

NEWS • TRAINING • TECHNOLOGY • FUNDING • LEGISLATION • RESOURCES

American Trails

Fall 2007

A group of approximately ten children and one adult are walking along a paved trail that stretches into the distance. The children are of various ages, from toddlers to young kids, and are dressed in casual summer clothing. The adult, a woman in a black tank top and grey pants, is walking towards the back of the group, holding the hand of a small child. The trail is flanked by tall, dry grass and green shrubs under a clear blue sky. The overall scene conveys a sense of outdoor activity and community health.

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of good health for
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On the Cover: Teton Valley Trails and Pathways, Inc., Idaho (www.tvtap.org); photo by Christian Santelices, current Board Member and past Executive Director.

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American Trails

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American Trails Magazine

American Trails Magazine (ISSN 1082-8303) is the magazine of American Trails, the nonprofit organization dedicated to quality trails and greenways within 15 minutes of every American home or workplace.

Editor: Stuart H. Macdonald

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Editorial

Trails ARE Transportation!

A message from the Chair

JUST HOW MANY HIGHWAY BRIDGES can you build with the penny or so of each Federal Transportation dollar spent on bicycling and walking facilities? Is that really the deal breaker? Of late, some have suggested that there is a causal tie between federal investment in nonmotorized facilities and the growing problem of deteriorating roads and bridge infrastructure. Worse still there have been comments and political advertisements trivializing bicycle and walking facilities as somehow obsolete, frivolous, and less than worthy.

While these improvements might seem to be a good scapegoat for our highway ills, the facts say this is simply not true. The reality is that while nearly 10% of all trips to work, school and the store are by bike or foot, the amount of federal dollars invested nationwide for bike and pedestrian improvements has averaged around 1% over the past decade or so. It is also noteworthy that more than 40% of the trips made daily in our cities are two miles or less and 25% less than a mile. Many of these are by car but could be made by bike or on foot—with improved facilities.

We can visualize the part of each dollar spent as smaller than the number “1” on the corner of the bill. But, if you visualize what has been accomplished, catalyzed by this small investment, you would see hundreds of miles of bike paths and greenways that are transforming our cities, and countless barrels of oil not burned. You would see millions of trail users, billions of private dollars invested in quality urban redevelopment in Denver, Chattanooga, and Pittsburgh stimulated by these amenities.

Some have suggested that these investments are a throwback to the 1900s with cartoon-like figures on old-time bicycles. Perhaps it is these critics who are living in the past, though their past is the 1950s, a time of cheap oil, uncrowded roads and smaller populations.

continued on page 5 →

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On the Washington, DC scene

Are trails and bike facilities getting a bum rap?

→ *continued from page 4*

It's a nostalgic vision that does not take into account that today— according to the Texas Transportation Institute— the average commuter spends 88 extra hours a year driving at a cost of \$78 billion in lost time, and 2.9 billion extra gallons of fuel spewing tons of contaminants. That vision also overlooks the statistic that in the 1950s a school kid had a longer life expectancy than today's child. The fact of nearly one in five children being clinically overweight is due in large part to their being driven rather than walking.

How shortsighted to envision a transportation system epitomized by an SUV modeled after an assault vehicle that burns a gallon of gasoline to convey an overweight occupant eight miles down a crumbling road. Is this the pinnacle of American ingenuity and know-how? We can do better!

While investment in alternative modes of transportation won't fully solve these problems, simply building more roads and bridges won't either. More creative solutions are needed, and bikes and walking shoes are an appropriate part of the solution for these times. No one in the bicycle and trails community suggests that highways and bridges are not absolutely necessary infrastructure to be funded and maintained. We are saying, though, that bicycle and walking facilities are also part of the picture.

Even in trying times this kind of investment can and should be a part of the picture. In the depths of the depression, FDR dispatched tens of thousands of unemployed youth into the National Forests, building a legacy of over 100,000 miles of trails, instilling a sense of stewardship and a sense of pride. Some say that action may have helped save our Republic by engaging a restless populace and stimulating the economy. Surely we can similarly allocate a penny or so on the dollar to help solve today's daunting problems.

More importantly these improvements are something that the public— the taxpayers who ultimately fund all of the programs— have said they desire and demand. Survey after survey shows that trails, walking and bicycle facilities rank in first priority for recreational activity, in deciding where to buy a home and where public funds should be spent. In Kansas City, for example, citizens ranked investing in trails over building a new football stadium! Indeed one of the engines transforming our inner cities and sustaining our economy is the rise of a class of creative workers and entrepreneurs who demand trails, greenways, bicycle and pedestrian amenities— an essential ingredient revitalizing urban

areas from Denver to Detroit.

We call on our elected officials to address the problem of our crumbling infrastructure in a positive way— looking for leadership and ideas, rather than a “fall guy” or laying blame. There are workable and equitable ways to secure the revenues and move forward in solving these real problems. We at American Trails stand ready to support and assist in that process. We also encourage the tens of millions of Americans who use trails, greenways, bicycle facilities and sidewalks to make their voices heard.

— *Robert Searns, Chair, American Trails*

Trails movement encounters obstacles along the path

By Pam Gluck, Executive Director of American Trails

AS WE HEAD TOWARDS REAUTHORIZATION of the Federal Transportation Program in 2009, the American Trails Board thinks it is important to make our membership and the trails community aware of current debates on funding and policies. Are trails and bicycling and walking important components of our national transportation infrastructure?

Transportation directly affects our access to activities and services which we value, defines the very shape of our communities, and determines our ability to take advantage of health, economic, social, and cultural opportunities. Future reauthorization should facilitate active transportation improvements Americans need to improve their daily lives.

We are concerned that after 16 years of funding trails through the Surface Transportation Program, and all the progress that has been made across the country, our movement may be encountering new obstacles.

We need to redouble our efforts to document the value of trails and bike/pedestrian facilities as transportation infrastructure, and we must be an active and positive voice in the reauthorization process.

Learn more about funding for trails and keep abreast of transportation issues on the American Trails website at www.AmericanTrails.org/support.html. Your comments are also welcome on the American Trails Forum at www.atfiles.org/at_forum.

The National Trails Training Partnership

www.NTTP.net

Training workshops available for states and organizations

AMERICAN TRAILS IS EXPANDING key elements of the National Trails Training Partnership to better serve the needs of the nationwide trails community, both motorized and nonmotorized. We are working with the State Trails Programs to help bring more training directly to them. These efforts are in support of the Recreational Trails Program goals to help local trail project sponsors build better and more cost effective trails.

American Trails offers the following workshops for 2008:

Understanding Accessibility and Building Better Trails

This one-day workshop teaches current accessibility requirements and legal issues; the basics of the Universal Trail Assessment Process; the benefits of sustainable trail design; and analysis and problem solving for accessibility.

Universal Trail Assessment Process Workshops

This two-day workshop developed by Beneficial Designs, Inc. enables land managers and trail users to determine whether a trail complies with the proposed accessibility guidelines, to develop programs to provide trail access information, and to assess trails for maintenance needs.

Trail Crew Leadership Training

The Outdoor Stewardship Institute and American Trails are partnering on this 16-hour workshop covering leadership, tool and crew safety, and technical trail skills. This workshop is best for individuals that have had experience working on trail projects or previous crew leadership experiences.

Creating a State Trails Training Program Workshop

This workshop is based on the Outdoor Stewardship Institute model to help states and organizations develop cooperation and common goals, and to create a statewide organization to make training more available and more effective.

Trails Forum for Development Professionals

This workshop is to bring trails people and ideas into the land planning and development process in order to get more trails and greenways built. Developers, builders, government, and nonprofit organizations learn how to make developments that incorporate well-planned and connected trail systems.

For more information on how your state or organization can sponsor these trails training programs, contact Pam Gluck at American Trails: (530) 547-2060 or pam_gluck@AmericanTrails.org.



Outdoor Stewardship Institute is statewide training model

THE COLORADO OUTDOOR TRAINING INITIATIVE (COTI) and Volunteers for Outdoor Colorado (VOC) Boards have approved a corporate merger of the two organizations. The new **Outdoor Stewardship Institute** (OSI) will manage and expand all of COTI's existing training programs, technical assistance, and volunteer management.

American Trails and the National Trails Training Partnership have been working with COTI, and now OSI, for several years. The goal is to help develop a model structure for states and organizations to follow in building effective training programs. OSI will continue to organize and deliver land stewardship and conservation leadership training workshops, and develop new training curricula, services and programming that meet the needs of stakeholders.

OSI will be led by a Deputy Director, who will report to the VOC Executive Director, Ann Baker Easley. The OSI Advisory Board includes federal and state land management agency representatives. Current COTI Board Chairman Kim Frederick will serve as Chair of the Advisory Board who will oversee the direction and future activities of the Outdoor Stewardship Institute.

In merging the two organizations, VOC and COTI are poised to increase statewide stewardship capacity by managing funding and staff resources to address agency and volunteer training needs. The benefit for land managers is to be able to access one centralized location for COTI's respected training curricula and programs as well as VOC's technical expertise, volunteer management, marketing, and outreach.

Read more about the Outdoor Stewardship Institute, including a Case Study of the development of COTI, and a brainstorming guide for developing trails training programs at www.NTTP.net.

Trails Training Calendar

www.NTTP.net

Wildlife Habitat Council Annual Symposium - Baltimore, MD • November 12-13, 2007

Creating, managing, and maintaining habitats, often in former industrial sites. The panels include environmental education, promoting the value of wildlife habitat, wetland protection, community involvement, and funding resources. Trails are also featured in strategies of working with schools and industry. *Info: www.wildlifehc.org*

National Trails Symposium - Little Rock, AR November 15-18, 2008

American Trails brings the worldwide trails community together for an inspirational and educational conference, addressing both nonmotorized and motorized issues and our vision for trails and greenways nationwide. Dozens of workshops and presenters from across America will cover key issues and state-of-the-art technology.

Info: American Trails, P.O. Box 491797, Redding, CA 96049

• symposium@AmericanTrails.org

• www.AmericanTrails.org/2008

Trailbuilders Conference

Reno, NV • March 2-7, 2008

This is the only national conference focused on trail building and technology. The Trail Tools Expo includes hands-on use of equipment from Ditch Witch, Toro, Sutter Equipment, Bobcat, Yanmar, and others. *Info: www.trailbuilders.org*

Need training? Have classes you want to publicize?

THE GOAL OF THE NATIONAL TRAILS TRAINING PARTNERSHIP is to make training for trails and greenways more available, and to help both staff and volunteers plan, design, enhance, build, interpret, protect, and maintain trails and greenways for all Americans.

Promote your trail-related training and resources nationwide! Send us information about your organization and training or resources you provide. See www.NTTP.net for details.

All Trails Lead to...

Mid America

December 9-12, 2007, Renaissance Hotel, Chicago, Illinois



While it's true that not all trails lead to Mid-America, a surprising number of national, regional, state and local trails pass through or are within the eight-state region, creating a growing network tying together people and places.

In the same way, the 3rd Mid-America Trails & Greenways Conference creates an excellent opportunity for all those involved in trails and greenways to share our experiences, learn from each other, and continue connecting our trails and greenways.

From Sunday through Tuesday, the conference will feature educational and interactive sessions and interesting mobile workshops. The downtown location allows for easy access to Chicago's world-class lakefront, museums, nightlife and shopping on the Magnificent Mile. Just in time for Christmas!

Registration and sponsor packets are now available online. For more information, including the agenda, visit our conference partner Openlands at www.openlands.org or contact them at (312) 427-4256.

See you in Chicago!

 Mid America Trails & Greenways Conference



Half-baked trails?

The case for trails: well done, medium rare, and works in progress

By Robert Searns, Chair, American Trails and The GreenWay Team

RECENTLY, I GOT A CALL FROM a community in southern Utah. They told me a cable suspension bridge that for decades had linked the Navajo Reservation to a nearby town had washed out. Barely more than some cables and some planks—like in the Indiana Jones movies—Navajo kids had used this simple crossing to attend school. The tourists used it to visit archeological sites on the Navajo side. Some found the dicey feel of the squeaky boards and cables over the river a trail thrill in itself. It was a simple structure less than three feet wide and certainly not meeting today's design standards. Yet for nearly three generations it worked. More than a river crossing it also bridged two cultures.

Their plan is to build a new bridge that will meet more stringent design standards, but will likely still be modest in both stature and cost. Once complete, though, it will be of incalculable value as there is no other way to cross the river without diverting hours by road.

This project got me thinking about ways in trying times we can most effectively focus and continue the important accomplishments of the trails movement. In an era of mounting pressure on public funds on all levels, and factors like the sub-prime meltdown possibly reducing revenues at the local level, we need to draw on our creative resources to better navigate an unsettled political and financial landscape. Part of this calls for increased advocacy and making our case to assure vital funds are there to catalyze trail efforts. Part of it may also call for new ways of looking at trails, resourcefulness and creative flexibility—particularly in planning and building urban and suburban multi-use trails.

The unfinished trail speaks eloquently of the destination to be reached

The Erie Canal Trail runs most of the way through the scenic agrarian landscape of upstate New York connecting historic mill towns and way stations. Parts are paved, parts are gravel. A segment near Rochester runs adjacent to higher-end, trail-inspired restaurants and condos. Another section, near Syracuse, is just a single-track beaten path through a field. The vision, though, is one day to have a continuous corridor traversing the state—a boon to tourism and economic development. It's not there yet, but by adding some knobby tires to my road bike, I was able to ride (along with about 400 others) the entire length a few years back.



Enjoying a simple graded "grass trail" in suburban Denver

This past summer a bunch of us rode a piece of the East Coast Greenway. Again, segments are missing and there are gaps that need to be closed. But, the vision is there and the communities along this corridor are thrilled that one day there will be a first class trail from Maine to Key West. Chuck Flink and his East Coast Greenway Alliance Board are working hard to make this happen.

The folks in Metro Detroit have a similar grand vision, an interconnected system of greenways and trails—a way to connect people together. Through the leadership of the Community Foundation of Southeastern Michigan, tens of millions of dollars of privately donated money is leveraging what ultimately may be hundreds of millions of dollars for improvements.

While the trail along the Detroit riverfront may be a broad, paved, more formal, beautifully landscaped, and furnished amenity, other segments may be more basic. In some instances, at least for the near term, it might just be a blazed single-track path through rural fields (a number of folks in planning meetings there said they liked it that way) though one day as areas develop the trail may become more formal. Interestingly, residents of Cherry Hills Village, an upscale community outside Denver, love their simple grass and dirt trails and would have it no other way.

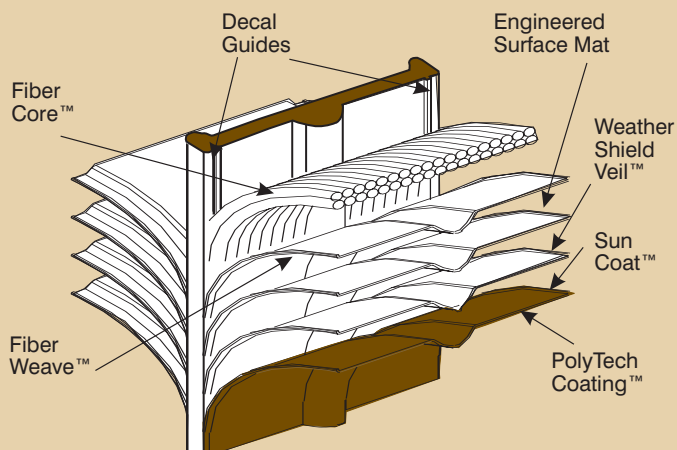
Sometimes you gotta jump out of the box

Throughout France (and other European countries) there is an expansive network of trails. They go almost everywhere. Yet at first they are hard to find. The reason for this is that they are often just a mowed strip in a farmer's field or a

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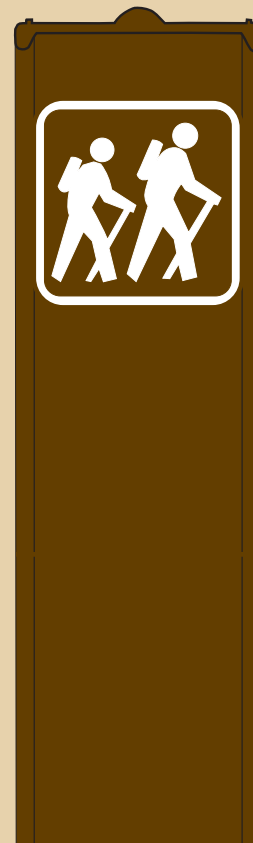
After a 2,000 hour Weatherometer test, following ASTM G53, an independent laboratory reported, "The PolyTech coated sample appearance shows minimal dulling of the surface gloss while the uncoated samples are very dull with glass fibers being exposed on the surface. Tensile and flex tests have been conducted on the exposed samples and on unexposed samples. The test results show an increase in the coated sample values and a decrease in uncoated sample values."

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Half-baked trails *continued*



A crusher fines trail in Slovenia lets tourists get close to the rural life of Europe

single-track dirt route. They are often marked by a simple strip of yellow tape on a small post set in the ground. It's a system of minimal cost—mostly created and maintained by volunteers. Once you find this treasure, however, there is no better way to see Europe!

In Bogotá, Columbia, Gil Penalosa, President of Walk & Bike for Life, figured out a way to make the existing streets—infrastructure—already in place function as wonderful urban trails. The idea was to close the streets to motorized vehicles during low traffic use times and let the people take over on foot and on bike. The only real “bricks and mortar” infrastructure items were some beautifully designed signs and posters. With virtually no financial investment a trail system was created.

Where I am going with this, as you might have guessed, is that there are many ways to create a trail experience and to leave a trail legacy. Thirty years ago, when the urban greenways and trails movement began, you pretty much needed a paved path to accommodate bikes. With changing technology, including the “mountain” and “hybrid” bicycles and trends toward walking, I would suggest there are now myriad ways to create quality trails and trail systems.

The trails world has indeed become a diverse world and that gives us more flexibility, more durability, and more staying power to continue the important work we have all started. The commonality is that these trails that we have envisioned and built are now mainstream. They are a vital part of our national and global infrastructure. They pay off in many ways beyond what is seen on the surface.

Trails are transformers: more than meets the eye

Indeed, trails, greenways, and alternative modes of travel by bicycle and foot are more than what they appear to be at first glance. Some critics may see only the tip of the iceberg and claim that these investments are trivial. However, many others now recognize that these amenities have many benefits and the capacity to transform not only the visual landscape but the economics, health, and daily quality of life of a community.

In Grand Forks, ND, in the wake of a devastating flood, the community invested in a riverfront greenway. Chuck Flink's firm Greenways, Inc., the lead planner for the project, promoted the concept of the project's economic viability. In fact, studies show a \$6 million economic benefit to the community in tourism, new development, and business. Applying the multiplier effect—the way a dollar spent keeps moving through the economy—the benefit is \$16 million annually!



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Half-baked trails *continued*



A New York freeway becomes a trail for a day each year, and shows the value of alternative transportation

There are countless other examples from San Antonio to Denver to Pittsburgh where new waterfront trails have transformed urban landscapes and helped catalyze billions in new investment and revenues.

Continue to advocate, educate, and create

With uncertain times and competing demands on dollars, we may again see a rise of nay sayers when it comes to funding trails and greenways. We in the trail, bicycle and pedestrian community need to expand this limited view. We need to get the word out that these projects are vital infrastructure and rewarding investments as well.

Projects like the East Coast Greenway, the Rich Guadagno Memorial Trail (see page 16), and the Medical Mile (*American Trails Magazine*, New Years 2007) provide inspiring visions. Some of these are grand projects, while others like the Cyclovía of Bogotá and the Randonnée trails of France, are modest in capital cost, though monumental in their impact. They reflect the application of creativity and resourcefulness to keep the trails effort growing.



Trail deluxe: Denver's urban trail system spurs redevelopment

A diversity of solutions, a diversity of trails

The key is to continue to envision and build great projects be they dramatic in scale or a single-track walking path from here to there. When resources are scarcer we might have to make do with just securing sections of the right of way and a simple post to mark the way like the Randonees. Other times a paved urban multi-use trail and greenway all decked out may be the appropriate solution. Each has its place. Each has its time. The key, though, is to keep moving forward. With your support, American Trails aims to be here as a resource to vigorously support the trails movement. And with over a million and a half visits to our website each year, we know the need is growing. I don't know about you, but I could not imagine living in a world without trails.

Robert Searns is Principal of The GreenWay Team, Inc., and works with communities nationwide on greenways, trails, and outdoor resource conservation.

Quad-City Labyrinth Project



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American Trails Website Contest

Winning Websites

WE ARE PLEASED TO ANNOUNCE the Winning Websites for the 2007 American Trails Website Contest. American Trails launched the only national contest to seek out the best websites for trails and greenways. We looked for sites that really make trails come alive, and provide effective information delivery, support volunteers, and engage the public. In short, we want to showcase ways that advocates and agencies are making a difference for trails.

For links to the Winning Websites and all 71 nominated sites, visit **www.AmericanTrails.org**. We'll be planning the next annual contest for 2008.

AmericanTrails.org



WINNING WEBSITE

Award winners are entitled to use the "Winning Website" logo on their sites.

WINNING WEBSITES for 2007

COMMUNITY trails system (town or county or other local jurisdiction):

- **San Jose Trails Program** helps residents to find a new trail and participate in planning of the future 100-mile network.

ORGANIZATION or club website:

- **Equestrian Land Conservation Resource** works to support planning and management of horse trails and promotes volunteerism and public involvement.

PERSONAL site (for an individual who has developed a site on his or her own):

- **Laura Vonk's Missouri Trailblazing** provides in-depth information on Missouri's multi-use trails that are accessible to horseback riders, all in one place.

Designated NATIONAL RECREATION TRAIL website:

- The **Sheltowee Trace** provides an interactive map, photos, and trip reports for the 260-mile designated National Recreation Trail in KY and TN.

Trails on FEDERAL LANDS:

- **Rampart Range Motorized Management Committee** and federal land managers work together to maintain OHV opportunities in the Pike National Forest near Denver.

STATE AGENCY site (state trail or program):

- **Minnesota DNR's OHV Riding in Minnesota** helps everyone find places to ride, and promotes a positive trail riding experience while reducing impacts on our lands.

PRESENTATION of PLANS and proposals for a major trail project:

- **Parleys Rails, Trails, and Tunnels Coalition** is working to create Parley's Creek Corridor Trail, connecting the Bonneville Shoreline Trail with the Jordan River Parkway.

TRAILS TRAINING and education site:

- **Volunteers for Outdoor Washington** trains volunteers and works with land managers to build trails, restore habitat, and preserve Washington's rich heritage.





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American Trails Website Contest for 2007

See links to all the sites at www.AmericanTrails.org/webcon07.html

News from American Trails *continued*

GRAPHICS and site design:

- **Sierra Front Recreation Coalition** and Nevada Commission on Tourism use an interactive design to help visitors find trails, directions, photos, and difficulty levels.

Best use of PHOTOGRAPHS:

- **Kentucky Rails to Trails Council** describes the rail trail projects in various stages of completion throughout the state, illustrated with a wealth of photos.

TRAIL TOUR or virtual visit:

- **John Gardiner's Nevada County Trail Guide** uses Google Maps and Earth to depict mountain bike trails in the foothills of the Sierra Nevada Mountains.

Recognition and promotion of VOLUNTEERS:

- The **VOutdoors** website's search engine links Colorado volunteers with opportunities that match their skills and interests, searching by date, type of work, location and agency or community organization.

Best site for KIDS and FAMILIES:

- Canada's **Waterfront Trail** has "The Great Waterfront Trail Adventure" and "Tastes of the Trail Starter's Kit" for kids and families.

Trail-related BUSINESS or PRODUCTS:

- **Books for Hikers** is based on a librarian's comprehensive list of bibliographies for hikers to help anyone wanting to research more about any major trail or trail topic.

TRAVEL and TOURISM site for trails:

- **Florida Hikes!** includes hike entries with links to Google maps for ease of finding trailheads, and promotes books that contain comprehensive details about Florida hiking.

Promotion of trails for HEALTH and PHYSICAL ACTIVITY:

- **Montgomery County (MD) Heart Smart Trails** includes high-quality maps to encourage people to take the first step toward a healthier lifestyle.

American Trails thanks John Ansbro for his extensive research on the dozens of nominated websites for this contest. He has helped out every year with the website contest. John, who is a city planner in Evanston, Indiana, has also provided us with news items and websites to check out for many years.

New American Trails Board Members bring experience

WE WELCOME two new members to the American Trails Board of Directors!

Scott Linnenburger is the Director of Field Programs for the International Mountain Bicycling Association, overseeing IMBA's Trail Care Crew, Trail Solutions, and National Mountain Bike Patrol programs, and developing the IMBA Representative and International networks. From 2004 through 2006, Scott was Coordinator of the Trail Solutions program, IMBA's consulting program for assessment, design, and construction of trail systems. His background in environmental management assisted IMBA in framing sustainable trails as a resource management tool that minimizes natural resource impacts while providing a better trail experience.



Terry Durby serves on Iowa's Motorized Recreational Advisory Committee, and the Winnebago County Community Foundation that distributes grants locally. He is currently President of the Iowa State Snowmobile Association, and delegate to both the American Council of Snowmobile Associations and the

International Snowmobile Council. He also serves on the Lake Mills Recreational Trail Committee for biking and hiking. Terry believes that his passions for hiking and snowmobiling include two of the most family-oriented forms of recreation. With five years of experience in going to Washington, DC to lobby for more funding for recreational trails, he's looking forward to working with American Trails.

Helping kids get outdoors

New legislation and initiatives promote physical activity and nature education

"No Child Left Inside Act" helps environmental education

CONGRESSMAN JOHN SARBANES (MD) and Senator Jack Reed (RI) have introduced legislation to strengthen and expand environmental education in America's classrooms and reconnect children with nature. These bills, each entitled the No Child Left Inside Act of 2007, were introduced in the House (H.R.3036) and the Senate (S.1981).

With the nation facing complicated environmental issues that will challenge us for years to come, it is critical that schools provide kids with a solid grounding in environmental education. But because of the No Child Left Behind law (NCLB), many schools are scaling back or eliminating environmental education programs. Congress has the opportunity to change this as it reauthorizes NCLB.

To see how the No Child Left Inside Act of 2007 amends the NCLB law, and for ways you can take action, visit www.AmericanTrails.org and click on "What's Hot."

"Children's Outdoor Bill of Rights" promotes active kids

WITH CONCERNS ABOUT YOUTH detachment from outdoor activities, lack of physical exercise, and increased health risks, the California Roundtable on Recreation, Parks and Tourism adopted the California Children's Outdoor Bill of Rights to recommend a basic list of experiences that every child in California would benefit from experiencing, before entering high school.

Numerous studies document that children who are more active and learn to enjoy the outdoors are healthier, do better in school, have better social skills and self-image, and lead more fulfilled lives. For more information on this bill, visit the California Roundtable on Recreation, Parks & Tourism's website at www.calroundtable.org/cobor.htm.

"GEEKS in the Woods" reach out to the next generation

JOSH MORRISON, A 15-YEAR OLD student at White Plains High School in Calhoun County, AL, noticed that his generation had lost touch with the natural world. In response to that disturbing trend and inspired by Richard Louv's book *Last Child in the Woods* and his mother, Renee Morrison, an educator for the Jacksonville State University Field Schools, Josh created a group called "GEEKS in the Woods."

Now, Josh and his friends are reaching out to their generation and promoting nature through outdoor experiences and the group's website. Visit their website and see the letter Josh read at the National Recreation Forum in DC last April at www.geeksinthewoods.org.



The Rivanna National Recreation Trail (photo by Diana Foster)

GoPAW teaches kids to build and protect the future

By Patrick Zellner, GoPAW Expo Logistics

WE, AS A GENERATION, have not done enough to teach kids the importance of being connected to nature, outdoor recreation, and most importantly, stewardship. The future needs us to help the kids now, to build their confidence and knowledge of nature.

Go Play Outside Alliance of Washington (GoPAW) is a varied group of archers, anglers, hunters, horsemen, and many other outdoor recreation enthusiasts. We started with hands-on activities for middle schools and have branched out into mini-expos open to several schools. Our goal has been to reach more and more kids, and just as importantly, families throughout the state to share our love and stewardship of the outdoors. The greatest resource we have to lose is the human resource represented by our young people, and their lives ahead of them.

Read Patrick's illustrated article in the new "Kids and Trails" area at www.AmericanTrails.org.

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New National Recreation Trails

Secretary Kempthorne announces designation of 40 trails



THE COUNTRY'S 1,000TH National Recreation Trail honors one of the heroes of September 11, 2001. The **Rich Guadagno Memorial Trail** in Oregon will commemorate the life of the devoted U.S. Fish and

Wildlife Service Refuge Manager who died aboard United Flight 93. The trail is located in the Baskett Slough National Wildlife Refuge where Guadagno once worked. The pathway meanders through rare Oregon white oak savanna and woodlands, and overlooks the Willamette Valley.



Dedicating the Rich Guadagno Trail, June 2, 2007

The Guadagno Trail is one of 40 newly designated National Recreation Trails announced by **Secretary of the Interior Dirk Kempthorne** for National Trails Day on June 2. "The National Recreation Trail System connects Americans with the beauty of the great outdoors," said Kempthorne. "It is entirely fitting that the 1000th trail be named after Rich Guadagno, a man who dedicated his life to preserving nature and sharing his passion for the land with others."

The National Recreation Trails Program is jointly administered by the National Park Service's Rivers, Trails and Conservation Assistance Program and the USDA Forest Service, in conjunction with a number of other federal and nonprofit partners, notably American Trails, which hosts the National Recreation Trails website for the program at www.AmericanTrails.org/nationalrecreationtrails.

On June 2, 2007, Secretary Kempthorne designated the following 40 trails as National Recreation Trails:

Alaska

- **Campbell Tract Loop Trail** in the Bureau of Land Management's Campbell Tract Facility in Anchorage is a scenic 3.4-mile urban/wildland interface trail with opportunities to view Alaskan wildlife while enjoying activities such as mountain biking, hiking, snowshoeing, and skijoring.

Arizona

- **Palm Canyon Trail** in Kofa National Wildlife Refuge provides the opportunity to explore an area of rugged beauty and the habitat of native California Fan Palms.

Colorado

- **Alamosa South Bluff Trail** – Located in the Alamosa National Wildlife Refuge, this 1.1-mile greenway offers opportunities to view sandhill cranes, eagles, and river oxbows while hiking, mountain biking, or just taking a stroll.

- **Clear Creek Trail** – This 6.5-mile family-friendly urban trail winds through the scenic Wheat Ridge Greenbelt, providing conservation benefits and recreational opportunities including biking, kayaking and bird watching.

- **Monte Vista Walking Trail** in the Monte Vista National Wildlife Refuge is a bird watcher's paradise and provides habitat for waterfowl including over 20,000 sandhill cranes.

- **Rio Grande Nature Trail** in the Alamosa National Wildlife Refuge offers scenic views of the Rio Grande and Mt. Blanca, as well as opportunities to see a diversity of wildlife.

Florida

- **Florida Circumnavigational Saltwater Paddling Trail** winds 1,500-miles around the Florida peninsula and is considered by some as the saltwater version of the Appalachian Trail for its scenic features, local parks, and preserves.



Along Clear Creek Trail in Wheat Ridge, Colorado

New National Recreation Trails *continued*

- **Gayle's Trails** in Panama City Beach is a 4.5-mile trail system through a natural haven in an urban setting, linking residents to a variety of recreational amenities.

- **J.R. Alford Greenway** in Tallahassee is a 27-mile urban trail and 880-acre greenway in Leon County that provides for numerous recreational activities, native habitat preservation, and environmental education.

- **Micosukee Canopy Road Greenway** is a 20-mile greenway that protects natural and historic resources in Leon County.

- **The Centennial Trail** – Located at Pelican Island National Wildlife Refuge, this 0.75-mile accessible trail tells the story of the first national wildlife refuge and celebrates the entire Refuge System, offering visitors the chance to learn about



Observation tower on the Centennial Trail at Pelican Island National Wildlife Refuge

each national wildlife refuge in the country while enjoying scenic overlooks and abundant wildlife.

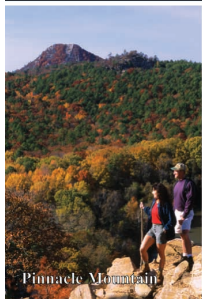
- **Timucuan Multi-Use Trail** – This 2.3-mile urban trail/bikeway in Little Island State Park is the first piece of a larger trail system which will protect and connect pristine habitat and historically significant sites of North Florida.

Iowa

- **Chichaqua Valley Trail** is a 20-mile railtrail rich in both history and scenic beauty, connecting several small towns in Jasper and Polk Counties.

- **Sauk Rail Trail** is a 33-mile railtrail and greenway connecting several communities, two state parks, and Hazelbrush Wildlife Area, offering a variety of midwest landscapes for bicyclists and other trail users to enjoy.

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New National Recreation Trails *contin-*

Iowa

- **Three Rivers Trail** is a 26-mile railtrail and green-

way rich in scenic and historic resources, taking bicyclists, hikers, cross country skiers, and other trail users over 36 bridges as it crosses three rivers in northern Iowa.

- **Wabash Trace Nature Trail** is Iowa's longest railtrail at 63 miles. It offers visitors the opportunity to experience a rich variety of flora and fauna, urban and rural communities, and activities such as hiking, biking, and camping.

Louisiana

- **Marc Dupuy, Jr. Wildlife Trail** in the Grand Cote National Wildlife Refuge traverses forested wetlands, and includes a boardwalk and elevated observation tower for visitors to view numerous species of waterfowl.

Maryland

- **Rock Creek Trail** is an 18.6-mile hiker-biker trail which features two lakes and offers an alternative transportation route and quiet refuge for a number of communities in a diverse urban setting.

Massachusetts

- **Balfour Riverwalk Trail** – This 0.25-mile urban trail and greenway is a key component of Attleboro's downtown redevelopment plans and supports the Young Men's Christian Association's Activate America program by providing recreational amenities for all ages to enjoy.
- **Quinebaug River Canoe Trail** – Designated a "Watchable Wildlife Trail," this 5.5-mile local and regional water trail offers scenic, educational, and recreational opportunities for the residents of central Massachusetts and Connecticut.

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Display Pond Trail in Bowdoin National Wildlife Refuge

Missouri

- **Prairie Creek Greenway** in the Kansas City metro area is a 3.8-mile urban trail and greenway featuring a rock waterfall and restored prairie meadows with planned connections to surrounding trail systems.

Montana

- **Display Pond Trail** in Bowdoin National Wildlife Refuge is an accessible trail that allows visitors of all ages and abilities to experience the outdoors and a diversity of wildlife.

Nebraska

- **Oak Creek Trail** is a 13-mile railtrail serving Omaha and Lincoln, providing a picturesque setting for activities including hiking, mountain biking, and horseback riding.

New Jersey, Pennsylvania

- **Delaware River Water Trail - Middle Delaware Segment** is a 40.6-mile water trail through Delaware Water Gap National Recreation Area amid diverse wildlife habitats and world-famous trout fishing.

New York

- **Orange Heritage Trail** – This 11.5-mile railtrail in Orange County is popular with residents and visitors alike, offering biking and bird watching opportunities amidst historic landmarks, local farms, and a wildlife sanctuary.
- **Wallkill Valley Rail Trail** passes through three municipalities in the lower Hudson Valley offering year-round recreation through farms and orchards, woodlands, wetlands, and the Huguenot Street National Historic Landmark District.

New National Recreation Trails *continued*

- **Walt Whitman Trail** on Long Island runs 8.2 miles from Walt Whitman Birthplace State Historic Site through the hills of the glacial Ronkonkoma Moraine.

North Dakota

- **Lostwood Refuge-Prairie Hiking Trail** in Lostwood National Wildlife Refuge provides 7.5 miles of scenic views of rolling hills and wetlands shaped by glaciers and offers excellent bird watching opportunities.
- **Wetlands and Waterfowl Trail** in the Alice Waterfowl Production Area hosts a variety of migratory birds with an accessible facility for wildlife viewing and hunting.

North Dakota, Minnesota

- **Grand Forks/East Grand Forks Greenway Trail** connects two cities and two states along 20 miles of urban greenway amid the natural beauty of the Red and Red Lake Rivers.

Oklahoma

- **Cussetah Bottoms Boardwalk Trail** on Deep Fork National Wildlife Refuge includes an accessible elevated boardwalk that allows visitors the opportunity to learn about bottomland hardwood habitat and observe wildlife in a safe way.
- **Horton Slough Trail** at Sequoyah National Wildlife Refuge provides local residents and visitors a scenic rest stop for exercise and viewing waterfowl such as snow geese.

Oregon

- **Rich Guadagno Memorial Trail** in Baskett Slough National Wildlife Refuge offers visitors the opportunity to view native habitats and wildlife of the Willamette Valley.



Along the Red River on the East Grand Forks Greenway



Fisher Towers Trail

Pennsylvania

- **Schuylkill Trail at Schuylkill Banks** is a popular 1.2-mile urban trail and greenway for bicyclists, runners, and in-line skaters that provides new access to the scenic river.

Texas

- **Willows Trail** on Anahuac National Wildlife Refuge meanders through a variety of habitats and takes visitors to a popular spot for migratory birds crossing the Gulf of Mexico.

Utah

- **Fisher Towers Trail** is managed by the Bureau of Land Management, providing one of the most unique geological hikes in North America and allows Moab visitors to hike among the world-renowned towers of the Colorado Plateau.

- **Wetland Wonders Walk** in Bear River Migratory Bird Refuge is a half-mile accessible trail hosting a wealth of wildlife viewing opportunities.

Virginia

- **Fairfax County Cross County Trail** is a 41-mile urban railtrail which serves as a primary north-south route through a variety of landscapes for a variety of trail users.
- **Virginia Capital Trail** is part of the planned 50-mile trail that will parallel the oldest inland transportation route in North America and connect Williamsburg to Richmond.

Wisconsin

- **East Bank Trail** – This 0.75-mile urban trail features local artwork and has provided a new way to enjoy the Milwaukee River, offering ample opportunities for wildlife viewing, hiking, biking, and kayaking.

See details of these and many other featured National Recreation Trails along with more photos on the NRT website, hosted by American Trails:
www.AmericanTrails.org/nationalrecreationtrails.

For more on the National Recreation Trails program see
www.AmericanTrails.org/nationalrecreationtrails

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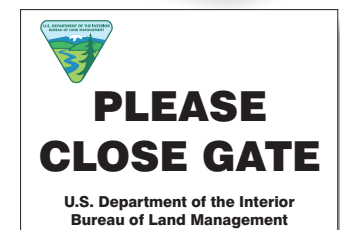
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Trails Across America

Here are some excerpts from stories we've recently added to our extensive online library of trail-related articles and resources. Read full-length articles with photos and links to related information at www.AmericanTrails.org.

Harmony Trails: building musical instruments into the trail

PAM SIEGLER, OF MULBERRY, TN, has a passion for "using musical instruments in natural settings to renew the spirit and rediscover the soul." She has built several instruments along her local trail including a series of stainless steel tubes hung from a fallen tree, a vertical wooden xylophone played with mallets, and a giant "walk in" wind chime. See photos and read more at www.AmericanTrails.org in our "Arts and Trails" area.

Forest Art at the Raven Trail enhances natural beauty

ART CAN PROVIDE wonderful learning opportunities to put visitors in direct contact with nature and all the beauty and wonderment the outside world has to offer. Art and nature collide so magnificently along the Raven Nature Trail in Wisconsin. This 1.5-mile trail makes visible the forest's ecological, social, artistic, and historical nativeness and invasiveness as Forest Art Wisconsin was brought to life. See the amazing artwork and ideas that were combined within the Raven Nature Trail at www.minocqua.org.

Guidelines for water trail design and development

THIS NEW GUIDE to water trail planning is available from Florida Fish & Wildlife Conservation Commission. *Guidelines for Paddling Trail Development* includes sections on Trail Scouting, Determine Target Audience, Build in Trail Safety, Resource Protection and Trail Management, Waterway Trail Markers, Providing Trail Information, and Promotion and Marketing. A link to the *Guidelines* is at www.AmericanTrails.org under the "New Resources" tab.

Florida's work with paddling trails will benefit water trail planners across the country

Four Simple Tasks Prior to Trail Design

By Jef Farland, Western Illinois University

The following are Jef's "four simple tasks." Read his full article at www.AmericanTrails.org under "Trail Building" in the Resources area.

The Community Process

Community input and concurrence is the most important part of the initial process. When initiating a new idea in any community make sure that the stakeholders become involved. It is also important to seek interested supporters of the project as well as those who may have issues or concerns.

Focus on the Project Goal

During the initial phase of the concept design it is very important to focus on the specifics of the trail and its purpose. Why is the trail being proposed? Who will use it? What type of trail will it be?

The Plan

Once the trail design is focused in one direction the next step is to develop an overall project plan. Who will design the trail? Where will the funding come from? What type of surface will the trail have? What other amenities will it have? What construction protocols must be followed?

The Long Term Responsibility

Who will be responsible for the long term needs and maintenance of the trail? This question is often answered very simply; who owns the land?

Read these and hundreds of other articles at www.AmericanTrails.org. Click on "Resources & library" then select the topic you're interested in.



See more resources at www.AmericanTrails.org

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Kansas Department of Wildlife & Parks



The Parks Division has statewide management responsibility for 24 state parks and the Prairie Spirit Rail Trail, with over 350 total miles of trails. Their mission is to conserve and enhance the natural heritage of Kansas, to provide the public with opportunities to enjoy and appreciate their natural resources, and to support more trails through the state's grants program. Contact: Kansas Department of Wildlife and Parks

Operations Office, 512 SE 25th Ave., Pratt, KS 67124 - (620) 672-5911 or <http://kdwp.state.ks.us>.

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Logo Link Ad online in the Products & Services Directory AND a Banner Ad in one location on the American Trails website (some restrictions apply).

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Improving trail accessibility

Engineered wood fiber surfaces

By Jerry Winandy, USDA Forest Service, Forest Products Laboratory

WHAT PLAYGROUND SAFETY MATERIAL can also provide a trail surface for people who use wheelchairs, strollers, and walkers? The answer is engineered wood fiber (EWF). This is the technical name for a loose, mulch-like mixture of hardwood chips that meets certain specifications regarding chip size and shape, consistency, drainage, impact attenuation, and other qualities.



At a cost of just \$1.00 per square foot to cushion a 10-foot fall height, the loosely piled wood chips are a cost-effective way to increase playground safety. However, as playground designers incorporate accessibility features into their designs, traditional EWF does not meet their needs.

Existing EWF is difficult for wheelchair and walker users to navigate because the shifting surface and uneven nature make it difficult to roll or move across. Other surfaces, such as bonded rubber or synthetic foam, increase the price significantly, costing from \$9-20 per square foot.

Trail Applications

EWF and other materials are also being evaluated for recreational trails where traditional paving would be costly and would detract from the natural aesthetics. Researchers at the USDA Forest Service, Forest Products Laboratory (FPL), in Madison, WI, have developed a new, cost-effective alternative to traditional EWF called stabilized engineered wood fiber (SEWF). They have bonded a thin top layer of wood fiber with stabilizing binders to form a stable, uniform surface that allows for easy navigation of wheelchairs and walkers.

The applicability and field performance of the two SEWF systems—the urethane Vitri-Turf SEWF and the polymer emulsion Soil-Sement SEWF—developed for the outdoor playground were tested on a beach path and two bridle trails at Governor Dodge State Park in Dodgeville, Wisconsin.

Work on the beach path consisted of extending the path over an area of sand to Cox Hollow Lake, enabling park users to be able to maneuver a wheelchair directly to the water's edge where they could access the beach and a boat landing.

Field observations included comments by a wheelchair user on the beach path. According to the user, the Vitri-Turf surface was “nice and firm” and the Soil-Sement surface was “kind of soft.” Maneuvering the chair was noted to be “easy” on the Vitri-Turf and “acceptable, but not as easy” on the Soil-Sement. The beach path held up well to normal pedestrian traffic.

Traffic loads do seem to be a limiting criteria. The SEWF bridle paths suffered near total loss of integrity within the first two months of installation. Shod horse hooves broke the thin surfaces. Although a thicker surface would have lasted longer and probably held up to intermediate loading between pedestrian-to-equestrian, the clear implication is that highly concentrated loading, such as equestrian traffic, requires a much tougher surface to resist the higher forces applied.

As far as durability of the surfaces, the Vitri-Turf SEWF also appeared to perform better than the Soil-Sement system. Decay of the EWF below the surface was considered to be normal and acceptable in current EWF playgrounds.

For more information on trail surfacing and other design and construction issues, as well as links to USDA Forest Service technical resources, visit www.AmericanTrails.org and select “Trail Building” from the pull-down “Select a Topic” menu.

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Initiatives for public lands

Funding and conservation issues for trails, open space, and federal lands

California's East Bay again leads the way in public support for funding

By Hulet Hornbeck, American Trails Board Member

IN 1988, THE EAST BAY Regional Park District had a ballot measure for a parkland bond issue that provided \$225 million over a period of 20 years. An affirmative vote in excess of two-thirds percentage sent this funding program, primarily for large open space, parks, and trails in this urban area of over two million people, on its way. This is and will continue to be an area of "people laced with trails."

November 2008 represents the culmination of the 20 years. A new vote for an additional period of time will keep this program going and not represent a tax increase (the property tax used to collect the \$225 million will just continue— and now under new evaluation of lands, the new 20 year sum will be approximately half a billion dollars).

An editorial in the *Times*, an East Bay newspaper, states, "One of the greatest success stories in the East Bay is the region's world-class park system." The area leads the urban areas of the U.S. in regards to acres of open space and is essential to the quality of life enjoyed by the citizens of this area. The population will increase and open space and trails must follow suit. Because of the immense credibility that has been established over the years, the newspaper believes there will be a two-thirds affirmative vote again.

The editorial represents a top management policy of support from the third largest media chain in the United States and has national significance as a precedent for what can be done elsewhere.

Forest Service Grants to get youth into the outdoor world

From the American Recreation Coalition

AUTHOR RICHARD LOUV brought his warning that modern societal forces are separating children from nature to a Washington, D.C. gathering of recreation community leaders and applauded a new partnership-based response to that trend led by the USDA Forest Service. The response, "More Kids in the Woods," is a challenge-grant program initially involving 24 programs across the nation and \$1.5 million in Forest Service and non-federal funds.

The initial Forest Service grants total \$500,000. Details on the grants and partnership information can be found at www.fs.fed.us/recreation/programs/woods/index.shtml.

BLM's Conservation System strives toward permanence and recognition

By Seth Levy, American Hiking Society

CREATED IN 2000, the Bureau of Land Management's National Landscape Conservation System is 26 million acres of the best places to experience the history and wild beauty of the West. With Wild & Scenic Rivers, National Monuments, Wilderness, and more than 5,000 miles of National Scenic and Historic Trails, the Conservation System unifies treasured cultural, natural, and recreational resources. Yet, the Conservation System lacks official Congressional approval that would give its incredible resources the recognition they so richly deserve. American Hiking Society, working with the Conservation System Alliance, is advocating for legislation to create permanence for the System.

For more information about how you can protect and enjoy the Conservation System, visit AmericanHiking.org. The full text of Seth's article can be read at www.AmericanTrails.org.

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By Tony Boone, Arrowhead Trails, Inc.
and Cuatro Hundley, Anasazi Trails, Inc.

AS THE RECREATIONAL TRAIL industry evolves, land managers, land owners and developers are realizing the advantages of planning and managing sustainable trail systems. Trail companies with innovative, cutting-edge trail technologies are flourishing and the benefits of trails are becoming more universally understood. For many of us, sustainability of both our trails and our communities are inseparable concepts in our “quality of life” mantra.

This article discusses how, what, where, when, and why to put your trail projects out to bid. It covers the different steps and information you may need for the bidding process and discusses opportunities for optimizing your trail funding through a fair and competitive bidding process.

Professionally planned and constructed trail systems can be one of the most effective ways for land managers to enhance their natural/cultural resource protection and visitor services. They are also one of the most effective and increasingly common ways for developers to enhance real estate values.

Whether your vision is for a technical 24” wide singletrack trail for mountain bikers and runners or a 5’ wide crushed stone surface trail that meets accessibility guidelines; properly designed and constructed trails minimize costs, headaches, staff time, liability and long-term maintenance, while enhancing the trail experience for visitors.

First, make sure you have adequate funding and you or your employer legally own the land or have a legal easement. Have essential contract solicitation and project information to share with your potential bidders, and identify the primary contact person and include complete contact information.

Write a synopsis or project description including the type of project and the scope of work; define major parameters such as length, width, tread material, location, access, existing/desired uses, constraints, and any other trail related structures (bridges/shelters/benches/technical trail features/jump park/pump track, etc.).

Describe the area in detail. Information should include parameters to aid in determining constructability such as topography, percent side slopes, soil types, vegetation, pres-



Clear project requirements are essential to effective bidding

ence and type of rock, presence of water, elevation gain, rainfall averages, and other climatic concerns. It is helpful to include maps or satellite photographs of the project location in the bid package.

Provide clear and concise trail specifications and drawings. These are available from numerous agencies and nonprofit organizations online. One of the most commonly used standards is the USDA Forest Service *National Trail Drawings and Specifications*. However, the most innovative and colorful one is from the International Mountain Bicycling Association. It is *Trail Solutions – IMBA’s Guide to Building Sweet Singletrack*. A condensed version of trail specifications, drawings and minimum criteria for trails can also be found on the Arrowhead Trails website.

Identify project constraints which may include: hand-built or machine-built methods, allowable construction equipment and its access, archaeological resources, environmental or man-made hazards and safety concerns, site access restrictions, threatened and/or endangered species, critical wildlife habitats, wetlands/riparian areas, geologically unstable soils, and any other pertinent issues to consider.

Provide a contract price range, bonding requirements, insurance requirements, bid surety, and sample contract. These items have become increasingly common in our industry, especially within the government sector. However, these items are not mandatory and less common in the private sector. If you use a generic “big agency contract,” please review it for its appropriateness to trail projects, since trails require little or no purchased building materials, and trails rarely require excavation, trenching or tunneling.

Select your contract type. Contracts generally fall into three categories: fixed price or lump sum contracts; cost reimbursable contracts; and unit price contracts. Consider these carefully as each presents its own set of risks to each party.

Bonding usually runs a bidder 5-10% of the total contract price. Adequate insurance is often required by state laws and typically includes: \$1M general liability and \$1M commercial automobile coverage, workers compensation insurance, and usually requires the agency/organization to be listed as an additional insured.

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Bidding for better trails *continued*

Know all the applicable laws, regulations and permit procedures in your area. They may range from none to requiring trailbuilders to have a state-specific general contractor's license (with tests) that costs almost \$1000. At what dollar amount are you required to put projects out to bid? Do you need a grading permit? Will the contractor be required to pay state taxes? Are trail contractors required to have a state contractors license? All these types of questions should be answered prior to putting your trail project out to bid.

Know your property boundaries and clearly mark them! If you do not know the actual legal boundaries of your project, pay for a legal survey before you start any design and construction efforts. Use a GPS during the design process to assist you in staying within your legal boundaries. Asking an adjacent landowner for permission after you have constructed a trail across their property is embarrassing at the least, and can be extremely costly some of the time.

Ensure that funds are available and that they are adequate for accomplishing your desired scope of work. Trail construction in the southern Rockies averages \$15,000 per mile, so thinking a \$25,000 budget is adequate for five miles of planned trail construction through poison ivy and rock is not realistic. If you go through the bidding process and then realize you can't afford the trail project and can't do it, it will have been time and money wasted for all parties.

Schedule an on-site pre-bid meeting for prospective bidders, at a specific written time and location. Be prepared to walk, ride, and/or drive the entire length of the project with the bidders and be suspect of any bidders that do not complete the bid walk, especially if they are the cheapest bid, and they say "It looks real easy." Most of our clients, even in the government sector, are seeking the "best value" not the "cheapest bid."



Be prepared to walk, ride, or drive the entire length of the project with prospective bidders

Mandatory pre-bid meetings are usually more efficient than showing individual bidders the project at different times. The meeting allows questions and answers to be heard by the entire group on site and allows bidders and agencies to meet in person. Whether mandatory or not, all follow-up questions and answers generated during the pre-bid meeting should be written and distributed to all bidders to eliminate any concerns of competitive disadvantage or unfairness.

Use newspapers to help get the word out. They meet your legal bid advertising requirements, but seldom reach a group of sixty professional trail contractors. Too often the winning bidder is a landscaping company or general construction contractor with little or no trail experience and no knowledge of sustainable trail design and construction principles, often resulting in visitor disappointment and maintenance costs.

Use online resources. With FedBizOpps (www.fbo.gov) and other online bidding services available on the internet, federal, state, county, and municipal governments have moved to more efficient, electronic methods. However, many non-governmental agencies and organizations may still advertise in newspapers, especially their local ones.

Timing is key. Don't wait until late October to put your trail project out to bid if it will be covered with snow from November until April. If you do, plan on allowing an extension until the next spring. Most successful trailbuilders plan projects a minimum of three to six months in advance, and further out when possible.

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Bidding for better trails *continued*

Think BIG! Professional trailbuilders frequently design and build 60-70 miles in a single season with today's tools and specialized equipment. So don't think that ten or twenty miles of sustainable, shared-used, stacked loop trail system will take years.

The Professional Trailbuilders

Association is the largest group of professional trail contractors in the world, each operating independently and competitively with each other. Our 60+ members have completed work in all 50 states and 19 countries spanning five continents. A free, easy, and effective way to advertise your project is to visit www.trailbuilders.org to submit your contract or project information to all PTBA member contractors. Requests For Proposals or



Use of trail-building machinery can ensure a cost-effective project

Requests for Quotes are preferred but not mandatory, since some clients seek a consultant to help with the design and planning of trails to be put out to bid the following season.

Tony Boone and Cuatro Hundley have 25 years of trail planning, design, and construction experience. **Arrowhead Trails** has designed and built 400 miles of sustainable, shared-use, natural surface trails in fifteen years. **Anasazi Trails** is currently contracted with New Mexico State Parks for planning of 240 miles of the proposed Rio Grande River Trail. Please visit their websites at www.arrowheadtrails.com and www.anasazitrailsinc.com.

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Top trail projects recognized

Annual Achievement Awards announced by Coalition for Recreational Trails

WINNERS OF THE ANNUAL ACHIEVEMENT AWARDS were announced by the Coalition for Recreational Trails. The project sponsors were recognized for their outstanding use of Recreational Trails Program funds. Many of the 2007 award winners attended a special ceremony in Washington, D.C. during the annual celebration for Great Outdoors Week in June.

The following trail projects and programs were honored by the Coalition for Recreation Trails for 2007. See details and photographs of the projects at www.AmericanTrails.org.

Potato Knob Trail (WV) - Construction and Design of Trail-Related Facilities

- New accessible boardwalks at Holly River State Park bring visitors to the scenic Upper Falls of the Left Fork of Holly River. Project sponsor: West Virginia Division of Natural Resources - Parks and Recreation Section.

Wild Rivers State Trail (WI) - Multiple-Use Management and Corridor Sharing

- Decks were replaced on 12 railtrail bridges to keep over 100 miles of trail open. Sponsored by Washburn County Forestry Department.

Cary Bayou Trail (TX) - Maintenance and Rehabilitation

- This 30-year old trail was renovated with a crushed rock surface to increase its usability. Sponsored by Parks and Recreation Department, City of Baytown.

Trail Planning, Design & Development Guidelines (MN) - Education and Communication

- This guidebook provides “best practices” for professional trail builders and land managers in applying innovative and

environmentally sustainable approaches to trail planning, design, and construction. Sponsored by Minnesota Department of Natural Resources.

Camp DREAM/Vermont Youth Conservation Corps Collaboration (VT) - Environment and Wildlife Compatibility

- Camp DREAM provides summer camp experiences to low-income youth. Working with the Youth Conservation Corps, they built a beginner mountain bike/cross-country ski trail as well as an accessible boardwalk. Sponsored by Camp DREAM and Vermont Youth Conservation Corps.



Accessible boardwalks on the Potato Knob Trail at Holly River State Park, WV

Penny Lake Trail (ME) - Accessibility Enhancement

- This accessible trail is located on Penny Lake Preserve in downtown Boothbay Harbor. The Preserve abuts the local YMCA, regional school, and the St. Andrews Retirement Village, which conveyed a conservation and trail easement on part of their property for the trail project. Sponsored by Boothbay Region Land Trust.

Continental Divide Trail Alliance Youth Corps (CO, NM, WY) - Youth Conservation/Service Corps

- The Youth Corps crews have constructed over 75 miles of new trail in some of the most rugged and extreme environments along the Continental Divide. The projects involve living and working in places such as the Wind River Range in Wyoming, the high country of Colorado, and the high deserts and mesa country in New Mexico

The 2008 CRT award nominations will be open until next spring. For nomination forms plus details and photos of these and previous years' award winning projects visit www.AmericanTrails.org and select "Awards" from the "Find it Fast" menu.

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Books in the news

A new book that will be of interest to trail enthusiasts

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Trail builders will take a trip down memory lane as they laugh alongside Roger; and the rest of us will gain a new appreciation for the complexity of the art. Roger is the owner of Bellfree Contracting, Inc., Vice-Chair of the American Trails Board, and a Board Member of Professional Trailbuilders Association.

Order Trail Tales today from the American Trails Online Store at www.AmericanTrailsStore.org.



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Fish Canyon with Harvey and Bruce
On sabbatical to write my thesis
My schedule was fairly loose
Besides they were in the Angeles
Not very far from my home
I could go check out trailbuilding
And return to writing my tome
I got up before five each morning
I was barely conscious then
Half asleep, I drove to Duarte
Where my new life was about to begin
What blew my mind was Harvey
With a pry bar in a pile of rock
He did miracles with that tool
An artist without a block
Here I was, just a novice
A beginner without a clue
And my blue-collar brother a genius
There was more to this work than I knew
An excuse to sleep in later
Was the bad poison oak that I got
I tried to stay home and write
But my focus was totally shot
So back to the trail work I went
Itchy arms and wounds to lick
I wasn't skilled, but determined
To find meaning in swinging a pick
'Course Harvey had great fun teasing
(The out-of-shape rookie's fate)
Over and over he told of
One morning when I arrived late
I dragged out my old Army boots
Way too large and boy were they beat
As I hurriedly laced them that day
Turns out they were on the wrong feet!
I was so tired that I didn't notice
Till I started out on my trek
When I looked down I nearly collapsed
I was duck-walking... what the heck?
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Lady Bird Johnson, “champion of conservation”

LADY BIRD JOHNSON came to national prominence as First Lady of the United States from 1963 to 1969 as the wife of President Lyndon B. Johnson. She died July 11, 2007, at the age of 94. Throughout her long life, she was an advocate for conservation of natural resources, and made that her major initiative as First Lady.

Born Claudia Alta Taylor, she was given the nickname “Lady Bird” by her nurse. The *Washington Post* called her a “champion of conservation” and noted that “her partnership with her husband on beautification had gone on since their work on Texas roadside parks in the 1930s.” In the 1970s, she supported the Austin riverfront area through the Town Lake Beautification Project. In 2007, Town Lake was posthumously renamed Lady Bird Lake to honor her efforts.

“Where flowers bloom, so does hope,” said Lady Bird Johnson. She is perhaps best known for her campaigns to protect wildflowers and promote the planting of them along highways. Marianne Fowler, Second Vice-Chair, American Trails Board, said, “All the lovely daffodils that grace the Capital each spring are Lady Bird’s gift to us.”

Mrs. Johnson loved the outdoors and worked to implement her husband’s national recognition program—the National Trails System Act of 1968. The Act will celebrate its 40th Anniversary in 2008.

Kathy Jenkins, longtime American Trails staffer

By Pam Gluck, Executive Director,
American Trails

KATHY JENKINS worked for American Trails for three years and enthusiastically contributed to the success of the organization and of the 2000, 2002, and 2004 National Trails Symposiums. She made a lot of friends in the trails community and people across the nation and as far away as Canada and Australia are responding with sadness to her death. She touched the lives of so many. She will be missed.

Colin Fletcher, author and backpacking advocate

COLIN FLETCHER, author of *The Complete Walker* and *The Man Who Walked Through Time*, and the father of modern backpacking, died June 12 at age 85. Fletcher died of complications due to injuries he sustained in 2001 when he was struck by a car while walking near his home.

“Surviving the wilderness is easy—it’s surviving the streets that is dangerous.”

— Ivan Vamos, *New York Bicycling Coalition Board Member*

“More than ever before, we recognize that the health, economic, social, and environmental benefits that are enjoyed by millions of Americans, are due in no small part, to the inspiring, earthy and awe-filled writings of Colin Fletcher.”

— Seth Levy, *American Hiking Society*

“In 1970, I called on Colin Fletcher to help save the Sunol Regional Wilderness area in Alameda County, CA from a new quarry being developed next door to it. Fletcher told the Board of Supervisors, ‘I slept on McGuire Peak and in silence of birds and stars, I am able to testify that the silence is golden.’ Based on the first testimony for preserving open space based on the argument for silence, Fletcher was instrumental in saving the Sunol Wilderness.”

— Hulet Hornbeck, *American Trails Board Member*



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- Whiterock Conservancy

Teton Valley grows trail system

Nonprofit group looks at a growing community for pathways system support

By Tim Adams, Executive Director, Teton Valley Trails and Pathways

TETON VALLEY TRAILS AND PATHWAYS, Inc. (TVTAP) was formed in 1999 with a goal of advocating for nonmotorized trails throughout Teton County, Idaho, as well as part of Teton County, Wyoming. The three components we have found essential to achieving our mission are: 1) working with city and county officials, 2) working with developers, and 3) working with the citizens of the community.

Working with city and county officials

We found that support for pathways was not a high governmental priority. It was only through persistently communicating our vision that officials started to listen. We worked with the cities to have maps and pathways philosophy adopted into city and county comprehensive plans. That led to working with the cities to get state and federal funding to build pathways in the cities. This collaborative attitude also led to a growing partnership with the U.S. Forest Service and our work with trails on federal lands.

Working with developers

As in much of the Rocky Mountain West, Teton Valley is undergoing an explosion in growth. In July 2007, the county had 15,000 housing lots in the permitting process. These numbers are staggering for a relatively small-population

community like ours. Although developers must follow city and state codes and zoning laws, we realized that it is essential to engage them in understanding our mission. We are fortunate to have developers coming to TVTAP, asking for guidance in developing their own trail systems. This has enabled us to promote the benefits of pathways to their developments and to the community, and the importance of allowing public access to their pathways.

Working with the community

We also recognized that groomed cross-country ski trails on both public lands and private golf course developments could be a way to give back to the community. By providing, free of charge, 26 kilometers of groomed trails, TVTAP was able to meet a real need.

We were also able to increase connections with the public

and raise funds through Nordic ski races and other events. As the community members watch all the growth and development happening around them, helping them to understand the positive role pathways can play in promoting a healthy community is key to achieving our long-range goals.

Collaborative efforts make all the difference

In the past eight years, TVTAP members have worked to help educate citizens, officials, and developers on the true value of trails and pathways. That outreach has helped solidify the "connected community" component of the TVTAP mission. It also further assures that trails and pathways will play an important role in the vitality and strength of our growing community.

Teton Valley Trails and Pathways, Inc. has an excellent resource available in 2007 called "PATHWAYS: how they are important, how they help sell homes, how to build them." For details and a link to download a pdf version, visit www.AmericanTrails.org and select "Benefits" from the pull-down "Find it Fast" menu.



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Bicycling and Walking in the U.S.

New report links decline in bicycling and walking to America's obesity epidemic

From the Thunderhead Alliance

According to a recent report by the Thunderhead Alliance, the dust settling on Americans' parked bikes is likely linked to our expanding waist lines. *Bicycling and Walking in the U.S.*, Thunderhead's first biennial Benchmarking Report, shows that bicycling and walking have been in decline in the U.S. since the 1960s.

At the same time there has been a surge in adults and children who are obese. The report compares, for the first time ever, bicycling and walking levels, investment in bicycling and walking, and public health. The most striking findings reveal major disparities between cycling and walking levels, traffic fatalities, and federal funding for bicycle and pedestrian projects.

According to Thunderhead's Executive Director, Sue Knaup, "Most public health advocates already preach the benefits of biking and walking. This report clearly demonstrates that cities and states with the highest rates of cycling and walking almost always have the lowest levels of obesity, high blood pressure, and diabetes."

Besides linking cycling, walking, and public health, the report highlights the challenges the U.S. faces in regards to increasing bicycling and walking. Bicycling and walking make up 9.6 percent of all trips. Yet bicyclists and pedestri-

ans represent 12.9 percent of all traffic-related fatalities, and only 1.5 percent of federal transportation dollars are spent on bicycling and walking projects.

"State and local governments can choose whether their money goes towards expanding highways or improving their communities for bicycling and walking," Knaup said. "In order to make streets safe and inviting for all citizens and reverse our nation's obesity epidemic, state and local officials must get serious about investing in bicycling and walking."

The report was released to Thunderhead Alliance's network of bicycle and pedestrian advocacy organizations and government officials throughout the country. Thunderhead anticipates that advocates, officials, and citizens will use this cutting-edge report to promote a greater investment in bicycling and walking in their communities.

Thunderhead Alliance is the national coalition of state and local bicycle and pedestrian advocacy organizations. *Bicycling and Walking in the U.S.* was made possible by support from the Centers for Disease Control and Prevention and the Bikes Belong Coalition. On-going support from Planet Bike and the National Bicycle Dealers Association also ensured the report's success.

To read a copy of *Bicycling and Walking in the U.S.* visit www.thunderheadalliance.org.



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Trail Tracks Editorial

Help visitors find your trail

By Jim Woods, Florida Office of Greenways and Trails and Secretary of American Trails

VISIT FLORIDA, the state's official tourism marketing corporation, constantly monitors the pulse of what Sunshine State visitors desire to see and experience. One avenue for monitoring this is by tracking the information items they request when they stop at the state's official roadside welcome centers.

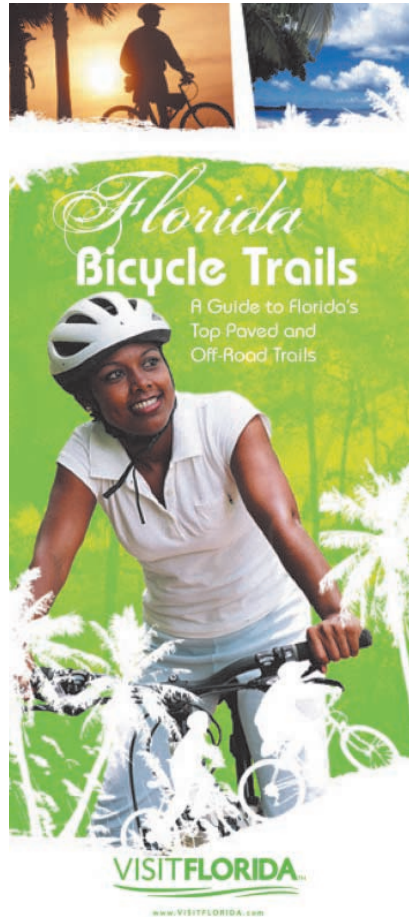
Perched along interstates and major highways just inside Florida's border, these welcome centers serve as the first point of information for visitors arriving to the Sunshine State by car. A few years ago, an incredible thing was realized— well, at least incredible from the perspective of the trails community. VISIT FLORIDA discovered that the number one question asked at the state's welcome centers was “Where can I bicycle in Florida?”

Consider this for just a moment... Tourism is king in the Sunshine State, qualifying as the biggest sector of Florida's economy and ranking the state as one of the top tourist destinations in the world. Nearly 84 million people visited Florida in 2006, based upon preliminary estimates, with an estimated economic impact of \$65 billion (VISIT FLORIDA Research).

People have been descending upon Florida's sands in droves since the middle of the 20th century, and in even greater earnest since a strapping young mouse named Mickey set up shop in Central Florida in the early 1970s. Theme parks, beaches, and golf have been dominant draws in Florida tourism for years. But now, a new twist: tourists seeking opportunities to explore Florida by bicycle are making themselves heard. Information about where to bicycle is now the number one requested item at visitor welcome centers in one of the biggest tourist economies on the planet.

VISIT FLORIDA responded swiftly to the public's desire for information on bicycling. It led the way in creating the Florida Bicycle Trails brochure. Released in 2005, the new

publication was developed in coordination with the Florida Department of Environmental Protection Office of Greenways & Trails, the Florida Bicycle Association, the Rails to Trails Conservancy, the Florida Department of Transportation, the Florida Park Service, the Florida Fish and Wildlife Conservation Commission, and the Florida Division of Forestry.



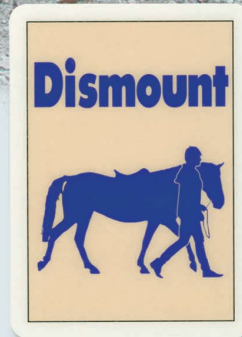
The brochure highlights 29 of Florida's paved and off-road bicycling trails and has been incredibly popular. Inventories of the second printing of the publication were exhausted quickly. Most telling of all, though, is the fact that an average of 70,000 electronic copies of the guide are downloaded from the Office of Greenways & Trails website each month.

Following from the immense success of this publication, VISIT FLORIDA has continued to partner with the Office of Greenways & Trails and other organizations to produce the Florida Hiking Trails brochure and the recently completed Florida Paddling Trails brochure.

Visitors increasingly seek active vacations and experiences that immerse them in the places they visit. Traditional tourist destinations such as theme parks and resorts will remain important. But great potential exists to build upon the rapidly growing demand for opportunities to explore new places from a trail. A simple brochure tells the story of an this important shift in what people want when visiting one of the world's most popular tourist destinations.

On a broader scale, the Florida experience may suggest the growing importance of trails in tourism regardless of place. This can only be good news for those of us working to create and build American trails.

To see the brochures on Florida Hiking Trails and Florida Paddling Trails, as well as other information on trails and greenways, visit the Florida Department of Environmental Protection - Office of Greenways and Trails: www.dep.state.fl.us/gwt.



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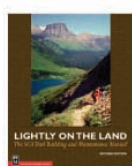
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