

American Trails

Summer 2011

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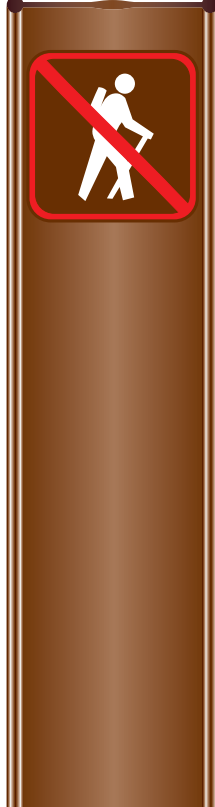
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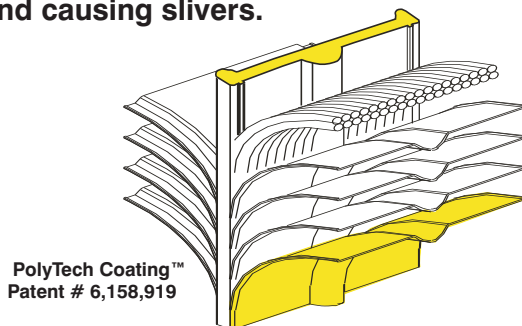
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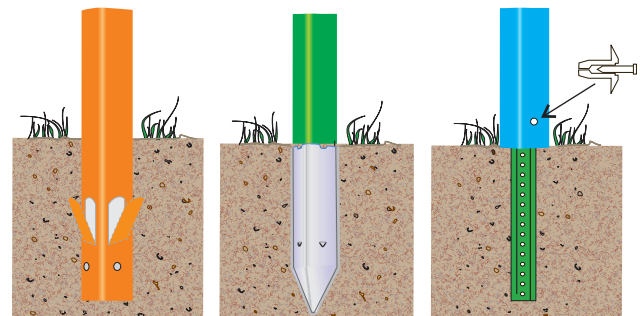
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On our Cover: The River's Edge Café is one of many businesses along the Great Allegheny Passage that cater to trail users. Photo from Trail Town Program® by Paul Wiegman.

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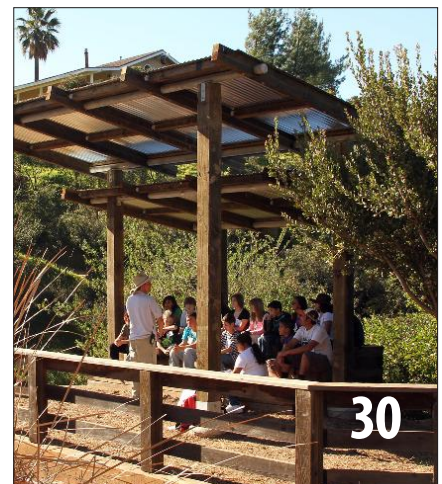
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American Trails Magazine

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Editor: Stuart H. Macdonald

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EDITORIAL

Moving forward ...under our own power

We just spent a week bicycling across Iowa as a part of the RAGBRAI. It was hot and hilly... clear and sunny... at times a storm threat hovered on the horizon. Everyone moved themselves forward with their own power, and helped others as needed. Anyone on the side of the road with a possible problem was asked by others... "you O.K.?" "need help?" "got tools?" "need a tube?" "want a drink?"

Riders ate cookies, pie, and BBQ, purchased t-shirts, and just pitched dollars in jars to support every local cause from buying fire trucks and high school band instruments to helping a local with a medical need.

About Tuesday I got to wondering what was going on in the "outside" world with regards to that debt ceiling issue—and I thought it might be a good idea if Congress had to ride RAGBRAI—move under their own power, help others with what they have in their pockets, not what is 30 miles in the past or on the van or 40 miles up the road.

Throughout the week I saw small towns with community projects and improvements under way. I saw roofers, electricians, and carpenters working... grain bins under construction, and fields full of corn, beans, and grape vines. Mostly I saw people living in communities that they consider the greatest place in the world, and visitors from across the country working their tails off on a "vacation" just to experience the Midwest and a few moments of that open community spirit and lifestyle.

No one was getting rich, no one was taking more than they needed. Everyone played fair, shared what they had, and offered what they could.

Congress and what we refer to as Washington might be in flux, but the rest of the country is doing what needs to be done and moving forward... under our own power.

— Terry Whaley, Executive Director, Ozark Greenways and American Trails Board

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SUPPORTING TRAILS in CONGRESS



American Trails and other nationwide organizations have been urging key members of Congress and Administration officials to recognize the importance of funding for trails and related facilities. The Coalition for Recreational Trails is the umbrella group for these efforts. See our Web page for more about funding the Recreational Trails and other vital federal transportation programs: www.AmericanTrails.org/rtp

■ Transportation bills will be debated by Congress after Labor Day

After a flurry of talk on Federal transportation funding in July, we should see the giant highway bills back in Congress the first full week after Labor Day. The Federal fuel tax expires along with spending authority on September 30. Trail advocates are concerned because Recreational Trails, Enhancements, and Safe Routes to School programs are all on the line for elimination.

On the House side, funding is pegged to actual fuel tax income without the annual subsidies that have become routine. The bill summary says that States “will not be required to spend a specific amount of funding on specific types of projects, such as transportation museums or landscaping.” Programs such as Recreational Trails are eliminated.

On the Senate side, the proposed bill would eliminate many existing programs while “leaving States with the flexibility to fund these activities as they see fit.” However, staff of Sen. Barbara Boxer (D-CA), chair of the Environment and Public Works Committee, has said that the draft bill includes “dedicated funding” for Recreational Trails. Other programs such as Safe Routes to School may also be retained, but no specific figures have been discussed.

Some observers believe a four-month extension of the transportation programs is likely. This would include all the current programs such as Recreational Trails. The idea is to give the “debt-limit supercommittee” time to address the shortfall in transportation revenue as well as appropriate levels of funding. Watch for alerts from American Trails as the actual transportation bills come up for debate and action.

For more information on the Recreational Trails Program and the status of transportation funding, visit www.AmericanTrails.org/reauth.html

■ Taking action

Contact your Members of Congress!

During August 2011, RTP supporters have been holding trail events and inviting members of Congress to remind them of the local and statewide benefits of the program. In September, it is likely there will be a very quick alert to ask for support of specific amendments on trails program funding to House and Senate transportation spending bills.

In the meantime, let your Senators and Representatives know how important trails are! Tell them about your success stories and about the many benefits of trails— especially their impact on jobs and the economy.

Arizona will be the location of next American Trails National Symposium

- 21st American Trails National Symposium
- Fort McDowell Yavapai Nation Resort Destination
- AAA Four Diamond Radisson Resort & Conference Center
- Near Fountain Hills, Mesa, and Scottsdale, Arizona

American Trails’ biennial National Trails Symposium is the premier opportunity for trail advocates, managers, builders, planners, and users— as well as tourism and business interests— to come together to communicate and experience an inspirational and educational conference. It is the only national gathering of all trail interests who believe their combined voices are the best way to strengthen trails for everyone. The Symposium includes numerous educational sessions covering the broad range of trail issues, nationally prominent speakers, a state-of-the-art exhibit hall, informative and interactive mobile workshops, and much more.

Hosts of the 21st American Trails National Symposium:

- Fort McDowell Resort Destination
- Fort McDowell Yavapai Nation
- Arizona State Parks
- Central Arizona Project
- Fountain Hills CVB
- Mesa CVB
- Scottsdale CVB

Watch our monthly eNews for news on the Symposium, including the dates that will be announced soon. Updates will be posted on the Symposium Web page at www.americantrails.org/2013.

**Keep up to date on funding and legislation to support trails:
www.AmericanTrails.org/support.html**

Economic benefits of trails

What does “economic benefits” really mean in the context of trails, tourism, and communities?

By Stuart Macdonald, Editor,
AMERICAN TRAILS MAGAZINE

Americans spend a great deal on outdoor recreation. A 2006 Outdoor Industry Foundation study found that “Active Outdoor Recreation” contributes \$730 billion annually to the U.S. economy, supports 6.5 million jobs, and generates \$88 billion in annual state and national tax revenue. Active recreation is defined as bicycling, trail activities, paddling, snow sports, camping, fishing, hunting, and wildlife viewing.

Looking at our public lands, a recent study shows the importance of national parks and Bureau of Land Management area to the economy:

“The 437 million recreational visits to Interior-managed lands in 2010 supported more than 388,000 jobs nationwide and contributed over \$44 billion in economic activity. Many of those jobs were in rural communities,

including 15,000 jobs in Utah, 14,000 jobs in Wyoming, 9,000 in Colorado, and 8,000 in Arizona.”

— *The Department of the Interior’s Economic Contributions (2011)*

Varieties of economic impacts

There are many ways that trails and greenways affect the local and national economies, including:

- Tourism
- Events
- Urban redevelopment
- Community improvement
- Property value
- Health care costs
- Jobs and investment
- General consumer spending

Tourism on trails

While money spent on a trail trip is money not spent elsewhere, the real

benefit is that it is money spent in rural towns and in more economically disadvantaged areas.

“Although the trails are small income generators compared to manufacturing, health services, and other large sectors of the local economy, their impacts are concentrated in communities dependent on trail activity, and spread to other businesses in population centers and commercial hubs of the region.”

— *Economic Impact of Recreational Trail Use in Different Regions of Minnesota (2009)*

Many of the people traveling to a trail and spending a night or more in the area are economically well off with significant discretionary income. On the Great Allegheny Passage, over a third of overnight trail users reported household incomes of \$100K or more.



“Almost half of surveyed bicyclists earn more than \$100,000 annually and 87% earn more than \$50,000. 40% have a Masters or Doctoral degree and an additional 38% reported completion of a college degree.”

— *The Economic Impact of Investments in Bicycle Facilities: A Case Study of the North Carolina Northern Outer Banks* (2004)

Trail tourism is one way of creating opportunities for people to vacation in the U.S. and especially places that are not standard tourist destinations. Rather than spending money in Las Vegas, at Disney World, or on cruise ships, they are traveling to rural areas across America.

“Fruita, CO has earned a reputation as a world-class mountain biking destination that pumps \$1.5 million a year into the local economy, according to the BLM. And Fruita’s sales tax revenues have increased by 51% in the last 5 years, including an 80% increase in sales tax revenues from restaurants.”

— *Outdoor Industry Foundation* (2006)

Local business benefits

Communities adjacent to public lands benefit from trails on those lands. Much of the investment in maintaining and creating trail systems comes from volunteers and donations from businesses. Many towns have been successful at identifying the recreation resources, creating systems of trails, and making them more available through maps, signs, marketing, events, and tours.

“More Americans owe their jobs to bicycle-based recreation than there are people employed as lawyers.”

— *Outdoor Industry Foundation*

An estimated 800,000 trips are taken annually on the Great Allegheny Passage, a 141-mile system of biking and hiking trails from Cumberland, MD to Homestead, PA:

- Annual direct spending attributed to trail users was \$40.8 million in 2008, up from \$7.26 million in 2002.
- Total annual wages attributed to trail user spending: \$7.5 million.
- Since 2007, 93 new trail-related businesses opened in the Trail Towns while 19 businesses closed, for a net gain of 47 new businesses.
- 77% of businesses opened since 2007 remain in operation.
- Business owners attribute 25% of revenues to their proximity to the trail.

— *Great Allegheny Passage Economic Impact Study* (2007–2008)

“The West Orange, Little Econ, and Cady Way trails in Orange County supported 516 jobs and an estimated economic impact of \$42.6 million in 2010.”

— *East Central Florida Regional*

Planning Council (2011)

The Teton County trail system generated an estimated \$18 million in economic activity in 2010, with \$1.1 million spent by local trail users and \$17 million by non-local trail users:

“Employment and wages relating to the trail system in Teton County totaled \$3.6 million with approximately 213 workers employed in the summer and fall of 2010.”

— *Jackson Hole Trails Project Economic Impact Study* (2011)

Statewide impacts of trails

Another type of statistic cited in economic studies is the general level of expenditure associated with a particular trail activity. Typical examples are statewide studies of off-highway vehicle recreation expenditures or the economic value of horses. These studies include household spending for equipment, storage, repair and maintenance, and related costs.

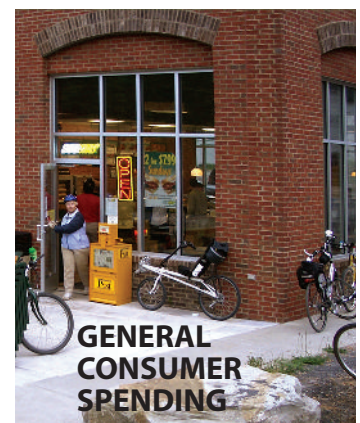
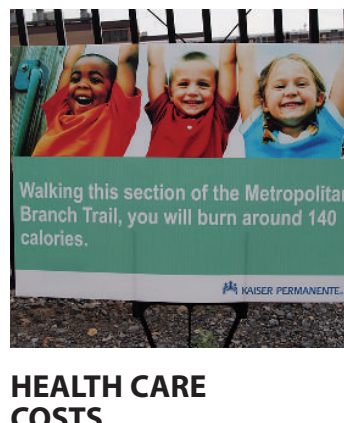
Bicycle recreation currently supports more than \$924 million in tourism and resident spending each year, of which nearly \$533 million is direct impact occurring annually, such as travel, equipment sales, and restaurant expenditures.

— *The Economic Impact of Bicycling in Wisconsin* (2001)

“Bicycle tourism brings \$66.8 million to the Maine economy.”

— *Bicycle Tourism in Maine: Economic Impacts and Marketing Recommendations* (2001)

Continued on page 8



Economic benefits of trails *continued*

An Arizona State University economic study of recreational off-highway vehicle use in Arizona found:

"The total economic impact (direct and indirect) to Arizona from recreational OHV use is more than \$4 billion annually. OHV recreation activities provide an economic contribution to the State and its 15 counties mainly through direct expenditures for motorized vehicles, tow trailers, related equipment, accessories, insurance, and maintenance costs."

— *Arizona State Parks, Statewide Motorized and Nonmotorized Trails Plan (2004)*

Spending on trail equipment

The purchase and maintenance of equipment used on trails is also a major economic factor.

"...in the horseback riding activity... purchases of new equipment and horses, boarding of horses, feeds, veterinary fees, and other maintenance costs reached \$551 million, or 59% of all equipment spending in the state."

"Spending on new snowmobile equipment was second highest at \$105 million, followed by ATV (\$75 million), bicycle riding (\$54 million), and running (\$37 million)."

— *Economic Impact of Recreational Trail Use in Different Regions of Minnesota (2009)*

Community benefits

Benefits of trail systems to cities and towns include:

- More attractive communities
- Safer routes for bicyclists, pedestrians, and children going to school
- Higher property values and taxes

Businesses want to locate in the same kinds of communities that home buyers want to live in: places perceived as safe and attractive, with opportunities for walking and trail activities. "Trails consistently remain the number one community amenity sought by prospective homeowners."

— *National Association of Homebuilders (2008)*

"Beyond all the economic, health, and other policy reasons for trails, rests one more down to earth but less quantifiable factor in favor of trails: trails can lift your spirits."

— *South Carolina State Trails Plan*

In pointing out the benefits of trails and greenways, we should remember that this value reflects an investment of public tax revenue. The question, according to the Center for Urban Policy and the Environment is:

"Are these investments worth the burden to taxpayers? We need more data about the costs of greenways to answer this question fully, but it is clear that homes in greenway corridors on average sell for higher prices. The premium to private property owners in greenway trail and conservation corridors across Marion County likely exceeds \$140 million."

— *Public Choices and Property Values (2003)*

"Investment in bicycle facilities improves the safety of the transportation system for all users and also benefits health and fitness, quality of life, and the environment."

— *The Economic Impact of Investments in Bicycle Facilities: A Case Study of the North Carolina Northern Outer Banks (2004)*

The Walkway Over the Hudson is a 19th Century railroad bridge that has been renovated as a mile-long trail high over the river at Poughkeepsie, NY. Over a million visitors have come since the bridge was opened in 2009:

"The park's success has inspired officials in both Poughkeepsie and Lloyd to enact or speed up zoning changes

that will allow for tourist-friendly businesses in areas currently zoned only for housing, as they strive to build on the Walkway's momentum to revitalize their communities."

— *"Walkway Over Hudson Invigorates Businesses," Wall Street Journal, Sept. 20, 2010*

Health care costs

Another way that we all benefit from trail facilities is increased public health. Studies are beginning to look at the link between trail use and health benefits. In Lincoln, Nebraska: "Per capita annual cost of using the trails was \$209 (\$59 construction and maintenance, \$150 equipment and travel). Per capita annual direct medical benefit of using the trails was \$564. The cost-benefit ratio was 2.94, which means that every \$1 investment in trails for physical activity led to \$2.94 in direct medical benefit."

— *A Cost-Benefit Analysis of Physical Activity Using Bike/Pedestrian Trails, Wang, G., et al., (2004)*

We will be watching for new research in this area. The potential benefits are great, as a recent study in the Miami area suggests:

"The development of Ludlam Trail will save the community between \$1.68 million and \$2.25 million annually in direct medical costs related to lack of physical exercise while leading to approximately 4,931 to 6,579 area residents becoming new exercisers. Residents within the Ludlam Trail Study Area can expect to lose or keep off between 32,664 and 109,939 pounds of weight annually by burning between 2.19 million and 7.39 million calories (kilocalories) per week while exercising on Ludlam Trail."

— *Trail Benefits Study: Ludlam Trail Case Study (2011)*

See the full reports cited in this article as well as many other studies on the economic benefits of trails and greenways at www.AmericanTrails.org/resources/economic.

Water trails: an area of economic growth in recreation tourism

Increasing popularity of paddling sports and water trails to encourage new use is creating economic opportunity across America. One example is the Chattooga River in Georgia, South Carolina, and North Carolina:

"Forest Service river use records indicated that approximately 43,000 boating visits were made to the Chattooga in 2001. Using these figures and spending data provided by the users, it was estimated that visitors from outside the area spent over \$1.8 million in the 6-county area where the river segment is located. After applying the appropriate multipliers, the total economic impact was estimated to be over \$2.608 million for this local area in 2002. Most of this impact was in the form of admissions and fees, retail purchases, and expenditures in restaurants. The total economic benefit to recreation boaters was estimated to be \$5,794,282. This represents the total value of the river segment to boaters and is distinct from the economic impact of river use."

— *Use and Economic Importance of the Chattooga River*
(2003)



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Photo from Laurel Highlands Visitors Bureau

Trail Towns benefit from visitor spending

Enhancing trail tourism along the Great Allegheny Passage

By Marlee Gallagher and Amy Camp,
Trail Town Program®

There are the obvious tourist destinations: cosmopolitan cities of Europe, warm southern beaches, and ancient structures of countries and cultures much older than ours.

Yet there are other less boastful places that invite visitors from around the world to come and enjoy the outdoors and small-town hospitality. One such place is the Great Allegheny Passage in southwestern Pennsylvania and western Maryland.

It was here that the Parker House Country Inn (Confluence, PA) recently experienced an accidental "International Week" as each day brought new guests from around the world to bike the trail. Here's how the week shaped up: Australians visited on Monday; Canadians on Tuesday; South Africans on Wednesday; Germans on Thursday; Austrians on Friday; and yet another group of Australians arrived on Saturday.

Such an experience may be normal for places like Paris, London, or New York City, but it's a pretty big deal for rural Pennsylvania. Owner Mary Auckerman remarked, "I'm pleasantly surprised. We've often had international guests here to visit Frank Lloyd Wright's Fallingwater. The new twist is internationals finding us because of the trail." And it's no wonder. One of the recent visitors wrote in the

inn's guestbook, "The [Great Allegheny Passage] is well-named. It's truly great."

The economic benefit

"International Week" is just one of many examples of trail tourism's valuable impact on the economic health of rural communities along the Great Allegheny Passage (GAP). But first, the story of the GAP.

The GAP is a 141-mile trail built on abandoned rail lines that stretches from Cumberland, MD to Homestead, PA, just outside of Pittsburgh. In Cumberland, it connects to the C&O Canal Towpath to Georgetown, Washington, D.C. Together these trails create a nearly level path between two major cities, through the mountains and forests, and along the rivers of the Appalachian countryside.

The GAP hosts over 800,000 trips a year and, in 2008, generated over \$40 million in direct annual spending and another \$7.5 million in wages, making the trail an important economic generator in the region. The first section of trail, a nine mile segment near Ohiopyle, PA, was completed in 1986 after years of planning and construction. Yet it took the GAP over three decades to reach the success that it has and for adjacent communities to hone in on the trail's economic benefits.

Trail Town Program®

Anticipating the increased appeal of the trail once this connection was made, the Allegheny Trail Alliance (builders of the GAP) partnered with the PA Department of Conservation and Natural Resources (DCNR) and The Progress Fund (a non-profit Community Development Finance Institution) to create a new program to help maximize the economic potential of trail tourism. In 2007, the Trail Town Program® was launched to direct and assist economic development efforts in six Pennsylvania towns. The program's efforts have since expanded to the trail's terminus in western Maryland.



Photo from Laurel Highlands Visitors Bureau

The Trail Town Program® envisions a corridor of economically viable trail communities along the Great Allegheny Passage. The primary measure of success is vibrant downtowns with thriving businesses creating jobs in these communities. Taking a regional approach to sustainable development has proven effective. The Trail Towns have experienced a net gain of 47 new and 13 expanded trail-serving businesses since 2007. The Progress Fund, which administers the Trail Town Program®, provided nearly \$3 million in loans to many of these businesses, leveraging another

\$4 million in private business owner investment. Access to capital and the entrepreneurial coaching that comes with it have contributed to business growth in the Trail Towns. Other key efforts by the Trail Town Program® and its partners have included economic research; annual trail counts; trail-wide marketing and promotion; installation of signs, informational kiosks, and bike racks; creation of a sustainable business network (GAP SBN); and preservation planning.

The common trait among all of these projects is that they were part of a regional agenda. Simply put, working to address issues and opportunities across eight communities has been more effective than if the communities had tackled similar projects independently.

The GAP is quickly approaching completion of its final mile, which will connect the GAP to Pittsburgh's Point State Park, making it possible for people from all around the world to bike from Georgetown, Washington D.C. to the confluence of the Monongahela, Allegheny, and Ohio Rivers in Pittsburgh. Anticipating this exciting milestone in GAP and rail-trail history, the Trail Town Program® and many partners continue to revitalize trail communities, allowing the region to continue to benefit from trail tourism.

For more information about the Trail Town Program®, visit www.trailtowns.org or call (724) 216-9160.



AMERICAN TRAILS WEBSITE CONTEST

American Trails is seeking out the best websites in the cyberworld of trails and greenways! We are looking for sites that really make trails come alive, deliver information effectively, support volunteers, and engage the public. We want to showcase the ways that advocates and agencies are making a difference for trails using the Web!

ENTER THE 2011 WEBSITE AND NRT PHOTO CONTESTS ONLINE AT AMERICANTRAILS.ORG

NATIONAL RECREATION TRAILS PHOTO CONTEST

Enter your photographs of National Recreation Trails across the country. Several categories are available!

American Trails is sponsoring the 2011 contest for photographs of National Recreation Trails across the country. Our annual contest provides awards in several categories and shows off entries on the NRT website! Help highlight the diversity of the NRTs!

Entries must be received by December 15, 2011



WINNING WEBSITE



What is a Trail Town?

From Trail Towns: Capturing Trail-Based Tourism A project of Allegheny Trail Alliance

A "Trail Town" is a destination along a long-distance trail. Whether on a rail trail, towpath, water trail, or hiking trail— trail users can venture off the trail to enjoy the scenery, services, and heritage of the nearby community with its own character and charm. It is a safe place where both town residents and trail users can walk, find the goods and services they need, and easily access both trail and town by foot or vehicle. In such a town, the trail is an integral and important part of the community.

A Trail Town is a vibrant place where people come together. It may have a bike shop, an ice cream parlor, casual restaurants, a grocery store, and quaint local shops. It has wide sidewalks, clean streets, bike racks, and benches at convenient locations. It has places to rest for the night. It generously meets the needs of both the trail users and the town residents. A Trail Town is a friendly place that encourages trail users to visit and welcomes them with warm hospitality.

Trail Towns are not stand-alone communities; they are linked by the trail corridor. Trail users may be passing through a town on a day trip or long-distance trek, or may drive to a community and park to access a river or trail. Trail users want to explore interesting places in their travels and will need services that your town can provide.

Basic elements of a Trail Town strategy include:

- Enticing trail users to get off the trail and into your town
- Welcoming trail users to your town by making information about the community readily available at the trail
- Making a strong and safe connection between your town and the trail
- Educating local businesses on the economic benefits of meeting trail tourists' needs
- Recruiting new businesses or expanding existing ones to fill gaps in the goods or services that trail users need
- Promoting the "trail-friendly" character of the town
- Working with neighboring communities to promote the entire trail corridor as a tourist destination

For more information about the Trail Town Program®, visit www.trailtowns.org or call (724) 216-9160.

Shasta Living Streets

Supporting community values

By Anne Wallach Thomas; photos by Jeff Worthington

The inaugural Shasta Living Streets event held in April in Redding, California, was a milestone for this community and for the potential it represents to other places across the state and around the country. It wasn't easy to make it happen here where we have seemingly endless and world-class recreational opportunities within two hours' drive from our community.

Advancing Transportation Choice

However, when it comes to getting around in our neighborhoods, transportation choice is something we don't yet have. Recently Redding City Council voted the Complete Streets effort as their number one priority. As a community, we are slowly building pieces of comprehensive streets infrastructure and programming that will make this area the livable community that we all hope for. Shasta Living Streets is part of the comprehensive solution.

Supporting a Vibrant Community - Seven Reasons Why

When we talk about the program with others we describe the benefits in seven main areas that are of interest to our local residents and community.

1. Uses Already Existing Resources

Shasta Living Streets provides fun, recreation, and community activity without great expense or big new infrastructure. Our goal is to show residents that streets can be used for more than just moving cars; streets are our largest and most valuable assets, the space that belongs to all, regardless of age, gender, or economic background.

2. Supports Our Favorite Pursuit - Getting Outside

North State residents live and work and raise their families here because of the beautiful scenery and outdoor activities. A recent survey conducted by the local *Enjoy* magazine validated this when residents' voted their #1 favorite hobby: walking, bicycling, hiking. Shasta Living Streets gives us an opportunity to be outdoors in a new and exciting way.

3. Encourages Family Fun and Builds Community

Open streets programs entice people of all ages to walk, skate, or cycle from their homes and neighborhoods to local businesses and attractions. Children and families especially appreciate the freedom of movement and opportunity to be out together, meeting friends and neighbors, patronizing local business, and building a stronger sense of community.



Dancing in the streets at Shasta Living Streets' first big event in Redding, California



4. Promotes Safe Physical Activity For All

Safety is a major concern for people who want to be active on our local streets and is the topic that received the most comments by our participants. I want safer options for my family and neighbors. I'd love to see more people making healthy choices for themselves and our environment. People are clear about their desire to have safer and more inviting spaces for their families to bicycle and walk in our community.

5. Supports our Local Business

Local businesses benefit from increased pedestrian and bicycle traffic along commercial corridors in general, but especially during open streets events. Merchants along open streets routes in other cities have been pleased to see significant increase in business during and after the event hours. And in addition to an increase in business on event days, local merchants have the opportunity to reach out to new customers from across the city and throughout the North State.

6. Adds to Our World Class Biking and Outdoor Activities

This program builds on, and adds to, the facilities and attractions already found in the area: the Sundial Bridge, the 10-mile Sacramento River Trail, our many parks and sports facilities, and the system of 80 miles of trails that connect our community to nearby National Recreation Areas. Together these things contribute to the quality of life enjoyed by our residents and they increasingly draw visitors who contribute greatly to our community and economy.

7. Adds to Momentum for Complete Streets

More and more people embrace the reality that our streets need to be improved for pedestrian, bike, and community access. Our participants made many comments that show this is a priority in our community. One of our younger participants summed up the experience this way: It's fun! I like to bike. The End.

For more information on Shasta Living Streets, visit www.shastalivingstreets.org.



Terrabilt uses sustainable materials to build high-quality, durable outdoor signs and exhibits for parks, trails, bike paths, preserves and golf courses.

Planning & Design: Terrabilt provides the training and tools to empower clients to efficiently manage their signage program and offers optional services for planning, design, mapping, and interpretation.

Start to Finish: Using Terrabilt's web-based SignFolio™ software, you can plot and geo-code sign locations, archive artwork, specify signs, create orders, and maintain your signage program for years to come—all with one system.

Effective communications, efficient management tools, environmentally sound

MORE RESOURCES

Articles, studies, and project information at www.AmericanTrails.org

Ludlam Trail study looks at economic benefits of redevelopment

Development of shared-use non-motorized trails offer extensive opportunities to bring significant positive change to communities. A case study of the Ludlam Trail corridor in Miami identifies numerous social, environmental, and economic benefits.

One important benefit of urban trails city in the study is their role as a catalyst for redevelopment:

- Provide opportunities for redevelopment of existing under-utilized commercial properties
- Improve mobility through the development of a “trail-head” to serve the trail
- Enhance accessibility to shopping for area residents through the development of direct connections to the trail
- Create new jobs through the development of new retail space and increased sales
- Increase tax revenue from additional retail sales and higher property values

Read more about the Ludlam Trail under “Studies” at www.AmericanTrails.org/resources/economics.

Walkable communities: economic benefits as well as active living

Not only do open spaces, recreation areas, and walkable neighborhoods strongly influence how active people are, they provide fiscal benefits to municipal governments as well as nearby residential property values. Active Living Research produced a report on these topics in *Economic Benefits of Open Space, Recreation Facilities, and Walkable Community Design*.

Walkable neighborhoods, parks, and open spaces are believed to generate economic benefits to local governments, home owners, and businesses through higher property values and correspondingly higher tax assessments. The economic benefits of open, walkable spaces can play an important role in policy-makers’ decisions about zoning, restrictions on land-uses, government purchase of lands for parks, and similar initiatives.

See the link to the full article under “Benefits” at www.AmericanTrails.org/resources/economics.

Attracting bike tourists to your trail: lessons from the Canalway

Another resource for promoting business along trails and recreation routes is *Bicyclists Bring Business: A Guide for Attracting Bicycle Tourists To New York’s Canal Communities*. The guide details many strategies for enhancing the appeal of your community and your business to bicycle tourists with the goal of strengthening the local economy. One example is reaching out to bicyclists:

“So bicycle tourists are coming and they are spending money— perhaps more than you realized— in pursuit of their chosen vacation mode. And you can take steps locally to increase your slice of this bicycle-tourism business pie by enticing more of these pedaling tourists to explore your community and patronize your business. As a result, awareness of all that the Erie Canalway Trail has to offer will spread through word-of-mouth buzz, further increasing the economic benefit of the trail.”

See the link to the full article under “Studies” at www.AmericanTrails.org/resources/economics.

Shared-Use Paths: Safety, Security, and Maintenance

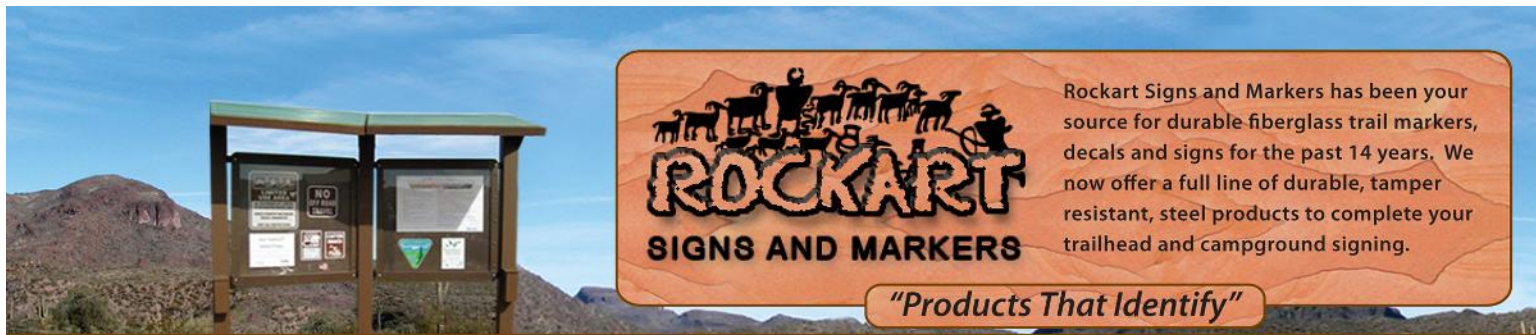
The Delaware Dept. of Transportation worked with the University of Delaware to create a comprehensive report that addresses the current problems of safety, security, and maintenance associated with multi-modal facilities. Titled *Sidewalks and Shared-Use Paths: Safety, Security, and Maintenance*, the 106-page report covers the key areas through design as well as policy.

See the full report and more resources in the “Safe Trails Forum” at www.AmericanTrails.org/resources/safety.

Economic Impacts of Trails Webinar

The Florida Office of Greenways and Trails (FOGT) produced a webinar on many aspects of how trails benefit communities, business, and tourism. The webinar is titled “Economic Benefit\$ of Trail\$” and has been archived online. Presenters are Jim Wood of FOGT, with Tara McCue and Elizabeth Rothbeind of the East Central Florida Planning Commission.

View the free, on-demand webinar at the link under “In the News” at www.AmericanTrails.org/resources/economics.



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- Signs sold separately

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03-550-6

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- Oversized, slanted lid keeps literature safe from elements
- Fits 4", 5", or 6" square tube

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NATIONAL RECREATION TRAILS

New trails designated for 2011

The National Recreation Trails (NRT) program is authorized in the National Trails System Act, along with the National Scenic and Historic Trails. Trails may be designated by the Secretaries of Interior or Agriculture to recognize exemplary trails of local and regional significance in response to an application from the trail's managing agency or organization.

Every kind of trail activity is represented among designated National Recreation Trails. Besides hiking and bicycling, the system includes water trails, motorized routes, snow tracks, greenways, and equestrian paths. The NRT program showcases the diversity of trails across America, from our cities and suburbs to the deserts, waterways, and high mountains. See details of these and a thousand other trails on the NRT website at www.AmericanTrails.org/nationalrecreationtrails.

For 2011, Secretary of the Interior Ken Salazar announced the designation of 41 trails in 15 states as National Recreation Trails:

ALABAMA

- **Chattahoochee Valley Railroad Trail**
(Northern Section and Southern Section)

The 7.5-mile CVRR Trail offers biking, jogging, and walking and connects to the Shawmut Mill Village. The Trail's Southern Section is 5.6 miles long, with a half-mile road and sidewalk link connecting to the trail's Northern Section.

- **Chewacla State Park Trail System**

The Park near Auburn has 5.8 miles of trails ranging from the short interpre-

tive Sweet Shrub Trail to the more challenging Mountain Laurel Trail.

- **Chief Ladiga Trail (Jacksonville Section and Piedmont Section)**

The 9-mile section through Jacksonville has a college-town and quaint Southern town atmosphere. The Piedmont Section runs 3.8 miles through Piedmont in the foothills of the Appalachian Mountains.

- **Citronelle Walking Trail**

The three-mile trail traverses the historic downtown area of Citronelle on



Old Post Mountain Bike Trail - Arkansas

the rail bed of the old Ohio and Mobile railroad.

- **City of Foley Antique Rose Trail**

The one-mile trail features antique rose varieties, the Depot Museum/Heritage Park, and John B. Foley Park.

- **DeSoto State Park Trail System**

Nestled atop scenic Lookout Mountain in northeast Alabama along the Little River, the park offers 19 miles of hiking and mountain biking trails.

- **Floral Lake Jackson Scenic Trail**

This 1.4-mile scenic route along the shores of Lake Jackson traverses Floral Lake Wetlands Park and Floral Lake State Park with trails and boardwalks.

- **Lake Guntersville State Park Trail System**

The park has 36 miles of trails traversing moderate to difficult terrain, with some following the banks of the Tennessee River and others leading to seasonal waterfalls.



Quinebaug River Water Trail - Connecticut

2011 National Recreation Trail designations
Details at www.AmericanTrails.org/nationalrecreationtrails

NATIONAL RECREATION TRAILS

- **Lake Lurleen State Park Trail System**

The Park's system of natural-surface hiking and mountain bike trails totals 19.5 miles near Coker in west-central Alabama.

- **Larry and Ronna Dykes Trail**

The trail along Westgate Memorial Park, the original site of Dothan's first airport, consists of two 3.28 mile paths – one for pedestrians and one for cyclists.

- **Montevallo Greenway Trail**

The two-mile trail connects Orr Park, the downtown business district, the University of Montevallo, and University Lake Recreation Area.

- **Queen City Park Trail**

In Tuscaloosa, the Queen City Park Trail accesses scenic woods and the ruins of historic park structures.

- **Sunset Drive Trail**

This 3.66-mile paved trail combines the southern charm of Guntersville's historic homes with views of Lake Guntersville on the Tennessee River.

- **Swan Creek Greenway Trail**

Maintained by the City of Athens, the wooded trail parallels Swan Creek for approximately 2.3 miles.

- **Talladega-Lincoln Outdoor Park Trails**

The 50 miles of OHV trails were used in World War II as guard roads when Coosa River Storage Annex Depot served as an ammunition depot.

- **Tannehill Tramway Trail**

The trail follows a section of an old mule-drawn tramline at the 1,500-acre Tannehill Ironworks Historical State Park near McCalla.

- **Village Pointe Preserve Park Trail System**

The trails and a boardwalk lead to Mobile Bay and a fishing pier with a view of Mobile across the bay.

- **Wind Creek State Park Trail System**

This natural-surface trail system covers 15.8 miles within Wind Creek State Park near Alexander City in east-central Alabama.

- **Yoholo-Micco, The Creek Indian Trail**

Named for Chief Yoholo-Micco, the Creek Indian leader, this 2.5-mile rail-trail connects Eufaula to Old Creek Town Park, site of an Indian village.



Withlacoochee State Trail - Florida (photo by John Moran)

ARKANSAS

- **Old Post Mountain Bike Trail**

The U.S. Army Corps of Engineers' Old Post Road Park near Russellville hosts a series of 12 interconnecting loops offering the mountain bike enthusiast over eight miles of trail in one great place.



Warriors' Path State Park Mountain Bike Trail System - Tennessee

- **Springhill Park Mountain Bike Trail**

The Army Corps of Engineers partnered with the Mercy Cycling Club to construct this 10-mile mountain bike trail in Barling's Springhill Park.

CONNECTICUT

- **Quinebaug River Water Trail – Thompson Section**

This five-mile water trail is an excellent three-hour outing among varied landscapes of forests and fields along with extensive wildlife habitat.

FLORIDA

- **Tom Varn Hiking and Jogging Trail**

In the city of Brooksville's Tom Varn Park, 1.5 miles of trail provide ready access to both active recreation activities and a scenic trail experience.

- **Withlacoochee State Trail**

The longest rail-trail in Florida, it extends 46 miles from south of Dunnellon in Citrus Springs to Trilby.

ILLINOIS, INDIANA, MICHIGAN

- **Lake Michigan National Water Trail – Chicago to New Buffalo Segment**

The 75-mile Chicago to New Buffalo Segment is part of a larger vision for a nationally designated water trail around the entirety of Lake Michigan.

NATIONAL RECREATION TRAILS

INDIANA

- **Ray Yellig Memorial Trail**

This trail is a 1.2-mile double loop in the Town of Santa Claus' Yellig Park through a forested wetland and includes an observation platform overlooking an established wetland area.

KANSAS

- **Sand Creek Trail**

Near North Newton, on the edge of Bethel College campus, this two-mile all-weather trail traverses riparian woodlands and old shelterbelts and hedgerows. Visitors are encouraged to walk, watch birds, run, exercise pets, explore, meditate, and more.

MARYLAND

- **Catoctin Trail (Blue Trail)**

This 26.6-mile trail passes through Catoctin Mountain Park, providing views of the Monocacy River Valley, while traversing the eastern Blue Ridge Mountains. Portions of the trail were originally designed and constructed by the WPA and the Civilian Conservation Corps in the 1930s.



Croft Farm Trails - New Jersey



Barclay Farm Trails - New Jersey



Chattahoochee Valley Railroad - Alabama

MASSACHUSETTS

- **Waverley Trail**

This interpretive trail on the Beaver Brook Reservation brings alive the remarkable natural and cultural heritage of the Waverley neighborhood and of the Waverley Oaks, an ancient grove that inspired the creation in the 1890s of the world's first land trust and the Nation's first Metropolitan Parks Commission.

MINNESOTA

- **Froland Waterfowl Production Area Interpretive Trail**

This U.S. Fish and Wildlife Service trail in west-central Minnesota winds 1.7 miles around prairie pothole wetlands through scenic restored tall grass prairie and oak savanna with bird and wildlife-watching opportunities.

NEW JERSEY

- **Barclay Farm Trails**

The network of trails is anchored at the historic farmhouse and includes a handicapped trail, a hiking trail, and a nature trail winding through different natural habitats.

- **Croft Farm Trails**

Trails totaling 1.45 miles run through a National Register of Historic Places-designated 18th Century farmstead that is now Cherry Hill Township Open Space land.

NEW MEXICO

- **Berg/Animas Trail**

Animas and Berg Parks are home to a four-mile network of trails along the Animas River in Farmington. The trails run along the river's edges, wind through groves of native cottonwoods, and cross the river by bridges.

OKLAHOMA

- **Sandtown Nature Trail**

This one-mile long loop trail meanders along the river where visitors can observe wildlife and enjoy views of the Arkansas and Canadian Rivers' deltas at Sequoyah National Wildlife Refuge.

PENNSYLVANIA

- **Blue Marsh Lake Multi-Use Trail**

The 29.7 mile multi-use trail encircles the U.S. Army Corps of Engineers Blue Marsh Lake in Berks County in Southeastern Pennsylvania.

- **Susquehanna River Water Trail – West Branch**

The river falls 228 miles through dense forests, rolling farmland, and historic towns to its confluence with the North Branch in Northumberland.

NATIONAL RECREATION TRAILS

TENNESSEE

• Warriors' Path State Park Mountain Bike Trail System

From challenging single-track to pleasant old farm roads, this 9.5-mile trail system is a great place for mountain bikers and hikers to enjoy the best of East Tennessee scenic woodlands. The trail system is a cooperative arrangement between Tennessee State Parks and the Northeast Tennessee Mountain Bike Association.

WEST VIRGINIA

• McTrail

Managed by Marion County Parks and Recreation Commission the trail features a 1,200 ft lighted tunnel. It runs 2.2 miles from Fairmont, WV to




Prickett's Fort State Park. Through an Adopt-a-Trail program, community groups and individuals help maintain sections of the trail.

• Ralph S. Larue/West Fork Trail

This 14.5-mile rail-trail in rural Marion and Harrison Counties connects Fairmont, Monongah, features three bridges, river access, and many historical features.

If you enjoy photography, look up designated NRTs in your area or the next time you travel. We're sponsoring a new photo contest this year with a deadline for entries of December 15, 2011. Learn more about the National Recreation Trails Program and see more photos at www.AmericanTrails.org/nationalrecreationtrails.

2011 National Recreation Trail designations Details at www.AmericanTrails.org/nationalrecreationtrails



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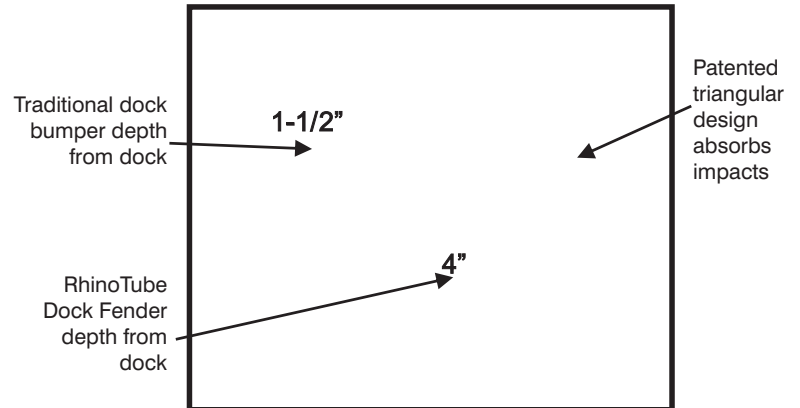
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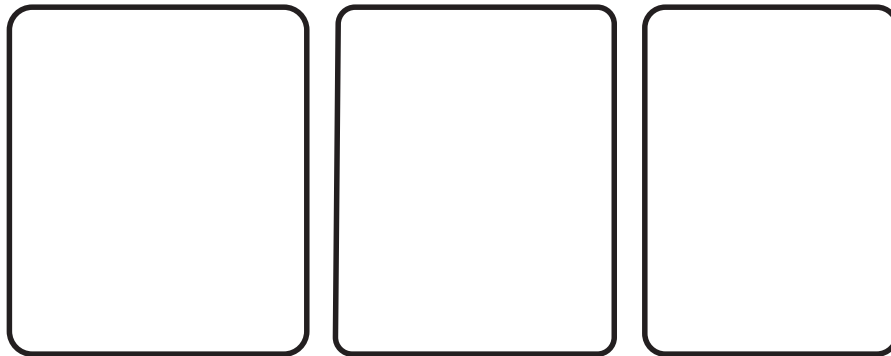


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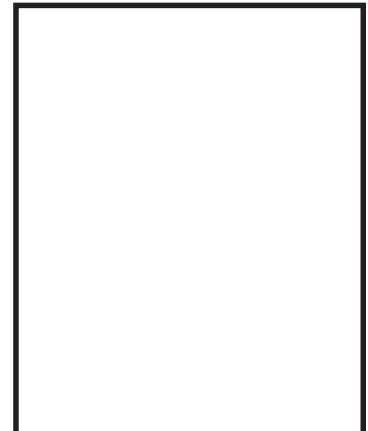
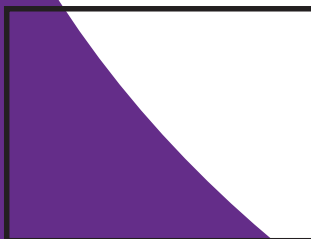


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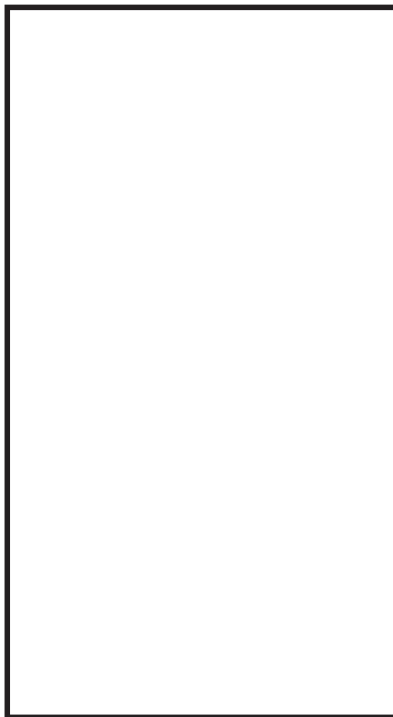
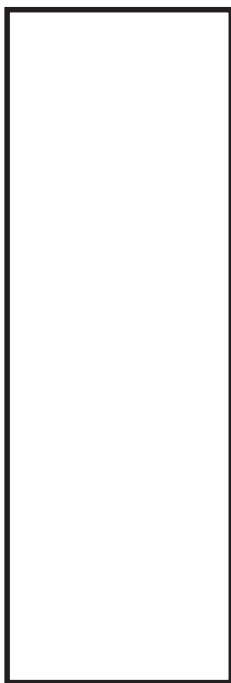


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Trails training opportunities

Many trail-related topics will be covered by courses and training offered this year. See details on these opportunities and many more on the online Training Calendar: www.TrailsTraining.net.

Webinar: Making the case for trails in tight economic times

Date: Thursday, September 22, 2011
Time: 10:00 a.m. - 11:00 a.m. PDT
Cost: \$25 American Trails members / \$45 non-members (attendees are responsible for long distance charges)
 American Trails webinar on "Making the Case for Trails in Tight Economic Times" will put sound ideas and hard numbers together to illustrate the contribution of trails to the pros-

perity of communities. Learn about some recent studies and enjoy an overview of state and national trends and statistics.

Presenters:

Robert M. Searns, AICP, Chair of the Board of Directors, American Trails, and Principal, The Greenway Team
Jim Wood, Chief, Office of

Greenways & Trails, Florida State Parks

Amy Camp, Trail Town Program® Manager, The Progress Fund

Case Study:

The Great Allegheny Passage Trail Town Program® is on the cutting-edge when it comes to "Making the Case for Trails in Tight Economic Times." The Trail Town Program is an economic development initiative along The Great Allegheny Passage in Pennsylvania and Maryland. The program envisions a corridor of revitalized trail communities that reap the economic benefits of trail-based tourism and recreation. The program conducts economic research to measure the trail's impact on local economies, provides lending and technical assistance to small businesses, and addresses trail-wide issues and opportunities. The long-term economic viability of participating communities is to be achieved through concentrated business development efforts that capitalize on the trail user market.

As an added membership benefit, American Trails members will receive a discounted rate! You can join now by visiting www.AmericanTrails.org.

Please join us for this informative webinar and share this invitation through your networks!

After you register for the webinar via GoToWebinar, you will be redirected to the payment page on the American Trails website and choose the member or non-member price. Approval and confirmation of your webinar registration will be emailed to you after payment is received.

Space is limited. Reserve your Webinar seat at: <https://www3.gotomeeting.com/register/869479998>

Mid America Trails & Greenways Conference

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www.cityoffortwayne.org/MATAG

Early registration deadline, September 2, 2011

Accessible trails workshop showcases new project

By Janet A. Zeller, National Accessibility Program Manager, U.S. Forest Service

The 2.3 mile trail system at Crotched Mt. in Greenfield, NH contains variety while meeting proposed Federal trail accessibility guidelines, making it an ideal location for workshops on constructing sustainable trails for all people.

A workshop held there this summer drew participants from Federal, state, and local governments as well as private nonprofits whose trails are open to the public and from locations as far away as New Mexico. The group was enthusiastic about the content of the session, with 3/4 of the session taking place on the trail system.

The trails climb the highest portion of the mountain, with open vistas across southern New Hampshire. After crossing a mountain meadow the trail meanders through dense woodlands and then circles a wetland with all the variations one would expect in each

of these environments along with the substantial change in elevation. It is a beautiful and inviting hike that also complies with the trail accessibility guidelines.

When the Access Board finalizes their outdoor area accessibility guidelines they will initially only apply to Federal agencies and non-federal entities that construct or alter trails on Federal lands. However those guidelines will eventually also apply to those under the ADA, which are State and local governments and private entities open to the public.

So it only makes sense, even if you don't construct trails on Federal lands, to learn how to integrate the trail accessibility guidelines without changing the setting and so the result is a sustainable trail for all who enjoy hiking together.

The 2012 workshops are scheduled for June 19-20 and Oct. 10-11. For more information contact Peter Jensen at petersorenjensen@gmail.com.

Training Calendar

For details of these and more training events, see www.TrailsTraining.net.

September 22 - Webinar on "Making the Case for Trails in Tight Economic Times"

September 22-25 - Bloomington, MN

- National Off-Highway Vehicle Conservation Council Conference

September 23 - Mormon Lake Lodge, AZ

- ASCOT/Arizona Trail Association Trail Workshop

October 1 - On trails across America!

- Take a Kid Mountain Biking Day

October 2-5 - Fort Wayne, IN

- Mid America Trails & Greenways Conference

October 3-5 - Vancouver, BC, Canada

- Walk21

November 1-3 - Atlanta, GA

- NRPA Congress and Exposition

October 15 - White Point Nature Center, San Pedro, CA

- Volunteer Trail Crew Training

February 1-3, 2012 - San Antonio, TX

- Texas Trails and Active Transportation Conference

February 2-4 - San Diego, CA

- New Partners for Smart Growth Conference

Look for currently scheduled courses and conferences at www.TrailsTraining.net, sponsored by American Trails and the National Trails Training Partnership. Contact us with your scheduled training opportunities at NTTP@AmericanTrails.org.

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The annual PTBA Trailbuilders Conference is the only national conference dedicated exclusively to trail design, construction, and maintenance. Join land managers, trail workers, and trail contractors nationwide for three days of informative sessions and a Trailbuilders Trade Show.

www.trailbuilders.org

For classes, conferences, and training opportunities, visit the NTTP online calendar at www.TrailsTraining.net

pathways for play

PlayCore bringing Pathways and Play to Atlanta

PlayCore will be promoting outdoor play and recreation on the trail this fall at the National Recreation and Park Association's annual Congress



in Atlanta, GA. The company is teaming up with the City of Atlanta's Department of Parks, Recreation, and Cultural Affairs to help promote the vision for South Bend Park. The South Bend Park Visioning Program, developed by Atlanta's Park Pride, began with the receipt of an application from the Friends of South Bend Park, soliciting help organizing a Conceptual Master Plan for their neighborhood park.

The Plan includes many new and improved services for the park and is designed to provide the community and its citizens with a well-rounded place to be active and enjoy the outdoors. A major component of the plan is to create playful pathways that join meaningful destinations



throughout South Bend Park, and create fun ways for families to get from one place to the other.

"Bug Theatre brings the visual and performing arts world of the Arts Center into the park, morphing into a woodland adventure. The stage itself will highlight mural panels painted by the kids and youth of the center. The playful path will lead kids and their caregivers through the towering pine woods of South Bend to the Swan Nature Preserve."

— Paul Taylor
Director, Office of Park Design

The group partnered with PlayCore and their GameTime brand to help them make the vision a reality by designing a playful path, utilizing the Pathways for Play program, and then infusing it with fun playful Play Trail exhibits created by GameTime.

The new trail will serve as the location for the NRPA offsite institute, hosted by PlayCore, as part of the Congress curriculum program, to promote Pathways for Play at an actual National Demonstration Site. Excited at the response and participation at the inaugural Pathways for Play offsite institute, held at the American Trails National Symposium in Chattanooga in November 2010, the company wanted to expand this exciting, hands-on forum, and provide an opportunity to see a playful pathway "come to life." This off-site institute will explore a National Demonstration Site to show how supportive research has been put into action along a linear trail.

An interdisciplinary team of trail experts and professionals, including PlayCore team members, Robin Moore, of the Natural Learning Initiative, College of Design, NC State University and Pam Gluck, Executive Director of American Trails, will demonstrate best practices

and unique play innovations that encourage active lifestyles for children, families, and communities on linear pathway networks. The team will highlight site-specific examples of how to extend play value, family engagement, and learning, while engaging in an interactive activity. Best practice design principles, pathway assessment for infusing play, and critical considerations when planning "play pockets" will be highlighted as participants experience this one-of-a-kind playful experience!

This is a great opportunity for American Trails enthusiasts to see firsthand the benefits of planning and promoting playful pathways! If you attended one of the recent webinars on Pathways for Play, this is a



great way to see the program's best practices in a real-life application. If you are planning to attend NRPA this year, and would like to be a part of the Pathways for Play Offsite Institute, registration info can be found by going to www.nrpa.org/Education/OffSites, and scrolling to OSI #6. Updates will be posted on PlayCore's Facebook page at www.facebook.com/PlayCoreNews.

To receive a complimentary copy of the Pathways for Play Guidebook, or to inquire about becoming a National Demonstration Site, contact PlayCore at info@playcore.com.

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COALITION FOR RECREATIONAL TRAILS

Trail project achievement awards

The Coalition for Recreational Trails (CRT) has announced the winners of its "Annual Achievement Awards" in recognition of outstanding use of Recreational Trails Program (RTP) funds. Award winners were recognized at a special ceremony in Washington, D.C. on June 10, 2011 during the annual celebration for Great Outdoors Week. Seven trail projects and two State programs have been chosen as award recipients for 2011:

Maintenance and Rehabilitation:

- **Musselshell Trail - Lewis-Clark ATV Club (Idaho)**

The Lewis-Clark All Terrain Vehicle Club conducts basic trail maintenance for the trail system on the Clearwater National Forest. The maintenance includes clearing out downed trees and debris, digging out clogged ditches, drainage and culverts, brushing out the trail to accommodate motorized trail enthusiasts as well as cross-country



Iron Range OHV Recreation Area - Minnesota



Volunteers from Singletrack Advocates and Alaska Trails

skiers, and other basic upkeep. The club uses a small annual RTP grant (\$476) to continue the work it has been doing since 2006.

Construction and Design:

- **Iron Range OHV Recreation Area - Minnesota DNR**

The project area was once a taconite mine pit in Minnesota's Iron Range, an area that had a depressed economy for decades. As part of the Iron Range rehabilitation, the OHV Recreation Area was developed, using \$750,000 in Recreational Trails Program funds, through a partnership among the City of Gilbert, the Minnesota Department of Natural Resources, and state OHV associations.

Education and Communication:

- **Shadow Mountain Project - Jackson Ranger District (Wyoming)**

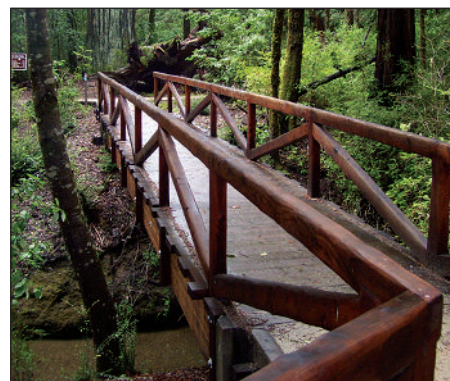
After the Travel Plan for Bridger-Teton National Forest/Jackson Ranger District was completed in the spring of 2009, the implementation process began. A major component of this process was to develop the north section of the Shadow Mountain area into an ATV system of quality trails for safe

family riding. The Wyoming Trail Crew, assisted by Forest staff on the North Shadow Mountain, placed trail sign posts, closed unsafe routes, created some new trail sections, and completed substantial erosion control where needed.

Multiple-Use Management and Corridor Sharing:

- **White River Valley Trail - Table Rock State Park (Missouri)**

The White River Valley Trail is a 10.25-mile, natural-surface hiking and mountain biking trail near Branson and Hollister, MO. This joint land-use proj-



On the trail in California

Read more and see photos of the CRT award winners at
www.AmericanTrails.org/awards/CRT11awards

ect with Table Rock State Park and the U.S. Army Corps of Engineers Table Rock Project, includes the first designated mountain biking trail system in the area. The project helps preserve some of the area's scenic attractions while providing a much-needed recreational trail for hikers and mountain bikers alike. This trail also offers a great opportunity for interpretation.

Environment and Wildlife Compatibility:

- **Middle Run Valley Bridge - Delaware DNR**

Under the direction and guidance of the Delaware State Parks Trail Crew, the Delaware Trail Spinners constructed an 85-foot bridge in the Middle Run Valley Natural Area. Over a three-day period, the Trail Spinners volunteered over a thousand hours to install the fiberglass bridge and its approaches. This bridge replaced stepping-stones that once served as the crossing of the Middle Run stream.

Accessibility Enhancement:

- **Potts Memorial Park Trail Project - City of Salisbury (Missouri)**

Prior to the project, the trail system was only two and a half feet wide. The trail was widened to be able to accommodate two wheelchairs passing easily side-by-side. The trail surface was rough, with many washouts and was virtually impassable in many areas. The trail now has a commercial base material that is packed nearly as hard as asphalt. Other improvements included bridges; access to the rest rooms; a concrete, two-car, accessible parking area; and an accessible covered fishing dock.

Use of Youth Conservation/Service Corps:

- **Anchorage Hillside Singletrack Trails (Alaska)**

Singletrack Advocates and Alaska Trails worked together on funding, project management, and contracting for Anchorage's first system of single-track trails sustainably built for mountain bikes and foot traffic. Crews from the local Youth Employment in Parks Program and Student Conservation Association did the hand labor and finish work on the trails.

Outstanding State Trail Program:

- **California State Trails Program**



Anchorage Hillside Singletrack Trails - Alaska

California's RTP program provides funding for each "environment-type," thereby reflecting the diversity of California's landscape and people. With a wide array of participation from trail interest groups, the agency revises its application requirements and selection criteria to constantly improve the quality of funded projects and, thus, the quality of trail opportunities and experiences throughout the state. California State Parks also pro-

vides assistance to RTP applicants and grantees, including a CD toolkit with documents and technical assistance tips. That technical assistance is also provided to unsuccessful RTP applicants, helping them to improve and resubmit their proposals for the following application cycle.

Outstanding State Recreational Trails Advisory Committee:

- **Massachusetts Recreational Trails Advisory Board (MARTAB)**

MARTAB is a group of trail professionals and volunteers representing all major recreational trail user groups in Massachusetts. Although their primary purpose is to review and recommend projects for Recreational Trails Program funding, the group's goals include outreach to the trails community in the form of conferences, workshops, and volunteer trainings. MARTAB's goal is to become the central resource for trails training, information, and advocacy for trail groups, volunteers, agencies, and communities in Massachusetts.

Nomination forms for next CRT awards will be available early in 2012. Projects must have been completed after 1998, and have been funded through the Recreational Trails Program. See details on the awards at www.AmericanTrails.org/rtp/crtawards.html.

A blue-tinted photograph of a trail winding through a forest. In the background, a bridge is visible. The text "Smart planning begins at the end." is overlaid on the image.

Smart planning begins at the end.

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My Kind of Town

Connecting Nonmotorized Plans and Trails

By Scott T. Clein, P.E., LEED AP

Imagine a trail that stretches from the banks of the Detroit River to Lake Michigan. Imagine that trail running through cities like Detroit, Ann Arbor, and Kalamazoo instead of simply coming close to them. Imagine that these cities have miles of dedicated bike lanes and expanded pedestrian spaces that allow trail users unobstructed access to all of the restaurants, museums, and amenities each has to offer.

Sounds good, doesn't it? Trails that actually connect to something (other than another trail) are something of a rarity, it seems. I hadn't really concerned myself with this fact because I work mainly within the urban arena. But a recent trip to a trails conference changed that.

Trail towns

At a recent trails conference I certainly heard talk of "trail towns" and the economic benefits for downtowns courting trail users. These conversations included discussions of what it means to be "bike friendly." But once trail users get to a town, shouldn't they be able to effectively get around town as well? Wouldn't their ability to access all that a town has to offer be the friendliest gesture a community could make?

"Supreme Streets"

You've most likely heard of "Complete Streets," the idea of designing roadways that accommodate bicyclists and

pedestrians as well as vehicles and transit. "Green Streets" encourage environmental design, and "Living Streets" encourage active use of the corridor, such as outdoor dining and sales, and neighborhood festivals.

I suggest that future roadways should incorporate all of these goals and follow a definition of a "Supreme Street:" roadways that promote safe use and access for vehicles, transit, bicyclists, and pedestrians of all ages and physical abilities through the application of universal design practices. These designs account for alternate uses of the corridor, realizing that roadways are a significant portion of public space and therefore have a large impact on local culture and overall quality of life. Furthermore, roads are designed to minimize the negative impacts to the environment by striving to improve air and water quality at all times.

The pursuit of Supreme Streets is integral to any thoughts of becoming a trail town. Indeed, a fully developed network of bike lanes and expanded pedestrian spaces is a natural extension of traditional trail development. They are the fundamentals of a true trail town.

Urban trails

Traditional trails shouldn't stop when they reach a town – or even a large city. Southeastern Michigan, like many other regions across the nation, has a number of trails located within older communities that have been converted from abandoned railroad tracks. This is particularly fascinating when placed within the context of an urban city such as Detroit.

One for the road

So how is this dilemma solved? As the trail conference I attended illustrates, a large disconnect exists between urban nonmotorized advocates and traditional trail developers.

If we combine forces and work together, we can use this vision of Supreme Streets and urban trails to further pursue and promote trail towns. If we close the chasm and link trails to neighboring communities through Supreme Streets, the possibilities are endless.

All cities can benefit from the economic, health, and community advantages that trails and their connecting links provide to a surrounding area. It's time we jointly blaze a new path in trail development, one that unites our communities through walking, biking, and hiking.

For the full article on Supreme Streets and more on bike/ped facilities, see www.AmericanTrails.org/resources/trans.



Supreme Streets include a network of bike and pedestrian spaces in a natural extension of traditional trail development

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The state of environmental education and implications for America's trails

The nation's mood ring

By Jennifer Rigby, American Trails Board

Like other important endeavors, environmental education has had a tumultuous year. The ever-changing colors on the nation's mood ring are cause for confusion. On one hand, we've witnessed a recommendation by the House Appropriations Committee to eliminate funding for EPA's environmental education programs.

Citing a "lack of demonstrated results," it appears the Committee membership neglected to read the large volume of scientifically valid research that clearly demonstrates the connection between high quality environmental education programs and improved academic achievement, critical thinking, and behavior among students.

On the other hand, we can cautiously celebrate Federal recommendations for revising the Elementary and Secondary Education Act. After years of witnessing the erosion of science, social studies, and physical education due to the intense focus on math and reading proficiency, educators stand a chance of reinvigorating their curriculum and weaving environmental education into it. In fact, for the first time in U.S. history, the terms environmental education and environmental literacy appear in the Federal lexicon.

We also await Congressional review of the bipartisan No Child Left Inside (NCLI) Act of 2011, introduced by Senators Jack Reed (D-RI) and Mark Kirk (R-IL) and Congressman John Sarbanes (D-MD). NCLI is a proposed amendment to the pending reauthorization of the Elementary and Secondary Education Act. If passed,

NCLI will:

- Require states to develop environmental literacy plans for pre-kindergarten through grade 12 that include environmental education standards and teacher training.
- Direct the Secretary to award Environmental Education Professional Development Grants to states and, through them, competitive sub-grants to partnerships that include environmental education curricula that advance the teaching of interdisciplinary courses.
- Authorize competitive matching grants to partnerships that include a local education agency and, permissibly, other educational entities, federal, state, regional, or local natural resource or environmental agencies, or park and recreation departments, for activities to

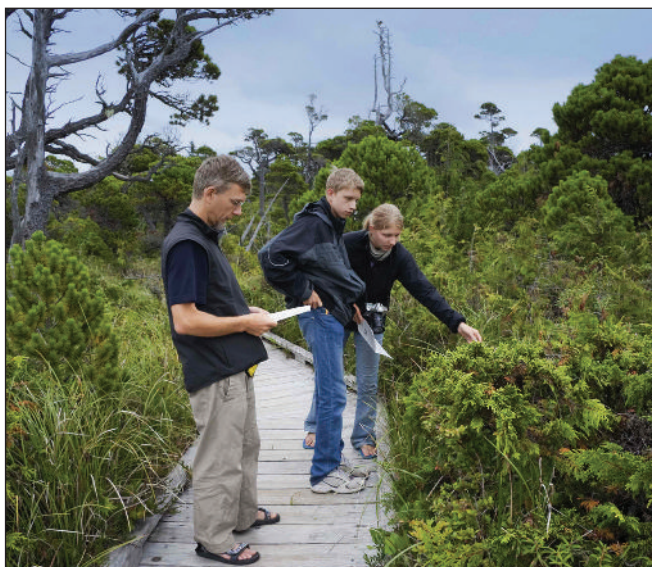
improve and support environmental education that include: (1) advancing content and achievement standards; (2) developing or disseminating innovations or model programs; and (3) research.

What does this have to do with trail design and use?

According to NCLI, in order to qualify for grant assistance, a state must develop an environmental literacy plan. Though there is flexibility in how a state creates such a plan, the document must contain certain elements, including a description of how and where environment-based instruction will take place.

Establishing partnerships with local natural resource or environmental agencies and park and recreation departments— all of which manage trails— will be encouraged. Teachers finally will be able to ASK THEIR STUDENTS TO LEAVE (the classroom, that is, and take their studies outdoors).

Without waiting for a Federal decision about NCLI, we need to move forward and continue marketing our trail systems to the education community. We need to remind teachers and administrators that trail experiences offer rich venues for outdoor learning and service learning, as



Trails can serve as outdoor laboratories for students learning about nature and the environment

well as health and fitness.

If we expect students to learn about the environment, they had best be steeped in it. If we expect students to engage in civic learning, we need to provide them with real-life opportunities, such as direct involvement in trail maintenance and ecological restoration.

While Congress banters about, many states are developing their own environmental literacy plans. In fact, 47 states are in varying stages of such development. Maryland went further: its State Board of Education recently approved an environmental literacy graduation requirement, making it the first state in the country to pass this requirement for high school graduation.

We have a huge opportunity to give our trail systems an increasingly prominent role in both formal and non-formal education settings. Now is a good time to stay informed about No Child Left Inside, as well as other state and Federal initiatives that could influence environmental education efforts in your region. I say we pitch the mood ring and start talking to teachers and administrators. We owe it to our children.

Jenny Rigby, director of The Acorn Group, is a nationally certified interpretive planner. She holds a master's degree in science education and serves as a board member of American Trails. She is involved in State and Federal education reform efforts to build environmental literacy and get children back into the outdoors.



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A bit about terms

Environmental education is not about advocacy. It is an educational process that works toward fostering awareness of, and concern about, economic, social, political, and ecological interdependence; acquiring knowledge and skills needed to protect and improve the environment; and creating new patterns of behavior toward the environment.

Environmental literacy is an intended outcome of environmental education. An environmentally literate individual demonstrates knowledge and understanding about the environment, conditions that affect it, and society's impact on the natural world and takes individual and collective action towards addressing environmental challenges (*Framework for 21st Century Learning*).

No Child Left Inside (NCLI) Act of 2011 is a proposed amendment to the pending reauthorized Elementary and Secondary Education Act. Among other features, NCLI would make a series of grants available to states that develop K-12 environmental literacy plans.

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The Recreational Trails Program

How it benefits all Americans

The Coalition for Recreational Trails, a network of national trail and outdoor recreation organizations, has created a new “Recreational Trails Program Talking Points.” With the seriousness of proposed cuts to budgets and programs, many supporters are concerned about the future of all bicycle/pedestrian and trails funding.

BACKGROUND

The Recreational Trails Program (RTP) was created in 1991, reauthorized in 1998, and again in 2005. The RTP has an excellent record of effective use of federal funds over two decades.

RTP applies the “user-pay/user-benefit” philosophy of the Highway Trust Fund, returning federal tax on fuel used for nonhighway recreation to the states for trail projects. Program implementation is consistent in practice with other expenditures from the Highway Trust Fund. Although the gas tax supporting the Fund is paid primarily by gas-using vehicles, resources are shared with other users of both surface transportation facilities and recreational trails—the goal of each being a balanced system.

Project categories eligible for funding are many and varied, giving states the flexibility they need to administer state trail programs. A few examples include: trail maintenance and restoration; new trail construction; and trail construction and maintenance equipment. State administrative and educational program costs are capped at 7% and 5% respectively.

Half of all funding is apportioned to the states equally. The remaining 50% is apportioned among eligible states based upon nonhighway recreational fuel use in each of those states during the preceding year.

Thirty percent of funds are to be spent for uses relating to motorized recreation; 30% are to be spent for uses relating to nonmotorized recreation. In addition, 40% shall be used for projects that facilitate diverse trail use.

RTP is the foundation for state trail programs across the country. It leverages hundreds of millions of dollars of additional support from other sources for trails, encourages productive cooperation among trail users, and facilitates healthy outdoor recreation and associated, badly

needed economic activity in countless communities.

Over 20 years, RTP funding has grown to represent a more equitable portion of the total fuel taxes paid by non-highway recreationists. More than 13,000 funded projects have been documented nationwide. The last year of SAFETEA-LU (multi-year transportation authorization legislation) funded RTP at \$85 million. Since 1991, the RTP has received almost \$867 million in federal funding.

TRAIL COMMUNITY CONCERNS

Eliminating the RTP from the upcoming surface transportation legislation would violate the user-pay/user-benefit philosophy undergirding the nation’s surface transportation program and would convert a legitimate user fee into an unfair tax, with recreationists subsidizing commercial and private highway users. At the same time, it would seriously damage, if not destroy, the balanced system of trails for all users that the RTP has allowed the states to develop and maintain.

Eliminating the RTP would be the equivalent of raising taxes on nonhighway recreationists. Depending on the formula used to calculate the taxes paid by these enthusiasts, the burden could range from \$600 million to as much as \$2 billion over the life of a six-year bill.

TRAIL COMMUNITY REQUESTS

As a user-pay/user-benefit program, the RTP should be in T&I Chairman Mica’s bill when it is introduced. Will you ask the Chairman to include the RTP in his bill or in his own planned amendments to the bill?

If the RTP is not part of the Chairman’s bill as introduced or amended, will you support an amendment to include the RTP in the bill during committee mark up?

If the RTP is not part of the Chairman’s bill as reported out of committee, will you support an amendment on the House floor to include the RTP in the bill?

The Coalition for Recreational Trails (CRT) is a federation of national and regional trail-related organizations. Its members have worked together since 1992 to build awareness of the Recreational Trails Program, and to ensure that it receives adequate funding. As a member of CRT, American Trails urges organizations of every size and interest to become a Supporter of the Recreational Trails Program. Learn how at www.AmericanTrails.org/rtp.

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AFFILIATES

- Adventure Cycling Association
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- America's Byways Resource Center
- Appalachian Trail Conservancy
- Augusta Canal National Heritage Area
- Bear Creek Greenway
- Big Sandy Area Development District
- Bike-Walk Alliance of New Hampshire
- BLM - Redding, CA
- Butler Freeport Community Trail Council
- CA Trails & Greenways Foundation
- California Center for Physical Activity
- Chelan-Douglas Land Trust
- Chicagoland Cycling Meetup
- Chico Area Trail Stewardship, CA
- City of Royston, GA
- Colorado State Parks
- Cumberland Trail Forest & Park Association
- Patricia DeForrest
- East Arkansas Planning & Development District
- El Camino Real de los Tejas National

- Historic Trail Association
- Erie Metroparks
- Florida Greenways & Trails Foundation, Inc.
- Forest Preserve District of DuPage County
- Georgia River Network
- Greens Bayou Corridor Coalition
- Iditarod NHT
- Interior Trails Preservation Coalition
- Irvine Ranch Conservancy
- Kentucky Tourism, Arts, and Heritage Cabinet
- Kevin J. Amoroso (PassionForHiking.com)
- La Canada Flintridge Trails Council
- Lewis & Clark National Historic Trail
- Miami and Erie Canal Corridor Association
- National Association of Recreation Resource Planners
- National Coast Trail Association
- Northwestern Ohio Rails-to-Trails Assn.
- NY-NJ Trail Conference
- Jeffrey S. Olson
- Palmetto Conservation Foundation
- Parks & Trails New York
- Partnership for the National Trails System
- Pennsylvania Recreation & Park Society
- Peoples Advocacy for Trails Hawaii (PATH)
- Phyllis Wheatley Community Center
- Pima Trails Association, AZ
- Quad Cities Convention & Visitors Bureau
- Ride with Respect
- Schuylkill River Greenway Association
- Schuylkill River National & State Heritage Area
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- The Corps Network
- The North American Trail Ride Conference
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- Volunteers for Outdoor Colorado
- Volunteers for Outdoor Missouri
- Wallkill Valley Rail Trail Assn.
- Warrenton Trails Association



The trail provides scenic access along Newburyport's harbor where the bronze sculptural bench by artist Michael Alfano is a popular stop



Boardwalk section of the Clipper City Rail Trail with the stainless steel "G-Swirl" by artist Dale Rogers rising on top of an overlook in the background

FEATURED TRAIL

Clipper City Rail Trail, Newburyport, MA

A trail becomes a community centerpiece

City officials in Newburyport began with the vision that a trail can be a linear park that enhances the community's quality of life. There is a growing recognition that significant economic activity can be generated by the arts, and the Clipper City Rail Trail provided an opportunity to showcase public art in a big way.

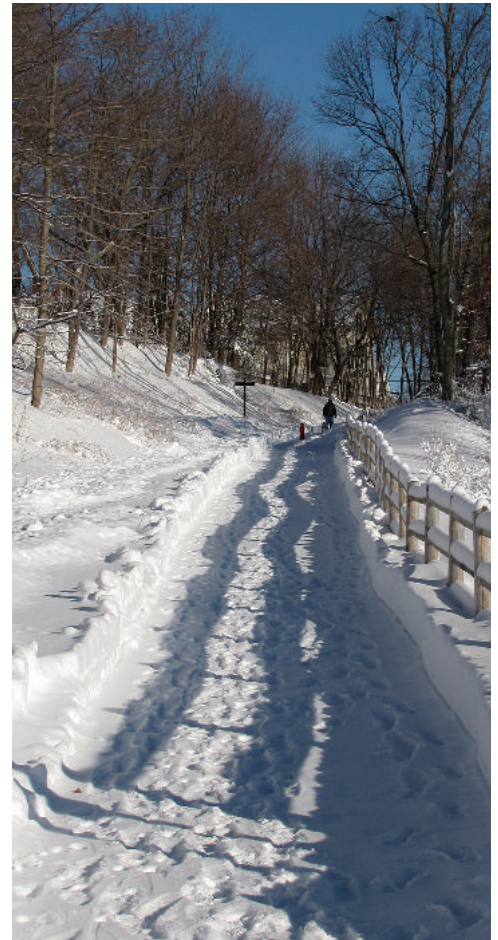
The 1.1-mile trail runs from a commuter rail station to the shoreline of the Merrimack River near downtown Newburyport. In a relatively short distance, the trail corridor cuts through hills and connects with the harbor, passing through a variety of environ-

A stainless steel heron by artist Bob Kimball is mounted on a granite block wall along the trail

**PHOTOGRAPHY BY
GEORDIE VINING**



Fall colors glow along the trail, with the stainless steel "Eclipse" by Rob Lorensen in the foreground and the aluminum and glass "Torrential Flight" by Brian Russell in the background



Winter light casts shadows through a cedar fence along the plowed trail

ments from the industrial park to a densely developed neighborhood and the waterfront.

Several years ago, Geordie Vining, the City's Senior Project Manager, traveled to Paris for a family vacation and was inspired by the sculpture along the banks of the Seine River. The City raised over \$160,000 from contributions by individuals, local businesses, nonprofit organizations, community yard sales, charitable foundations, and other grants to support the Rail Trail Enhancement Project and finish the trail.

Today, the Clipper City Rail Trail has a variety of figurative, abstract, and interactive sculptures, a mural along a highway underpass, custom signage, garden installations by the local "Green Artists League" and other volunteers, and a boardwalk, pedestrian bridge, and other functional elements designed to be aesthetically pleasing.

Read more about the Clipper City Rail Trail and a wide variety of art projects along trails and greenways at www.americantrails.org/resources/art.



Children interact with "Clyde," a horse sculpture made of wood and steel by artist Jamie Burnes (photo by Jay Havighurst)

PEOPLE IN THE NEWS

Remembering Virginia's Mark Hufeisen

By Paula G. Hill

Special Projects Assistant, Virginia State Parks

Recently New River Trail State Park Manager Mark Hufeisen lost his long and courageous battle with cancer. Anyone who knew Mark during this time were touched and inspired by his spirit and determination.

Since coming to Virginia from his home state Ohio, Mark served admirably at five Virginia State Parks – Douthat, Grayson Highlands, Holliday Lake, Hungry Mother, and for 19 years at New River Trail State Park. Mark's boundless energy and upbeat personality have left an impact on each of those parks and the communities surrounding them. He was admired by supervisors, staff, and community leaders alike.

Mark's expertise on a wide range of

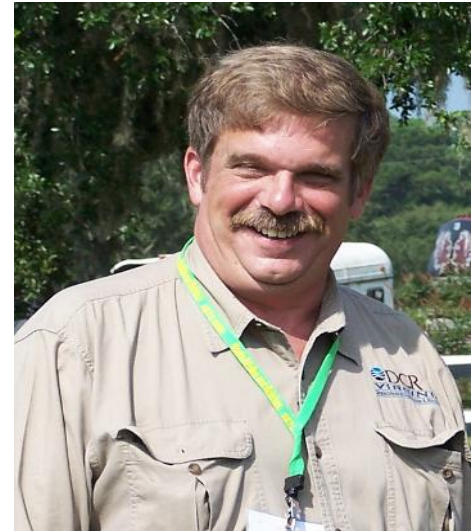
subjects from construction to rail-to-trail development to horse training will also leave a very tangible legacy to be enjoyed by state park visitors for generations to come. He was instrumental in converting Hemlock Haven at Hungry Mother State Park from a rundown church camp to a first-class conference center.

Mark took a fledgling rail-to-trails project, New River Trail State Park, and made it one of Virginia's most visited and most supported state parks. Later in his career he also established the highly popular trail riding program at New River Trail.

Few in the state park system knew of Mark's love of horses and expertise in training until an opportunity arose to establish a livery using horses transplanted from other public lands. Mark relished the challenge few others would have dared.

Mark was 55 years old at the time of his passing. His work for the Virginia State Park system will live on.

Read more at www.AmericanTrails.org/resources/memorial.



Mark Hufeisen

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For more information visit www.elcr.org or call (859) 455-8383.

Moore Access

Our aging, increasingly mobility-impaired population is now equipped with new power mobility devices and will continue to request access to outdoor recreation opportunities. Moore Access provides unparalleled assistance in assessing outdoor trails for accessibility. They benchmark new outdoor trails and facility project plans against the Access Board's Draft Final Accessibility Guidelines for Outdoor Developed Areas, Department of Justice's Other Power Driven Mobility Devices (OPDMD) (Part 35), and ICC/ANSI A117.1 2009. In addition, services include evaluation of outdoor program accessibility within the program operating environment including trails, watercraft, facilities, and curriculum. Moore Access can assist you in meeting your needs. Contact: (843) 564-5257, scott.moore@mooreaccess.com, or www.mooreaccess.com.



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Taking on the Mountain

By Christine Calagna

“Whoa, man, did you see that?!” Matt slams on his brakes and jumps off his bike in hot pursuit of the first lizard of the day. Minutes ago he had been instructed on the rules of the trail and the importance of avoiding sudden stops by trip leader Maria Hudnut, who cannot help but smile at Matt’s reckless enthusiasm. His friend Rick scurries over the side of the trail, and soon emerges with the lizard in hand.

The boys are from Edgewood Children’s Center, a home for abused children in the San Francisco Bay area, and they are on one of the few escapes they make out of the city and the heartbreaking realities of their lives. The kids are only a half hour car ride from home, but the hundreds of acres of open space serve as a reminder that they have entered a world vastly different from their own.

Started by Marilyn Price in her garage, Trips for Kids has grown to include two Re-Cyclery thrift shops for bikes and gear. The sites provide bicycle maintenance instruction and the chance for kids to work in the repair shop and eventually earn their own bikes.

Back on the mountain, 12-year-old Rick is struggling with a steep section of the fire road.

Becky, his volunteer guide, helps him push his bike up the hill while trying to coax a few words from the quiet boy. Matt’s bursts of energy are increasingly interspersed with stops for rest, water, and lizard chasing. As he nears the top, he gathers up his resolve and stands on the pedals, victoriously crossing the trailhead gate while the group cheers him on.

These boys have personal challenges ahead of them and a single day on the mountain probably won’t

change the course of their lives, but perhaps the seeds of some valuable lessons have taken hold today—love for the outdoors, respect for the environment, the satisfaction of meeting physical challenges and, of course, the pure joy of catching lizards.

Operating in the United States, Canada, and Israel, Trips For Kids® has opened the world of cycling to over 75,000 at-risk youth since 1988 through mountain bike rides and Earn-A-Bike programs.

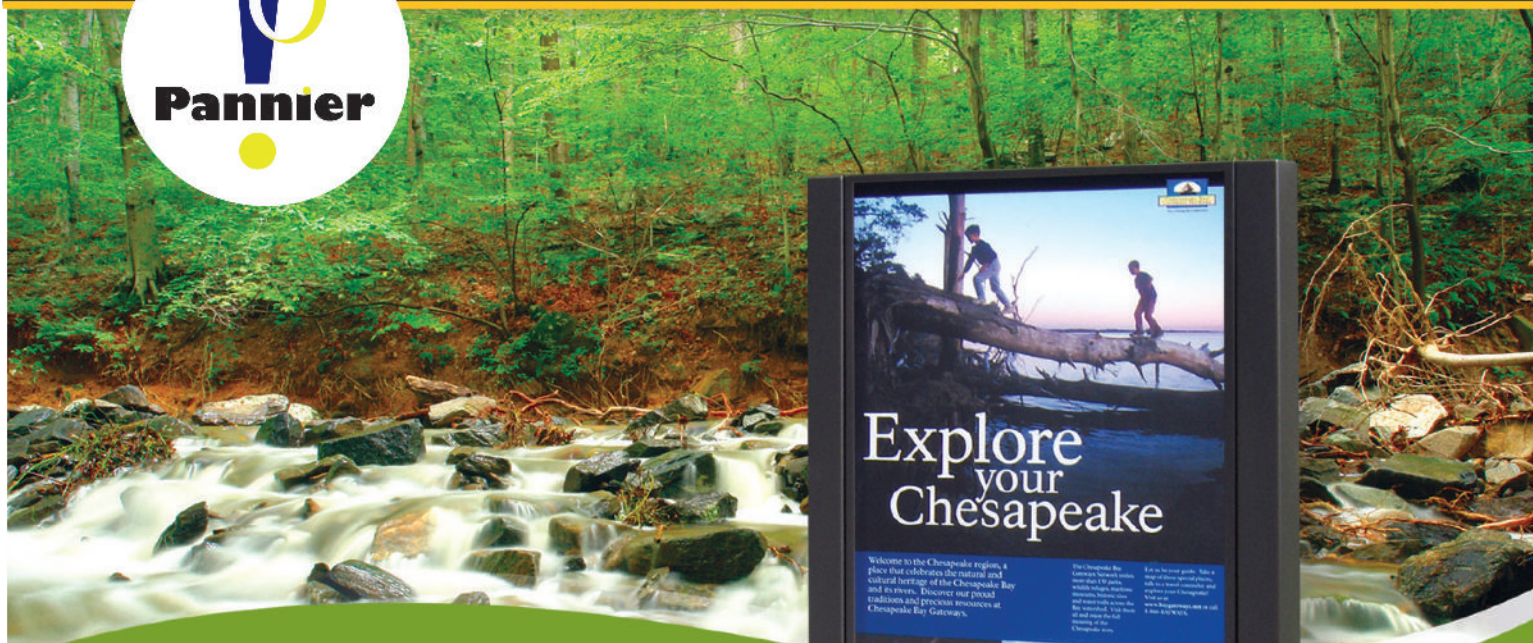
For more information on the program or on starting your own chapter, contact Marilyn Price at Trips for Kids, 610 4th Street, San Rafael, CA 94901 - national@tripsforkids.org or (415) 458-2986 - www.tripsforkids.org.



Bay Area kids learning to tackle the trails
Photo by www.markhamjohnson.com



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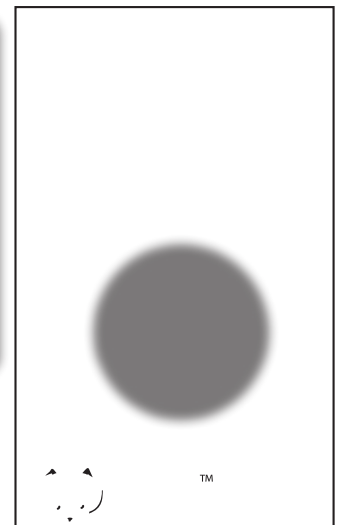


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