Marias River is not on the map (Figure 1: Existing Trail, page 14).

Comments: I tell the Lewis and Clark story as webmaster/editor of Discovering Lewis and Clark® (<http://lewis-clark.org>), Lewis and Clark Today (<http://lewisandclark.today>), and the Lewis and Clark Trail Heritage Foundation (<http://lewisandclark.org>). For this work, the National Park Service is an essential partner.

Unfortunately, the current trail parameters prevent us from including the National Park Service when the location is east of St. Louis. We must do that part alone.

Adding the three sections proposed in this study will enable us all to move forward to better share this significant part of our American history with the public.

Correspondence: 255

Topic Question 1:

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Yes, I'm particularly interested in routes 5a and 5b since these are on the Ohio River.

Topic Question 2:

If federal designation is not possible, I support state and local designation.

Topic Question 3:

None identified at this time.

Topic Question 4:

So very pleased that this being pursued. Please choose one of the Ohio River options. Thanks.

Comments:

Correspondence: 256

Topic Question 1:

Yes.

Topic Question 2:

Yes.

Topic Question 3:

None noted.

Topic Question 4:

As a native of Washington State, I had the good fortune to grow up along the Lewis and Clark NHT. I have enjoyed the historic and recreational opportunities along the trail my entire life. I hope that the NPS will extend the trail from Pittsburgh to Wood River, and bring these opportunities to a whole new set of communities. We have learned in the West that when people care about the trail, they also care about taking care of the environment along the trail.

Comments: The story of Meriwether Lewis' journey of preparation and recruitment along the Ohio River and Mississippi River is an essential part of the history of President Jefferson's mission of discovery, a pivotal event in the expansion of the United States. I strongly support the extension of the Lewis and Clark National Historic Trail to include all three new segments which will extend from Pittsburgh, PA to Wood River, IL. Thank you!

Correspondence: 257

Tokey Boswell

U.S. National Park Service

Extension Study for the completion of the Lewis and Clark National Historic Trail

RE: Public comment on the National Park Service (NPS) Extension Study for the completion of the Lewis and Clark National Historic Trail from Educator Janet Sample Bland

I would greatly appreciate it if you would give your full attention and consideration in reviewing the well-articulated public comment attached from Educator [xxx] in regard to the National Park Service (NPS) Extension Study for the completion of the Lewis and Clark National Historic Trail. [xxx] is a much respected educator in our community who has a passion for teaching, and has raised several concerns about the Extension Study for the completion of the Lewis and Clark National Historic Trail that is stated in her public comment.

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Thank you for your assistance in this matter, and I appreciate the hard work you and your staff do to serve our constituents and their communities.

Sincerely,

Trent Kelly
Member of Congress (MS-01)

OFFICE OF U.S. CONGRESSMAN TRENT KELLY (MS-01)

Paul Howell
District Director
431 West Main Street (Suite 450)
Tupelo, MS. 38804
Phone# (662) 841-8808

Correspondence: 258

Honorable Trent Kelly
1st District Mississippi
1427 Longworth House Office Building
Washington, DC 20515

Dear Representative Kelly:

As of this morning there are four days left to provide public comment on the National Park Service (NPS) Extension Study for the completion of the Lewis and Clark National Historic Trail at parkplanning.nps.gov. I'm hopeful that citizens across America are exercising their civic duty with their thoughtful responses.

However, after waiting six long years for the Eastern Legacy Study to be released, many of your constituents find it to be flawed and lacking in foresight. With the exception of a few short segments along the Ohio River, all other documented segments, including Segment 16 through North Mississippi, have been determined to be "not significant" and ineligible for designation or addition to the existing national historic trail. NPS Park Service Planning's alternative of having segments interpreted by local, state, or other groups isn't a solution: A nationally recognized trail would have a clear advantage.

I believe it is time to put the whole story of the Lewis and Clark and the Corp of Discovery in a national context by seeing that Lewis and Clark National Historic Trail signs are erected from the Washington, DC-Philadelphia area to the mouth of the Columbia River along all the routes of travel from 1803-1809. As a nationally recognized "brand," Trail signs coast-to-coast will play a strong part in the preservation of cultural heritage and national resources, health and wellness in the outdoors, and educational opportunities for domestic and international tourists.

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I realize final direction of the NPS comes from Congress, and it will be you and your colleagues that will make the final decision on acceptable routes for signage. The Lewis and Clark values of perseverance, shared responsibility, and collective accomplishment are needed by our children; it's time to recognize that this great American story stretches from "sea to shining sea."

Best regards,
[xxx]
Educator

Correspondence: 259

Author Information

I am writing in regards to the extension of the Lewis and Clark Heritage Trail. I have visited the parkplanning.nps.gov site and I would like to request that the trail be extended by land and water to Washington D.C. and Philadelphia. Thank you for your consideration of my comments.

Correspondence: 260

Topic Question 1:
yes

Topic Question 2:
yes

Topic Question 4:
All three segments are important!

Comments: I also feel that the eastern legacy started with Thomas Jefferson in the White House and Monticello with his ideas to explore the country to the Pacific Ocean. When he assigned Lewis to lead the expedition, everything that Lewis did in preparation for the journey from the east coast even before he got to Pittsburgh was just as important as the trek down the rivers. The river journeys could not have happened without the preparations. Studying and research, obtaining supplies and men began on the east coast and continued all the way through to Camp Dubois, and are all crucial to the expedition. And I feel that the Lewis & Clark story is such an important feature of American History that people from coast to coast want to celebrate it. Being from Chicago, I wish that we were closer to the trail and envy people who actually live by the trail. There are chapters of the L&C National Foundation all over the country from people in states not on the trail and I am sure they feel the same way. Many people travel to visit points on the trail, and many have also traveled along the whole trail just to walk in the footsteps of Lewis & Clark. If you included the whole east coast sections from Washington DC & Monticello to Camp Dubois in the legacy you would get many visitors to those areas increasing tourism dollars for all of those communities as a by-product.

Correspondence: 261

Topic Question 1:
I do not approve a segmented Lewis & Clark National Historic Trail as suggested by National Park Service Planning. We need a Coast to Coast 1803-1809 Lewis & Clark National Historic Trail in every Trail segment where there is historical

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documentation for Lewis and Clark Travels.

Topic Question 2:

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We MUST have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

Comments:

Correspondence: 262

Topic Question 1:

My preference would be to include every Trail segment where there is Historical documentation of the Lewis and Clark Expedition. I would prefer a sea to shining sea 1803-1809 LCNHT. The more awareness of the Trail is encouraged, the more benefits will be shared by the American public.

Topic Question 2:

We need to have a federally designated trail in order to benefit from the Lewis and Clark National Historic Trail Auto Tour.

Comments:

Correspondence: 263

Topic Question 1:

I support federal designation and management of the river routes from Pittsburgh, PA to Wood River, IL as the L&C Expedition began the day they left Pittsburgh.

Topic Question 2:

No, I don't as Illinois is in financial straits and their portion of the route may not get completed for some time, if ever. Other states along the route may not comply by the suggested time frame and thus cause delays to the route. I have travelled almost the whole route of Lewis & Clark and the NPS has done such a good job with markings, historic sites and plaques, etc. that I don't want it ruined by non-NPS groups. However, if states already have plaques, historic markers, etc., they should remain if still in good condition and act as supplements to the state items. If new info shows that the state items are incorrect, then I suggest that the incorrect ones be removed by the state and NPS plaques, etc. supersede any incorrect info.

Topic Question 4:

If NPS designs the L&C National Trail Extension to seamlessly extend the trail to Pittsburgh it will be a success. In other words, just continue what you have already done. I have not been to all the eastern historic locations relating to the pre-expedition sites. If the NPS has not already created historic plaques, etc. for each location, I would suggest that NPS do that. If so, NPS will leave an accurate marking of the history where it took place, but not have a series of hard to follow trails and free NPS of additional burdensome maintenance costs. The idea of the expedition had its birth with Thomas Jefferson at Monticello. Since you already manage that site, perhaps you could add a L&C National Trail Exhibit including a map of the trail and info about the other important L&C Expedition preparation sites and their locations. This may induce easterners to want to travel the whole trail.

Comments: The NPS is the best thing about our whole government and although not perfect, has done so many good things for our country and helped preserve so many U.S. natural treasures, anyone who criticizes your work is simply uninformed.

Correspondence: 264

Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

Topic Question 3:

Not pittsburgh, elizabeth pa is where pirogues were purchased therefore expedition set sail from elizabeth

Comments:

Correspondence: 265

Topic Question 1:

I would hope that the entire trail is included not just the river routes as the extension of the Lewis and Clark National Historic Trail. Therefore, I do not approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels.

The expedition began and ended at Monticello. Anything less is but a shadow of the true story.

Topic Question 2:

This is not a story of individual states. Rather it is a story of the nation as a whole. We did not explore space as Kentucky, Maryland, or Montana. Nor did the expedition chart the west as Virginia, Pennsylvania, or New Hampshire. We take for granted that we are now one nation, indivisible. However, the idea of a national expedition west was a novel idea. We should celebrate this as one nation, not individual states.

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We, as a nation, must have a federally-designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

Topic Question 3:

I could find no apparent factual errors on a cursory reading

Topic Question 4:

I was impressed by the work done in the assessment. However, I am puzzled as all of the research in the study points to a large trail that would encompass the green, gold, and red routes in Figure 3. However, it seems that the river route is the one that the study has locked in to using.

The significance which has been missed by selecting only a route from Pittsburg (a city that I dearly love) is that this was the first documented trip by Americans across what would become the United States. The expedition was literally a trip from the Atlantic to the Pacific. Without resorting to a whiggish interpretation of history, surely omitting this vital concept diminishes the entire story of the United States becoming the Nation that it is today.

Comments:

Correspondence: 266

Please see that the team responsible for the Eastern Legacy Review gets this single most important piece of information. The Lewis and Clark Bicentennial was a commemoration and not a celebration. We worked long and hard to make certain we respected the tribes feelings re: this event, and agreed, across the board, this was a commemoration and not a celebration.

Correspondence: 267

Topic Question 1:

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Yes, and would encourage the designation and management extended throughout the 20 segments that detail the journey beginning in 1803.

Topic Question 2:

No. A route of such historical importance deserves federal designation.

Topic Question 3:

N/A

Comments: All 20 proposed would provide the most complete route and story of the Lewis & Clark Expedition, therefore all 20 segments are significant. The continuation of the Lewis & Clark National Historic Trail eastward will account for increased tourism, recreation, cultural and historical education as well as numerous other benefits to the communities and corridors along the trail. A completed, coast to coast LCNHT will provide the most benefit, to the most citizens and tell the most complete story of this historic journey.

Correspondence: 268

Topic Question 1:

Absolutely, the Keel boat was built in Pittsburgh and a large portion of supplies were gathered there along with some of the early recruits.

Topic Question 2:

yes

Comments: Actually was shocked to learn that the Ohio river portion of the journey was not already part of the federal designation for the Lewis & Clark Trail.

Correspondence: 269

I would like to suggest that the Lewis and Clark Trail be extended to the Meriwether Lewis gravesite and monument on the Natchez Trace in Lewis County, TN., since that is where Meriwether Lewis truly ended his journey and he was still on his way to Washington to complete final business of the Expedition. Many visitors who have followed the trail come there to complete their journey of following Lewis' journey. Thank you for any consideration you may give this request.

Correspondence: 270

I am writing to ask your support for a coast to coast Lewis and Clark National Historic Trail. This is a story of many people and traverses from our nation's Capitol to the shores of the Pacific Ocean. From 2001 to 2006, my husband and I worked with the U.S. Army Corps of Engineers as representatives of the Pittsburgh District for the Bicentennial of the Lewis and Clark Expedition. Our daughter was 18 months in 2001 and traveled with us for the duration. By the time she was five, she could work the Corps booth and answer the questions as well as any of us. A love of history was born in her that continues to this day. But something magical occurred along the way to all three of us.

When I was first asked to accept this task, I laughed to myself as I thought this would be little more than signing off on required paperwork as we wouldn't have anything to do. After all, we were in Pittsburgh and everyone knew that Lewis and Clark were from St. Louis west. Okay maybe on the Ohio but a little bit. But Pittsburgh - I didn't think so. Well I learned just how wrong I was. From Monticello, Philadelphia, Lancaster, Harper's Ferry to an Iron Boat, a Newfoundland dog the recruitment of enlisted men and issuance of army supplies - all in Pittsburgh and east came a complete picture of the Lewis Correspondences - Lewis and Clark National Historic Trail Extension Study - PEPC ID: 32773

and Clark Expedition. The Eastern Legacy was established. The thought that Lewis and Clark were beamed into St. Louis was forever banished from my thoughts.

I had the great pleasure of speaking on the Eastern Legacy from Pittsburgh to the west coast. It was with great honor that I was able to gift others with the knowledge that I had learned. Because of this, I strongly urge your support for the National Park Service to support a coast to coast Lewis and Clark National Historic Trail. I do NOT believe that a segmented trail managed by state or local areas would provide a cohesive system that would tell the complete Lewis and Clark story.

Please let the magic that happened to our family and, hopefully, those that we touched be extended to many others. I respectfully request your support of a coast to coast Lewis and Clark National Historic Trail supported in its totality by the National Park Service.

Correspondence: 271

Topic Question 1:

We need federal designation of the whole route, from Washington DC to Philadelphia to St. Louis and then the travels by Lewis and Clark individually after the expedition. This was a major accomplishment and needs to be recognized.

Topic Question 2:

No. That just won't do the job. It ALL needs to be part of the Lewis and Clark National Historic Trail.

Topic Question 3:

Well, I guess its a factual error that you consider 1809 to be outside the period of significance.

Comments: This is the time to complete the LCNHT. It's important to America and to our heritage tourists- -domestic and international. With the extension of the trail, tourists will be able to experience the whole thing and not miss anything. Do it now!

Correspondence: 272

As a board member of the Indiana Lewis and Clark Expedition Commission, I am very appreciative and supportive of the Extension Study - Lewis & Clark National Historic Trail July 2016 and its finding Clarksville Segment 5b of national significance. The significance of Clarksville, Indiana at the Falls of the Ohio was over looked for 200 years, but came to the forefront during the Bicentennial years of 2003-2006. I concur with the recommendation to include Segment 5b in the Lewis and Clark National Historic Trail.

Tourism in the western states will benefit because of the large population base in the eastern states that will become part of the trail. The cultural and heritage tourism market is huge. Once these tourists they get on the Lewis and Clark National Historic Trail in the east, they will travel west to see the entire trail.

Your study is very thorough and evaluation easy to understand. I totally agree with Jim Keith, chairman of the Indiana Lewis and Clark Expedition Commission, that we in Indiana are pleased to be included as one of the three segments out of 25 to be recommended and found of national significance to be included in the Lewis and Clark National Historic Trail.

Correspondence: 273

The following are comments from the Lewis and Clark Trail Heritage Foundation on the July 2016 Draft Extension Study for the Lewis and Clark National Historic Trail.

We are pleased that this important study has been released. We think it is a thorough and complete review of all the sites and

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segments that could possibly be considered for inclusion in an extension of the Lewis and Clark National Historic Trail. We also believe that your planning staff has complied with the direction contained within P.L. 110-229: Consolidated Natural Resources Act of 2008 and the National Trails System Act. It is an impressive study considering the size of the area involved and the degree to which data were available to address the required components of the law.

In answer to the specific comment questions:

National Significance

The criteria contained within the National Trails System Act (16 U.S.C. Section 1244 [b]) spell out the necessary attributes for sites and segments to qualify for designation as a National Historic Trail. We agree with your conclusion that the story, sites, and river route from Pittsburgh, PA, to Camp Wood in Illinois (Segments 5a, 5b, and 6) meet all three of the required criteria for inclusion. We also agree that the other routes followed by various members of the Lewis and Clark Expedition at various times within the study timeframe do not meet the required criteria.

While our organization considers all sites and places associated with the Lewis and Clark Corps of Discovery Expedition worthy of historic preservation and interpretation, we understand that having it all designated as part of the National Historic Trail or administered by the National Park Service is not 100% necessary to meet that goal. Many of the sites and routes evaluated in the other study segments are already protected or interpreted by able organizations. We believe that not being included in an extension of the designated National Historic Trail neither detracts from their individual significance nor weakens the contribution of the recommended additions to the rest of the trail.

Feasibility (Pages 4, 48-57, 66)

We agree with the study's conclusion that, given adequate funding and resources, administering an additional 1,195 miles of trail and their associated visitor facilities along Segments 5a, 5b, and 6 in the same manner as the existing trail is administered is feasible.

And we also agree that if additional funding is not made available, it makes the challenge of administering a trail that would increase in length by 25% to a total of 4,896 miles daunting for any administrator. If these segments are added by legislation and no additional funding is appropriated for administration, we would be concerned about the effect that the added responsibility would have on maintaining ongoing programs, partnerships, and services along the existing trail. And it might delay their ability to do the kind of "startup" work expected of them after legislative designation.

The Lewis and Clark National Historic Trail Office's ability to administer the trail successfully hinges very heavily on their capacity to develop partnerships to get work done through others. Congressionally appropriated funding can be used very effectively to leverage private funding to the benefit of all the parties who work to protect the resources and provide visitor services. If they don't have the funding they need, it weakens everyone else's ability to help carry out the mission of the trail. Given the fact that 93% of the new miles added in Segments 5a, 5b, and 6 are privately owned, as opposed to 62% along the existing trail, the need for National Park Service funding to leverage scarce private dollars would become even more important to establish programs, services, and facilities for this new addition.

The Challenge Cost Share program has been hugely instrumental in providing significant seed money to augment non-profit and other non-federal agencies' ability to work with the Lewis and Clark National Historic Trail Office to carry out programs and projects along the trail. Legislation to extend the trail should include authorization to increase the appropriations to the Challenge Cost Share Program within the Lewis and Clark National Historic Trail appropriation.

There are a number of individuals, organizations, and private land owners who have worked on Lewis and Clark projects in the Eastern Legacy over the years who would be well positioned to assist the National Park Service in implementing actions needed to administer these new sections of trail.

The Lewis and Clark Trail Heritage Foundation's Ohio River Chapter and its partners have already begun a program working with many partners to mark Eastern Legacy sites with what we call the "boat sign".

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Challenge Cost Share funding would help leverage our resources and potentially reduce some of the "startup" costs if the National Park Service were to work with us to continue this marking program already begun by the LCTHF.

As indicated on page 49, we agree that if the trail is extended, the comprehensive management plan for the existing trail would need to be eventually updated and include a plan for the new sections as required by the Trails Act. The current comprehensive plan is woefully out of date. Considering how out of date the current plan is and the extent of agency, tribal, state, local, and private coordination needed to update the plan to include the new segments, \$300,000-\$500,000 sounds low. One alternative to increasing the funding to the National Park Service would be to support increasing the funding to other state and federal agencies who are involved in the management of the trail.

One suggestion we would like to make for possible inclusion in legislation for this extension would be to include language that encourages the states to re-institutionalize their respective State Lewis and Clark Trail Committees or Commissions, such as were established when the trail was originally studied in 1964-1969. The ability of the Lewis and Clark National Historic Trail Office to update the comprehensive plan and to carry out the mission of the trail would be considerably enhanced if each trail state had a Lewis and Clark Trail Commission or Committee representing its state's interests and needs to help establish state priorities and identify possible partner funding.

Suitability (Pages 5 and 57)

We agree with your conclusions regarding the suitability of the additional segments. Adding the recommended segments of trail (Sa, Sb, and 6) would greatly enhance the current story of the Expedition by adding the first part of the Expedition's start experiences and provide a diversity of recreational opportunities in settings along the Ohio and Mississippi Rivers that are different than along the Missouri and Columbia River Systems.

Impacts on Tourism (Pages 6 and 58)

We believe that adding these new significant routes to the designated trail would potentially have positive impacts on both the new segments of trail and on the existing trail. Many more people live in the Eastern Legacy area than along a vast majority of the existing trail.

However, we are concerned that if additional funding is not made available to administer the new segments, it could adversely affect the tourism services provided to visitors along the current trail if existing resources and funding are merely shifted to the new segments.

Alternatives (Pages 6, 63)

The Lewis and Clark Trail Heritage Foundation fully supports the recommendation made by the National Park Service to extend the Lewis and Clark National Historic Trail by inclusion of what has become known as the Eastern Legacy portion of the Lewis and Clark Trail that includes the entire length of the Ohio River and a portion of the Mississippi River from Cairo, IL, to Wood River, IL.

We agree that the other routes and sites studied, although of interest, do not meet the criteria for addition to the designated National Historic Trail. In our opinion, the inclusion of a multitude of such sites in a national trail extension would create a trail that is essentially unmanageable and generally confusing to the public.

We do, however, believe that your preferred alternative should perhaps address the issue of how to "brand" the many sites that are affiliated with the Lewis and Clark story but do not qualify for addition to the designated trail. What role could the National Park Service play in providing some uniform marking of the other sites studied?

The Lewis and Clark Trail Heritage Foundation's Ohio River Chapter and its partners have already begun a program working with many partners to mark other sites associated with Lewis and Clark life events with a Lewis and Clark "story" sign. Local Chapters of the LCTHF would be willing to continue such as program for those sites not included in legislation that extended the designated trail.

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In conclusion, we again wish to congratulate you for completing this extensive study on the possible inclusion of routes and Lewis and Clark sites east of St. Louis and Illinois in an extension of the Lewis and Clark National Historic Trail. In general, we support your recommendation and look forward to continuing the legislative work to make it happen.

Lewis and Clark Trail Heritage Foundation

Correspondence: 274

Topic Question 1:

Yes, The City of Pittsburgh supports "Alternative B" and specifically making Pittsburgh the eastern terminus, or official beginning of the Lewis and Clark National Historic Trail.

Topic Question 2:

The City of Pittsburgh does support additional designations at the state or local levels that may lead to additional study, but not in the place of NPS designation, only in compliment to it.

Topic Question 3:

none

Topic Question 4:

As the location of the construction of the keel boat and other equipment that was used to outfit the Corps of Discovery, The City of Pittsburgh desires to be recognized officially by NPS for it's role in facilitating this historic endeavor of significant national impact.

Comments: As the original Gateway to the West, Pittsburgh supports "Alternative B" - designation of all 3 eligible segments as part of the Lewis and Clark National Historic Trail.

Correspondence: 275

Topic Question 1:

Yes, this would be a great extension and would preserve history for those to see in the future.

Comments:

Correspondence: 276

We appreciate the opportunity to comment on the Trail Extension Study for the proposed extension of the Lewis and Clark Trail.

Historic Locust Grove is the nonprofit organization that operates Locust Grove, the c.1792 National Historic Landmark site in Louisville's east end, under a cooperating agreement with the site's owner, Louisville Metro government. We write to support the extension of the Trail eastward at least to the extent proposed by this Study, and we intend to cooperate fully in the establishment of the eastern legacy Trail.

The main house at Locust Grove, now a historic house museum, is located about a half-mile inland from the Ohio River, about six miles east of the center of the city of Louisville. The property originally extended to the river itself and included Six Mile Island just off the opposite bank.

Our comments on the Study itself in specific detail are as follows:

p. 53 - Historic Locust Grove wishes to be listed in Table 6, Partnership Opportunities, as a co-operating partner

p. 75 - Museums containing relevant artifacts: Locust Grove holds objects in its collection owned by members of the Clark family, including William Clark's siblings Lucy Clark Croghan, Jonathan Clark, and especially George Rogers Clark

p. 110 - Locust Grove should be listed in this chart of related sites between Pittsburgh and Louisville. Locust Grove is prominently featured on the map on p. 61, but it was omitted from the chart

p. 124 - In the Inventory of Associated Sites, the listing for Locust Grove is misleading and contains an error. The description relies on the 1986 National Landmark Nomination form, which was written to emphasize the site's strong association with General George Rogers Clark. This thirty-year old document does not reflect the extent of the interpretation of today's Locust Grove, which looks very broadly at the household established by William Croghan at his "seat" above the Ohio River, including the extended Clark family, his own children and relatives, enslaved workers, and long- and short-term visitors - all of whose stories are told.

A state historical marker stands at the main entrance to Locust Grove, noting the connection of Lewis and Clark's expedition, and referring specifically to the letters sent by Clark, on the Trail, back to family at Locust Grove. The expedition is discussed on our website, in our permanent exhibit gallery, in our introductory film, and on all of our tours.

Locust Grove is the ONLY building still standing west of the Appalachians that both explorers visited together. Our visitors cross the same threshold and stand in the same rooms that once held Meriwether Lewis and William Clark, just back from their expedition.

To summarize the significance of Locust Grove in the story of the Corps of Discovery:

Locust Grove was the home of William Clark's older sister, Lucy, and her husband, William Croghan. It was an important social and political focus for the community. The site's prestige increased in 1809 when Lucy and William's older brother, the Revolutionary War hero (and founder of Louisville) General George Rogers Clark came to live with the family. Thomas Jefferson's first thought for a leader of the proposed expedition to the Pacific was George Rogers Clark, who turned him down but recommended William Clark for the job. Prominent visitors to Louisville made a point to stop at Locust Grove, including James Monroe, Andrew Jackson, Zachary Taylor, and Aaron Burr.

William Clark often stayed at Locust Grove, before and after the expedition. He sent at least four letters from the Trail back to his family, where they were opened and first read at Locust Grove. The Croghans were the first to know of the progress of

the expedition towards the west and back, via these communications.

Clark's letter of Sept. 23, 1806, announcing his imminent return to Louisville and the success of the expedition had such an effect on his family that the evidence shows that the Croghans redecorated the house in the fall of 1806 to welcome the explorers (based on paint purchases and dated paint samples on site).

This homecoming was reported by Jonathan Clark, eldest of the Clark brothers, who was in a position to know, not by a "neighbor," as the Study states. Clark wrote in his journal on Nov. 8, 1806: "Rain at Majr Croghan with Capt. Lewis and Clark". There are other less well-supported accounts of the evening, but Clark's notation, while we might wish for more detail, is solid.

Both the leave-taking and the return bicentennials were celebrated at Locust Grove in 2003 and 2006 with exhibits, dinners, lectures, and public programs. The 1806 homecoming commemoration featured costumed interpreters, horses, boats, and a thousand spectators.

Locust Grove's story is the story of the expansion of America in the late 18th and early 19th century. These particular families, the Croghans and the Clarks, were at the center of the exploration that led to settlement west of the Appalachians. The story of Lewis and Clark's Corps of Discovery is an integral part of Locust Grove's legacy.

We all - Board, Staff, Volunteers, and Members of Locust Grove, look forward eagerly to inclusion in the expanded Lewis and Clark Trail.

Sincerely,

Executive Director
Historic Locust Grove, Inc.
on behalf of the Locust Grove community

Correspondence: 277

Please consider this request for the Lewis and Clark Heritage Trail to be extended by land and water to Washington, D.C. and Philadelphia.

Thank you for your consideration,

Correspondence: 278

Topic Question 1:

Yes, but it does not go far enough.

Topic Question 2:

The national trail should include the preparation phase Lewis engaged in that should extend from either or both of Washington, DC and/or Monticello, through Harpers Ferry, and including Philadelphia and Lancaster, PA, and then the road from Harpers Ferry to Pittsburgh on which Lewis traveled. Without his expert preparation, the expedition would have failed and there would be no Lewis and Clark Trail anywhere at all. One of the major reasons there is no nationally designated Pike, Dunbar, or Freeman-Custis Trail is that they did not take as much care in preparation as Lewis did.

State and local designation is not as recognizable nor as prestigious as NPS, and while better than nothing, is not a substitute for full-blown NPS trail designation from coast to coast.

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Topic Question 4:

The nationally designated trail should also include the routes Lewis and Clark took back to DC after the expedition ended. They were fulfilling their responsibilities to make a report to the President, so these routes should also be included.

Comments:

Correspondence: 279

Topic Question 1:

I support this because I think this would be best and create an area closer to my home and connect with the existing supported trail. My husband was part of the DESC that re-enacted the Expedition. I am a member and support the group that has made history come alive for so many. My husband was sharing the story of Lewis and Clark with scouts and the National Boy Scout Jamboree in West Virginia when he passed away. Our family is very supportive of the entire story being supported and told at many locations.

Topic Question 2:

I do not support this.

Topic Question 4:

I appreciate the study and have faith that the right thing will be decided.

Comments:

Correspondence: 280

Topic Question 1:

A Coast to Coast 1803-1809 Lewis and Clark National Historic Trail designation needs to be designated where there is historical documentation to support the extension of the Lewis and Clark National historic Trail.

With the Extension of the Lewis and Clark National Historic Trail Coast to Coast, 1803-1809, it will be of greater benefit to all people through educational opportunities in the classroom and on field trips, the preservation of cultural, historical, and natural resources along the rivers and trails, the health and wellness of people in the outdoors along with cultural and historical tourism.

Topic Question 2:

The Lewis and Clark National Historic Trail is a Brand and what identifies it as a part of American History it should be controlled by the National Park Service not by state and local entities. An example of branding on the Trail of Tears National Historic Trail is in Green County, Missouri, where the local people marked the trail early on that uses an early date of 1837, but the Cherokee Removal was 1838-1839. If the NPS had been involved earlier it would have had the Brand of the TOT NPS but it got involved later because volunteers meant good but it did not display the Brand of NPS. Now, it is marked with NPS signage if of the last two years.

Topic Question 3:

I am not familiar with the Lewis and Clark National Historic Trail, a River Route in Missouri, but I am with the Trail of Tears National Historic Trail and I have been a volunteer serving for 15 years eventually service as the Missouri chapter President and serving on the Trail of Tears National Board. I represent the Trail of Tears Association on Leadership Council the Partnership for the National Trails System and have been involved over five years in PNTS.

Comments: I serve as president of the Trail of Tears Association Missouri Chapter and serve on the Trail of Tears National Board of Directors.

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I represent the Trail of Tears Association on the Leadership Council for the Partnership for the National Trail system.
I have been an active volunteer defending the National park Service National Historic Brand for 15 years.
I live close to the Ozark National Scenic Riverways and was born in Upper Current Township upstream from Current River in Missouri from NPS ONSR..

Correspondence: 281

Topic Question 1:

I DO NOT approve a segmented LCNHT as suggested by NPS Planning. We need a Coast to Coast 1803-1809 LCNHT in every Trail segment where there is historical documentation for Lewis and Clark Travels.

Topic Question 2:

Local or State Designation DOES NOT use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated trail to take advantage of the Lewis and Clark National Historic Trail Auto Tour Route brand.

Topic Question 3:

N/A

Topic Question 4:

N/A

Comments: America is losing a HUGE educational potential by not including the travels of Meriwether Lewis during the pre & post expedition time periods 1803 & 1809, and the recruitment journey of Drouillard to Ft.SW Point, TN in 1803. The highway signs designating the LCNHT often bring on an excellent educational moment for a young person. This is especially true when they are spotted by motorist/passengers on highways OFF the Ohio/Mississippi/Missouri River corridors.

The Meriwether Lewis Walking Tour in historic Philadelphia, PA, and the Chickasaw Trail journey of Lewis to the Natchez Trace are prime examples.

Correspondence: 282

Topic Question 1:

Yes, the Wood River fort is also a "member built site" not to be forgotten that the bicentennial also created some new Corp of Discovery history and artifacts to preserve as well as the "original trail configuration", the departure after the boat building and the Bruno's Island incident are very important to the "departure story" and therefore to the "extension" as it is named...

Topic Question 2:

Not at this time - NO!

Topic Question 3:

None found in my brief review, I also read other comments and have nothing to dispute or correct at this time.

Topic Question 4:

None at this time.

Comments: Since a young boy, this chapter of American history has intrigued me more than most any other than the Revolution, of course. As a descendant of a patriot family, and a reenactor of Minute Man/rope drumming for historical marching groups (SAR) and Lewis and Clark Corp of Discovery of St. Charles, Mo - this is vital to save for future generations! Period ! Seriously !! We Proceeded On must go forward in American language...

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Contact me for further reasoning if needed. The trail must have integrity and it will garner the support of historians and the public.

Correspondence: 283

Topic Question 1:

YES

Topic Question 2:

YES

Topic Question 3:

First page of diary records starting at pittsburgh

Comments:

Correspondence: 284

Topic Question 1:

I wholeheartedly support the extension of the Lewis & Clark National Historic Trail eastward...to include all of the river routes Meriwether Lewis traveled from Pittsburgh, Pennsylvania to Wood River, Illinois. I support federal designation and management of those portions of the Ohio River and Mississippi River.

Topic Question 2:

I do not support state or local designation instead of federal designation. The Lewis & Clark Historic Trail is not a story of individual states. It is a story of the transcontinental exploration that must be celebrated by our nation as a whole. That is important to our American and International visitors. The trail needs to be marked consistently with a the common brand...from coast to coast.

Topic Question 4:

The extension of the National Lewis & Clark Historic Trail will honor the vision of President Thomas Jefferson...one nation, from sea to shining sea. It will enable domestic and international visitors to explore our natural and cultural resources, to enjoy the flora and fauna of the entire historic trail.

Comments:

Correspondence: 285

Topic Question 1:

YES

Topic Question 2:

YES

Topic Question 3:

documentation from diary of Lewis and Clark clearly states starting point as Pittsburgh

Comments:

Correspondence: 286

Topic Question 1:

However the trail is designated the obvious answer is a unified presentation of this historic journey that changed the face & fortunes of a nation must be told. It is today needed more than ever, with the sterilization of our recorded heritage and the political correctness pervasive in today's educational agenda, it seems the goal is to minimize & trivialize achievements of significance. The debate between how the story is to be told negates the positive message that we can find in the life & times of each personality. It is more than just a trek across the county. So are we saying we need to take the simple approach to dumb down an epic journey that has many intriguing twists & turns spurring the imagination of Discovery. Yes the designation must be a cohesive approach that only one governing body can fully demonstrate in a complete unified message.

Topic Question 2:

Maybe the answer is not state or local designation of routes, but to fully achieve the complete understanding of an epic adventure we need to go the extra mile with this one of a kind expedition. Try the approach of having Federal designation of the main contiguous trail portion of the trail with known national branding and allow state and local partnerships piggyback on that branding as significant threads of the overall achievements/human interest portraits that may attract a variety of personal pursuits the public can follow. I don't believe it is either/or but in addition to.

Topic Question 4:

As living history re-enactors, everywhere we go we find people amazed by the story and the personalities of the Expedition. It was a total & complete cross section and snapshot of the culture of the day that those with different backgrounds, heritage, personal challenges found a common goal where all worked for the successful completion of the mission. So many facets of this epic adventure we can learn from, if only it is given the platform to express the message/s written within the pages of our heritage.

Comments:

Correspondence: 287

Topic Question 1:

I support completion of "Sea to sea" Trail. This is only a good start.

Topic Question 2:

If this limited route is chosen, yes.

Comments: I completed the survey with comments before. But thinking about it I wanted to add a personal thought. As a reenactor reliving and sharing the adventure with the Discovery Expedition of Saint Charles in 2006, I was exhausted when we reached St. Louis. Much like the men would've been in 1806. I was too exhausted to put it into any perspective. But I was fortunate in that we did the Eastern Legacy trip to Monticello. And I, like the men who participated in 1806, had a chance to reflect and share their experiences as they traveled to Monticello. Which is why I think it's so important that this be included in this extension. For it is the best way to experience and explain and finish their trip and the importance of it.

Thank you,

Correspondence: 288

Topic Question 1:

Yes, absolutely.

Topic Question 2:

Yes, I support both state and local designation of the routes (and sites) in addition to the Federal designation.

Topic Question 3:

I have some comments below regarding what I believe are omissions in the Inventory of Sites Associated with the Lewis and Clark Expedition Eastern Legacy.

Topic Question 4:

I wholeheartedly approve of this proposed National Historic Trail Extension. In my 20 years of retracing the Lewis and Clark Trail, the two biggest impediments have been public access and appropriate interpretive signage. In reviewing the high percentage (~95%) of private lands along the proposed extension, such access will even be a greater challenge than along portions of the existing National Historic Trail west of St. Louis. On this basis alone, the potential extension of the Lewis & Clark National Historic Trail incorporating the three recommended segments makes the extension worth pursuing. Despite the fact that private landowners are under no circumstances obligated to participate in any trail partnership opportunities, I believe the reputation and resources of the NPS will convince certain private landowners to provide some measure of controlled public access to trail resources, thereby re-enriching the experience of retracing the Expedition route (abetted greatly by the installation of auto tour route signs and other highway signs). I also understand the rationale for excluding the remaining 22 preparation and return route segments; as tempting as it is to try to include such important segments as the 1803 wagon route to Pittsburgh and the route to Big Bone Lick, they were not as significant as the exploratory routes taken by the entire expedition. I do hope these preparation and return routes get recognized at the state and local level, as recommended in the Study.

Comments: On page 42, it is stated that "the NPS finds that no additional designations are warranted at the site level at this time," referring to the Evaluation of Individual Sites Associated with the Eastern Legacy list in Appendix C. That appendix states that "it appears likely, based on the information derived from the survey of state historic preservation offices that most of the significant buildings and sites associated with the expedition's Eastern Legacy have been identified already." However, the omission of the following two sites should be addressed and added to Appendix C because they constitute oversights in assembling the Inventory of Sites Associated with the Lewis and Clark Expedition Eastern Legacy and Recommendations for Further Documentation:

1. I would recommend that the Academy of Natural Sciences (ANS) in Philadelphia, which was unfortunately omitted from the Inventory of Sites Associated with the Lewis and Clark Expedition Eastern Legacy and Recommendations for Further Documentation, be added for consideration. Not mentioned under No. 11 (American Philosophical Society, Philosophical Hall, Philadelphia, Pennsylvania) when describing the current location of surviving Lewis and Clark artifacts, the ANS currently houses the surviving mineralogical specimens from the Expedition. As such, I would recommend this location be added to the Inventory of Sites with the following recommendation: "If the National Historic Landmark documentation is ever updated, more could be written about accession of the expedition's mineral specimens to the ANS and how the study of these specimens influenced subsequent geological scientific inquiry in the 19th century."
 2. Regarding the statement that "Lewis also mentioned geological features in his journal, such as the entries of November 26-27, 1803, pertaining to what he called the Grand Tower (now known as Tower Rock) on the Mississippi River. Although these natural features are of interest, they did not play a role in the planning of the expedition, nor are they human cultural resources or sites of scientific inquiry such as Big Bone Lick. They were therefore not included in this survey of sites." Tower Rock was the first, and in my opinion the best map of a Lewis and Clark campsite in the entire expedition (in addition to being the only Eastern Legacy Trail campsite that can be unequivocally verified) and thus, Tower Rock should merit additional interpretive signage and recognition, especially given that it is publicly accessible, unlike the vast majority of riverside sites along the proposal extension. I am not disagreeing with your position that such a site does not merit addition to the National Historic Trail; however, in order to be "appropriately protected and commemorated at the local, state, or regional level," it would be helpful if Tower Rock was designated individually in the Inventory of Sites. At the minimum, it merits a "yes" checkmark as a definitive Lewis and Clark Connection designation in both Table B1. Recreation and Historic Resources along the Trail Corridor and Table B2. Recreation and Historic Resources along the Trail Corridor. This would
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help ensure that Tower Rock is included on the Lewis and Clark National Historic Trail list of "certified sites that were important in the planning or execution of the Expedition."

Correspondence: 289

Topic Question 1:

Yes! This is America's History and should be marked with signage expanding from the Eastern Legacy (25) additional trail segment sites identified in the study to the Pacific Ocean. From Washington, DC and Philadelphia area to the mouth of the Columbia River along their routes of travel during 1803-1809. The American people deserve no less.

Topic Question 2:

No ~ Local and State Designation does not use a national brand. The Lewis and Clark National Historic Trail, is a nationally recognized brand. We need to have every Trail segment of Lewis and Clark (LCNHT) travels marked with historical documentation coast to coast.

Topic Question 3:

More branded travel miles - Lewis and Clark National Historic Trail miles - equals more volunteers. The Lewis and Clark signs are tremendous strength and a strong statement that plays a part in promoting preservation of cultural and natural resource, health and wellness in the outdoors and educational opportunities in the classroom and field. These positive results will be accomplished through cultural heritage tourism, an economic engine of great force.

Topic Question 4:

This is America's History and a Lasting Legacy story for the future generations to come. Please Help support telling the Lewis and Clark story and preserving the entire trail in cooperation with the Lewis and Clark National Historic Trail by extending the Lewis and Clark National Historic Trail Coast to Coast.

Comments: The National Parks Service has researched, mapped, and evaluated the 25 trail segments and additional sites using the criteria outlined in the National Trail Systems Act. While preparing the draft study they have also consulted with subject matter experts (SME's) on the Lewis and Clark expedition. Which was re-enacted during the Lewis & Clark Bicentennial Commemoration (2003-2006) and we traveled in the footsteps of the Discovery Expedition committed to sharing the story. It is now time to place the signage for the Lewis and Clark Corps of Discovery in a national context by seeing that Lewis and Clark National Historic Trail signs are erected from Washington, DC to include Philadelphia area to the mouth of the Columbia River. Where the Columbia meets the Pacific Ocean. "Ocean in View...Oh the Joy!"

Correspondence: 290

This is not a story of individual states, but rather one of the nation as a whole. We did not explore space as Kentucky or Montana. Nor did the expedition chart the west as Virginia, Pennsylvania, or New Hampshire. We take for granted that we are now one nation, indivisible. We should celebrate this also as one nation, not individual states.

As a nationally-recognized "brand", trail signs coast-to-coast will play a strong part in the preservation of cultural heritage and national resources, health and wellness in the outdoors, and educational opportunities for domestic and international tourist.

Correspondence: 291

Topic Question 1:

Yes. These are vital parts of the Lewis and Clark trail.

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Topic Question 2:

I think the recommended new federal designations for the river routes from Pittsburgh to Wood River are a good first step in recognizing that the Lewis and Clark trail is a transcontinental trail, not merely a western trail. But I would urge the NPS to consider other parts of the "eastern" trail for designation, as well. Meriwether Lewis was the first American citizen to cross our continent, and the historic trail should include more of that- -and interpret it for American citizens. While I think state and local entities can certainly apply their own designations and resources, the Lewis and Clark story is an essential national story, and it more rightly belongs to the NPS to designate it and interpret it.

Topic Question 3:

NA

Topic Question 4:

See my answer to Question 2. I think the proposed extension is fine, so far as it goes, but doesn't include enough to the eastern trail, and therefore this should be viewed as a first step toward a complete national trail (versus a hybrid of national/state/local) rather than the final act of extending the trail.

Comments:

Correspondence: 292

Topic Question 1:

Yes, but it does not go far enough. I support and approve a Trail from Monticello, VA through Washington DC up to include Harpers Ferry, then on to Pittsburgh and Wood River, IL. The current segmented proposal does not include all the trail and all the story of Lewis and Clark history. The Trail should give the American people the full story and that means a coast to coast trail.

Topic Question 2:

In addition to is workable. Instead of is not acceptable. The current Trail is designated and identified by consistent Federal markers etc. This must be continued on a coast to coast Trail. To allow state and local designation fractures the Trail designation, confuses visitors and travelers on the trail and takes away from the Trail experience.

Comments: Many of the eastern legacy Lewis and Clark historic sites are already designated. It would seem to be a simple matter to designate the entire Trail, coast to coast, with minimal cost or maintenance. There is little to no reason to institute a segmented trail as currently proposed. Let's give Lewis and Clark history its due; it was a great exploration from start to finish, from Jefferson to Lewis and Clark and Pvt. Alexander Willard. It was and is and should a coast to coast trail.

Correspondence: 293

Topic Question 1:

Yes, Merriweather Lewis states in his journal that he began the famous expedition with 'Left Pittsburgh this day at 11 o'clock.' Lewis obviously believed that Pittsburgh was the start of his expedition. Most historians would consider the launch point to be the start of an expedition.

Topic Question 2:

Yes.

Topic Question 4:

As stated before, Merriweather Lewis states in his journal that he began the famous expedition with 'Left Pittsburgh this day at 11 o'clock.' Lewis obviously believed that Pittsburgh was the start of his expedition. Most historians would consider the

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launch point to be the start of an expedition.

Comments:

Correspondence: 294

Topic Question 1:

I support these added routes despite the fact the L&C would be more like connecting dots than the route of rigorous travel to and from the Pacific coast from Wood River. To add every place touched by a member of the expedition seems to undermine the NTSA and the other national historic trails of the western USA.

Topic Question 2:

I support these and such designation fits well with other national historic trails where many routes are not included. The route is commemorative and not intended to be all and everything. The L&CTHF has the interest to "step up" and mark the trails just as interests in the L&C did many years ago with signs and markers prior to the authorization of the L&C as the NHT.

Topic Question 4:

The NTSA 1968/1978 was not intended to include "every" place somehow related even tenuously to the expedition and members of it. Rather it is a commemoration of the expedition after forming up at Wood River and ascending/descending rivers and crossing some of the land mass to the Pacific coast. It is up to the "friends" groups of the L&C to step up in raising awareness of related sites and routes. The argument of auto tour route signs is not a strong one give speeds on highways. Rather a family of interpretive media needs development to complement the auto tour route signs.

Comments:

Correspondence: 295

Topic Question 1:

No, we need a full coast-to-coast National Trail honoring the incredible achievements of the Corps of Discovery from 1803-1809. To cross the unknown with only one loss of life occurring on the journey of the Lewis and Clark Expedition was only one of the amazing achievements of these remarkable people.

Topic Question 2:

No, President Thomas Jefferson asked his secretary, Meriwether Lewis to lead a group of explorers to the Pacific in hopes of finding a Northwest Passage. The trip covered all of the distance, not just part. Therefore, the National Park Service should honor the entire journey.

Topic Question 3:

Historians with more training than I can evaluate the findings, but every American should honor these two heroes with more recognition than they have had. Not until Stephen E. Ambrose wrote "Undaunted Courage" upon which Ken Burns based his remarkable PBS series did the country begin to realize what hardships and privation this group of men faced and the benefit it has had to the United States.

There should be a National Park Service designation that honors the exploration in its entirety.

Topic Question 4:

Please honor the foresight of President Thomas Jefferson as well as the "undaunted courage" of these two men and of the variety of brave individuals who faced what at times seemed like insurmountable odds in completing this unbelievable accomplishment. What they achieved cannot be measured, but it can be honored. Please do so.

Thank you,

Comments:

Correspondence: 296

Topic Question 1:

NA

Topic Question 2:

NA

Topic Question 3:

NA

Topic Question 4:

The Maryland Office of Tourism Development solicited comments from our local tourism partners in counties impacted by this study. There were no responses, except one from Prince George's County Tourism, which was in agreement with the study findings.

Currently there are minimal visitor experience opportunities related to Lewis and Clark's Expedition in Maryland. The Maryland Office of Tourism Development markets travel experiences. Without development of Lewis and Clark related visitor experiences by the National Park Service in Maryland, there is not a tourism product on this theme for our office to promote. Development of a Lewis and Clark tourism product would require the National Park Service to coordinate with the State's heritage areas in the regions of the state relevant to the Lewis and Clark Expedition.

Comments:

Correspondence: 297

Topic Question 1:

In no way do I support a segmented approach to the LCNHT as suggested by NPS Planning. As a landowner of family ranch land that borders on three miles of the Missouri River, I see no sense in approaching the Lewis and Clark story in a fractured way. We need a coast to coast 1803-1809 Historic Trail designation in every span of space where there is historical documentation for the Expedition. I see absolutely no sense in trying tell this story in bits and pieces. It is not just a story that "belongs" in the west. The impetus for the idea and the preparations for this endeavor rose east of the Mississippi.

Topic Question 2:

If there is no national designation for the Lewis and Clark Historic Trail and instead the states and local organizations are relied on, the opportunity will be lost for a unified Lewis and Clark National Historic Trail Route brand. If we don't use the opportunity to brand the entire trail with a federal designation of the Lewis and Clark National Historic Trail, I believe that we send the message not only in the present, but into the future that the entire endeavor is less than valuable to our national story.

Topic Question 3:

I don't think that the study has fully delved into the positive impacts that the federal designation of a national historic trail would have on cultural heritage tourism, the preservation of cultural and natural resources, and the health and wellness in the outdoors and educational opportunities in the classroom and field. I also see a fallacy in taking the lure to try to let the local entities designate areas within their purview and then attempting to stitch them together at a later time. It would seem that this is a great example of how the simple answer is often the best. The simple answer here is to have a federal designation for the Lewis and Clark National Historic Trail, not one segmented into east or west, local or federal, land or water.

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Topic Question 4:

A large question that emerges for me in this study is : In an era in which our nation is so divided, why would we even consider dividing up this story that could provide the Park Service with the opportunity to tell a "sea to shining sea" story? We need every chance we have from our past to illustrate the power of the diversity of our Union.

Comments: This trail is an example of how we can link the nation, not only through a physical route or a historic story, but it also can remind us of the "stuff" our country and provides us with a way to establish connections. We see this when we have a visitor to our ranch from some other part of the country or world.

Correspondence: 298

Topic Question 1:

Do not support- -segmented will lose significance

Topic Question 2:

No- -it must all emanate from one source-with a nationally recognized logo

Topic Question 3:

none

Topic Question 4:

It must be all one contiguous physical design- -and one contiguous line of thought- -other wise it will just get lost to the the folks newly made aware of the Trail of Tears- -and trying to grasp the whole event.

Comments: To fragment the Trail and its contiguous story, would be like reading the "History of the World" a (made up)book in 13 chapters -but only printing chapters 1,5,8,13- -it just does not work-not does it show proper respect to the facts.

Correspondence: 299

Topic Question 1:

Yes, very much so. The 'Corps of Discovery' was a military undertaking and Pittsburgh was where the flagship keel boat was launched, where Lewis (as the primary leader appointed by Jefferson) first took troops under his command, and where the journals began with the phrase, 'Left Pittsburgh this day at 11:00 o'clock with a party of 11 hands, etc.'

Topic Question 2:

Yes, I support state and local designation study routes in addition to but not instead of federal designation as a way to explain more of the back story and to shine light on the complex web of interactions that both preceded and followed in the wake of the official military trial.

Topic Question 3:

Well, to begin with: The way the three proposed segments are described needs some work. For instance, Lewis wasn't learning to navigate 'sand bars' on the Upper Ohio as much as getting stuck in what he called 'rifles' or shallow rapids that would have contained many more rocks than sand and couldn't be avoided because of the low water. Also, the comment about Cairo, Ill. being the location where the captains 'met and joined' the recruits is inaccurate. The recruits involved at that stretch were with them the whole time down the Ohio river and then up the stretch of the Mississippi.

Next, in segment 6: discussions with American Indian tribes and diplomacy while going into new territory is wildly inaccurate! They were in well charted American territory for one (the white pirogue was obtained in Ft. Kaskaskia, Ill.)and diplomatic relations with Indian tribes began in Council Bluffs in 1805. (Though diplomacy with Spanish officials could be

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included in this segment.

I believe it is also inaccurate to say that the expedition began 'in earnest' at the Falls of the Ohio. The dual nature of the leadership did not begin with a physical handshake but with the letter that Lewis received in Pittsburgh on July 29th, 1803 when it is confirmed that Clark will join Lewis in an 'official character as mentioned in your letter'. Clark at that point is recruiting members and is thus functioning as a leader (The two captains where in different locations at various times during the expedition such as on the return journey with Lewis and his party on the Marias River and Clark on the Yellowstone with the main party).

Topic Question 4:

Many people along the 22 segments not chosen are very upset not to be included. However, Lewis traveling by himself does not an expedition make.

This was a military expedition and as such certain requirements must be met.

I think the NPS has got this aspect of the study just right and hope they will stick to their convictions.

Comments: Thanks you for your hard work and I will continue to advocate for and educate people in my neck of the woods here in Pittsburgh, Pennsylvania.

Correspondence: 300

Topic Question 1:

I support the official extension of the Lewis and Clark National Historic Trail. This extension is long overdue to correct a significant omission when the trail was originally designated. The Historian Stephen Ambrose in his book "Undaunted Courage" said about Lewis and Clark meeting at Clarksville, Indiana, "When they shook hands, the Lewis and Clark Expedition began." (p. 117). The current trail ignores the important events related to the recruitment of expedition members, preparations, and the ultimate launch of the expedition.

Extension of the trail will benefit communities already on the officially designated trail. With a large concentration of population in eastern states, many more people will become aware of the Lewis and Clark story and be inspired to travel the full length of the trail to the Pacific Ocean, boosting tourism and economic development all along the way.

I began working on this issue of extending the trail as the Chief-of-Staff for former Congressman Baron Hill in the 1990s, as a citizen member of Indiana's Lewis and Clark Expedition Bicentennial Commission in the first decade of this century, and now well into the second decade of the 21st century as a member of the Indiana General Assembly. It is way past time for the National Park Service to formally recommend that Congress extend the trail to the east.

Topic Question 2:

While states and local communities may be able to confer some type of designation on Lewis and Clark sites, that is no substitute for being officially placed on the Lewis and Clark National Historic Trail. Many people will rely upon the official Park Service map to plan their own exploration of the Lewis and Clark story. Federal designation is essential to correct an incomplete history of the expedition caused by a failure to correctly designate the trail in the first place.

Comments:

Correspondence: 301

Topic Question 1:

I do not approve a segmented Lewis & Clark National Historic Trail (LCNHT) as suggested by NPS Planning. The American People and the International Visitor deserve a coast to coast, 1803-1809, LCNHT where there is existing historical documentation for Lewis and Clark travels

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Topic Question 2:

Local or State Designation does not use a national brand, the Lewis and Clark National Historic Trail Auto Tour Route. We must have a federally designated Trail to secure the advantages of the Lewis & Clark National Historic Trail Auto Tour Route brand.

Comments: As a nationally recognized "brand", Trail signs coast-to-coast will play a strong part in the preservation of cultural heritage and national resources, health and wellness in the outdoors, and educational opportunities for domestic and international tourist.

Correspondence: 302

Topic Question 1:

Yes

Topic Question 2:

Yes, in addition to not instead of.

Topic Question 3:

In my earlier comments, I may have stated that the first Indian diplomacy occurred in 1805. In fact, according to the journals and the book, 'Lewis and Clark Among the Indians' by James P. Rhonda the first Indian diplomacy occurred on August 3rd, 1804 with a small band of Oto and Missouri chiefs on the west side of the Missouri River in the present state of Nebraska.

Topic Question 4:

I think the NPS was correct in its criteria and recommendation of including segments 5a, 5b, and 6 to the official national trail.

Comments: I worry that if there are too many comments rejecting 'Alternative B' that we will end up with 'Alternative A' and that all this work of behalf of the NPS and the volunteers across the country will have been in vain.

Please be firm and stick with 'Alternative B' the way it is and folks like myself will continue to communicate to the Lewis & Clark community why this is the most logical choice and that it is way better than 'Alternative A'.

Thank you.

Correspondence: 303

Topic Question 1:

I do not support a segmented trail but rather a Coast to Coast Trail as thAT WOULD BE MOST BENEFICIAL TO AMERICAN CITIZENS AND TOURISTS.

Topic Question 2:

FEDERAL DESIGNATION OF A LEWIS AND CLARK NATIONAL HISTORICAL AUTO TOUR ROUTE WOULD BE THE BEST CHOICE IN MY OPINION.

Topic Question 4:

I DID ENJOY VISITING THE LEWIS AND CLARK EXHIBIT AT SIOUX CITY, IOWA BUT WOULD LIKE TO SEE A NATIONAL HISTORIC TRAIL INSTEAD OF DISJOINTED STATE EFFORTS.

Comments:

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Correspondence: 304

Topic Question 1:

Yes I do.

Topic Question 2:

The Federal Government should oversee the designation of study routes which should include the states and some local designations.

Topic Question 4:

Federal government should oversee the designation and management of the Lewis and Clark Expedition from the East Coast to the West Coast marking all the historic sites of this expedition as it traversed across our Nation. To begin in St. Louis would leave out important facts as to how this expedition began and their movement from the East Coast as they planned their route and gathered supplies and men (such as York) to even begin this expedition. The stop at Locust Grove is one of the most important sites of this expedition.

Comments: I greatly support extension of this historic trail from coast to coast. There is so much more to this expedition than just starting in St. Louis.

Correspondence: 305

Topic Question 1:

I fully and enthusiastically support trail extension. The current trail is like a great book that is missing its first chapters. Although the remaining chapters tell an important part of the story, they lack the context and plot and character development that can only be found in the opening chapters. Such is the case with the existing Lewis and Clark National Historic Trail. It tells an incredible story, but it is ultimately an incomplete story because it is missing its beginning. Trail extension will complete the story, making it possible to understand and appreciate subsequent chapters all the more.

Topic Question 2:

Wherever the standards for federal designation can be met, such designation should be pursued. Local designation may augment the trail, but it should never take the place of a complete trail.

Comments:

Correspondence: 306

Topic Question 1:

Yes

Topic Question 2:

I believe that any state or local designations should be in addition and subordinate to federal designation mostly for purposes of uniformity. The expedition was a federal undertaking and had national significance, so it is not inappropriate for it to be primarily federal.

Topic Question 3:

I am not aware of any errors in the document.

Topic Question 4:

No further comments in this regard.

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Comments: I think many people in the area where I live are unaware of the part of the journey that went down the Ohio. Expanding the trail can also expand awareness of what the actual journey entailed, and give a greater appreciation of what was accomplished. The eastern part of the journey may not have been discovery, but neither was it a walk in the park. Many people think it all began in St Louis - this may expand our eastern horizon as well.

Correspondence: 307

Topic Question 1:

Yes.

We do not need nor deserve a national coast-to-coast designated L&C Trail.

Such an exhausting trail seems like 'over-kill' and leaves the principle story of the Corps of Discovery and travels years into its continuing saga (which did not end in 1809 with Meriwether's mysterious death).

Topic Question 2:

Yes

Comments:

Correspondence: 308

I am in favor of the extension of a major part of Louisville and Kentucky history. I support the trail (Lewis and Clark Heritage Trail) be extended by land and water to Washington, D.C. and Philadelphia. Lewis and Clark and the Locust Grove Home in Louisville, Kentucky are an important part of our state history. Thank you for your consideration.

Correspondence: 309

I am so glad that the Lewis and Clark Trail is going through Louisville - Locust Grove is a highly important site on the Trail. It is the only building still standing on this side of the mountains - where both explorers were together. I hope that the proposed extension of the Trail will reflect this locations importance. Thank you for your work on this exciting project.

Correspondence: 310

To Whom It May Concern,

I write to you to express my support for extending The Lewis and Clark Heritage Trail by land and water to Washington, D.C. and Philadelphia, PA.

This would be a significant extension of a major part of Louisville and Kentucky history.

Your consideration of this would be greatly appreciated.

Thank you.

Correspondence: 311

I just found your website with the information about the study of the proposed extension of the Lewis and Clark Trail. I am writing in support of the extension as far east as metropolitan Louisville, KY, including Louisville (Jefferson County), KY, and Clarksville (Clark County), IN. William Clark's brother George Rogers Clark had a home in Clarksville, IN, but he lived his final years with his sister at Locust Grove, Louisville, KY. After Lewis wrote to Clark inviting him to join the expedition, they met in Louisville, KY, and launched from Clarksville, IN, near George Rogers' cabin, on October 26, 1803. Many of the expedition members were from Kentucky and Indiana. See this link for additional information:
http://www.lewisandclarkkentucky.org/places/falls_brochure.shtml

During the bicentennial celebration of the expedition in 2003, actors playing Lewis and Clark met in Clarksville, IN, to re-enact the start of their voyage of discovery. More recently, a new "east end" bridge linking eastern Jefferson County, KY, with Clark County, IN, has many advocates supporting naming it the Lewis and Clark Bridge because of the strong link in this area to these two men. See:

http://www.newsandtribune.com/search/?l=25&sd=desc&s=start_time&f=html&t=article%2Cvideo%2Cyoutube%2Ccollection&app=editorial&q=Lewis+and+Clark&nsa=eedition

Thank you for your consideration of this issue.

Correspondence: 312

My comment would be that to exclude any of the history of our nation, especially the pivotal history of Meriwether Lewis, is unfathomable. That he took his final steps through our region, to be excluded is not within the bounds of reason, when what we are talking about is signage. Oh my goodness. That this signage would offer educational opportunities as well as a chance for economic development that heritage tourism brings, makes you ask what is the thought process behind denying this region the opportunity. Here at this museum we tell our Meriwether Lewis story to students and visitors in a permanent exhibit, as do others in the region. And, of course will continue to, because it is part of our regions and nations' history. Cannot fathom why we would be excluded. Please consider my comments.

Correspondence: 313

I write as President Emeritus of the Thomas Jefferson Foundation (Monticello) and an active participant in the Commemoration of the Bicentennial of the Lewis and Clark Expedition.

I am also the former Chairman of the Secretary of the Interior's Advisory Board for the NPS.

I wish to endorse the informed comments of Mr. James L. Mallory. Further, it is an outrage for Monticello not to be the eastern terminus of the Trail. It was at Monticello that Jefferson planned the expedition, drafted key documents for it, recruited and trained Lewis, and much more.

Please don't make the NPS look so informed as to not support with enthusiasm the coast-to-coast trail that was the reality of the story.

Thank you.

Correspondence: 314

Please extend the Lewis and Clark National Historic Trail both by land and water to Washington D.C. and Philadelphia. We visit and love Locust Grove here in Kentucky. We are also members of Locust Grove.

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Correspondence: 315

I am a lifelong resident of Kentucky and the City of Louisville. We have a great history and heritage with George Rogers Clark and the Lewis and Clark Expedition.

I urge the National Park Service to extend the Heritage Trail by land and water to Washington, DC.

Thank you.

Correspondence: 316

Please extend the Lewis and Clark Heritage Trail by land and water to Washington D.C. And Philadelphia. Thank you.

Correspondence: 317

We do not approve a segmented Lewis & Clark National Historic Trail (LCNHT) as suggested by NPS Planning. The American People and International Visitor deserve a coast to coast, 1803-1809, LCNHT where there is historical documentation for Lewis and Clark Travels.

Please consider all of the historical sites in the proposal not just a segmented expansion.

"This is not a story of individual states. Rather it is a story of the nation as a whole. We did not explore space as Kentucky, or Montana. Nor did the expedition chart the west as Virginia, Pennsylvania, or New Hampshire. We take for granted that we are now one nation, indivisible. However, the idea of a national expedition west was a novel idea in Jefferson's time. We should celebrate this as one nation, not individual states".

Correspondence: 318

Tokey Boswell, Chief, Planning Program,
Midwest Regional Office, National Park Service,
601 Riverfront Drive,
Omaha, Nebraska 68102

Public Comment

RE: Lewis and Clark National Historic Trail Extension Study,
also known as the Eastern Legacy study
Date: September 29, 2016

Addressed to the National Park Service and the US Congress,

On the behalf of the Pike National Historic Trail Association we support the Lewis and Clark National Historic Trail Extension.

We support the educational opportunities for the domestic and international tourist, and the value economically. We support

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the preservation of cultural heritage and national resources and the values these men displayed such as perseverance and patriotism, ones which are such our citizens should be reminded of today. We support recreational tourism because of its health and wellness advantages.

However, we do not support the National Parks Service's proposal to segment the Lewis and Clark Coast to Coast extension.

Sincerely,
Harv Hisgen, President Pike national historic Trail Association

Correspondence: 319

I am in favor of having the Lewis and Clark Heritage Trail be extended by land and water to Washington, D.C. and Philadelphia.

Thank you for your efforts regarding this important project,

Correspondence: 320

I have recently begun reading about the expedition of Lewis and Clark from the Mississippi River to the Pacific Ocean and back. I have learned that route is designated and marked. I would like to see the eastern sections so marked; especially from Pittsburgh, PA. to Wood River, IL.

In school I learned of Thomas Jefferson and the Louisiana Purchase, but I did not know he sent Lewis and Clark to explore the Territory. Two of the men on that expedition, Joseph Field and Reubin Field are kin to my ancestor, Capt. Benjamin Field. We have just found his grave near Utica, KY.

It was in Louisville, KY. that Lewis and Clark met to start the trip, and there at Locust Grove, Clark's home, when they returned Nov. 5, 1806. So I definitely support the Kentucky segments, your segments 5a, 5b, and 6. In fact I support including all 25 segments.

Thank you for your attention.

Correspondence: 321

I appreciate the opportunity to comment on the Trail Extension Study for the proposed extension of the Lewis and Clark Trail.

I am on the board of Historic Locust Grove, located in Louisville, Kentucky. A state historical marker is located at the entrance to Historic Locust Grove, outlining the connection to the Lewis & Clark expedition and referring specifically to the letters sent by Clark on the trail, back to family at Locust Grove. The expedition is highlight on the Historic Locust Grove website, in the Locust Grove permanent collection and in the introductory file at Locust Grove.

William Clark often stayed at Locust Grove, before and after the expedition. He sent at least four letters from the Trail back to his family, where they were opened and first read at Locust Grove. The Croghans were the first to know of the progress of the expedition towards the west and back, via these communications.

The story of Lewis & Clark expedition is an integral part of Historic Locust Grove's legacy and I strongly believe that this historic house and site should be included in the expanded Lewis & Clark Trail.

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Correspondence: 322

I request that the Lewis and Clark Heritage Trail be extended from St. Louis, Missouri thru Louisville, KY to Washington, D.C.

Correspondence: 323

Allegheny Land Trust supports Alternative B and looks forward to working with NPS on the trail.