

# American Trails

Spring 2014

Ensuring Trails for  
Our Future

**25**  
YEARS

American  
Trails

Why do trails make us happy?



# HAS SAFETY EVER BEEN 3-SIDED?

PROVIDE  
TRAIL COORDINATES,  
MAPS & SAFETY INFORMATION  
FOR TRAIL USERS.

*MEET THE TRIVIEW™*



TrailMarking.com | 800.522.4343

**On our cover:** *The Swamp Rabbit Trail runs along the Reedy River in Falls Park in downtown Greenville, South Carolina (photo by Stuart Macdonald).*

## Contents

### FEATURES

- 8 A vision of global trails cooperation**  
A visit to Korea inspires Pam Gluck, Executive Director of American Trails
- 10 Arizona Trail celebrates completion**  
The Arizona Trail is the achievement of 30 years of work by volunteers and visionaries
- 12 A trail to light Atlanta's future**  
Atlanta BeltLine is a project to reclaim a 22-mile loop of unused freight-rail lines
- 24 Rochester's natural connection**  
A boardwalk links city residents to nature along the Genesee Riverway Trail in NY
- 34 Happy trails!**  
Delaware finds that happiness is just one of the benefits of trails



### NEWS AND RESOURCES

- 14 Bike and brews for trails**  
Craft breweries are becoming important supporters of local trail networks
- 16 New accessibility guidelines**  
Accessible trails and outdoor recreation facilities on federal lands are covered by new regs
- 22 National Recreation Trail photos**  
Highlights of our annual photo contest for National Recreation Trails
- 30 Trails training opportunities**  
American Trails presents Webinar Series, plus many more educational events



# American Trails

## Executive Committee

John Favro, Chair, Trails Consultant  
Roger Bell, Vice-Chair, Trails Consultant  
Marianne Fowler, 2nd Vice-Chair, Rails-to-Trails Conservancy  
Terry Hanson, Treasurer, City of Redding  
Jenny Rigby, Secretary, The Acorn Group  
Mike Passo, Accessibility Expert, Elakah Expeditions  
Scott Linnenburger, Member at Large, Kay-Linn Enterprises  
Bob Searns, Emeritus, The Greenway Team, Inc.  
Pam Gluck, Executive Director

## Directors

Amy Camp, Community Tourism Professional  
Terry Durby, Iowa State Snowmobile Association  
Jan Hancock, Equestrian Representative  
David W. Larsen, Atkins - Planning/Landscape Arch.  
Karen Umphress, NOHVCC  
Terry Whaley, Ozark Greenways

## Advisory Board

Steve Anderson, Pima County (AZ) Parks & Rec. Dept.  
Peter Axelson, Beneficial Designs, Inc.  
Nathan Caldwell, U.S. Fish & Wildlife Service  
James Coffman, RLA, ASLA, Coffman Studio  
John R. Collins, Jr., PhD, University of North Texas  
Christopher Douwes, Rec. Trails Program Mgr., FHWA  
Troy Duffin, President, Alpine Trails, Inc.  
Steve Elkinton, Retired National Park Service  
Mylon Filkins, DVM, Back Country Horsemen of America  
Chuck Flink, President/Owner, Greenways Inc.  
Erik Larsen, President, Rec-Creation, LLC  
Kay Lloyd, Past Chair, American Trails Board  
Stuart Macdonald, Nat'l Assn. State Trail Administrators  
Roger Moore, Associate Professor, NC State University  
Gil Penaloza, 8-80 Cities  
Deb Salt, Bureau of Land Management  
Rodger Schmitt, Retired BLM  
Michael Schuett, Assistant Professor, Texas A & M  
Jonathan Stephens, Trails Program Mgr., US Forest Service  
Joe Taylor, Quad Cities Convention & Visitors Bureau  
Jim Wood, FL Department of Transportation

## 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, school, and workplace.

Editor: **Stuart H. Macdonald**

**Subscriptions** are \$35 per year or free with membership—see [www.AmericanTrails.org/join](http://www.AmericanTrails.org/join) for details.

**Reprints and copies.** Unless otherwise noted, articles may be copied or reprinted if credit is given to American Trails, *American Trails Magazine*, and the author. For reprinted articles and excerpts, contact the original author or publisher.

**Contributions.** We welcome contributions on trails issues, advocacy, and news, either original material or suggestions from other publications. We cannot pay for submissions, but authors will receive full credit.

**Advertising.** For advertising rates, call (530) 605-4395.

## American Trails

P.O. Box 491797  
Redding, CA 96049-1797  
Phone (530) 605-4395  
Fax (530) 547-2035  
[Trailhead@AmericanTrails.org](mailto:Trailhead@AmericanTrails.org)  
[www.AmericanTrails.org](http://www.AmericanTrails.org)

## From the Executive Director

# Next Symposium will showcase Portland, Oregon - May 17-20, 2015

Mark your calendar! Just over a year from now you'll be attending the 2015 American Trails International Trails Symposium. The host city is Portland, Oregon, and the dates are May 17-20, 2015.

Portland has a lot of attractions for the trails enthusiast. The Willamette River Greenway is one of America's great urban river corridors with trails and pedestrian-friendly bridges through downtown. Public transit is outstanding and the city is full of examples of creative community development. Add parks, bikeways, and in-town hiking opportunities, plus water trails, wildlife refuges, and nearby national forests for every kind of trail activity.

American Trails' biennial International Trails Symposium is the premier opportunity for trail advocates, managers, builders, planners, and supporters—as well as tourism and business interests—to come together to communicate and experience an inspirational and educational conference. The Symposium includes numerous educational sessions covering the broad range of trail issues, nationally and internationally prominent speakers, a state-of-the-art exhibit hall, informative and interactive mobile workshops, and much more.

Looking for solutions? Learn from successes from around the world. The International Trails Symposium has the potential to harness the combined wisdom of trail organizations from around the world and to support and encourage the collective dedication to trail initiatives that exhibit values shared across diverse traditions. Attendees will share solutions to complex problems through a wide variety of success stories. Representatives from ten countries attended the 2013 Symposium and we hope to at least double that for 2015. We are stronger and more effective together!

Watch our monthly eNews for updates on the Symposium. News and links to all the details, including the nomination packet for our National and International Trails Awards, will be posted on the Symposium index page at [www.AmericanTrails.org/ee/index.php/symposium](http://www.AmericanTrails.org/ee/index.php/symposium).

— Pam Gluck, Executive Director, American Trails

## Identification Statement

**Publication's title and number:** American Trails Magazine (ISSN 1082-8303)

**Issue date:** April 15, 2014

**Statement of frequency:** Published three times a year

**Authorized organization's name, address, phone number:**

American Trails, P.O. Box 491797, Redding, CA 96049-1797

**Physical Address:** 2400 Washington Ave, Suite 400  
Redding, CA 96001 - Phone (530) 605-4395

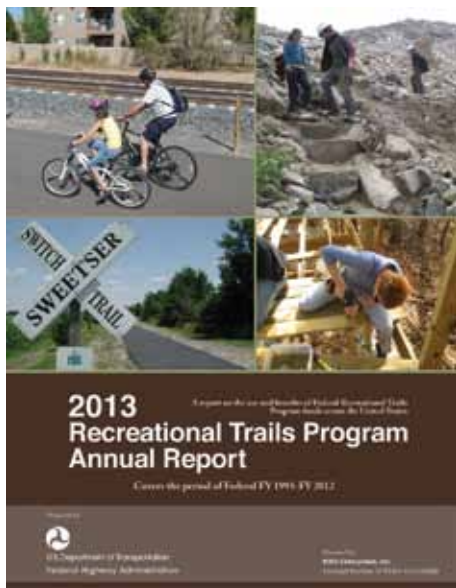
**Issue Number:** Volume 43 Number 1

**Subscription price:** \$35 per year or free with membership

*American Trails Magazine* is included in EBSCO Publishing databases



# SUPPORTING and FUNDING TRAILS



## New report highlights benefits of RTP funding

A new report on the Recreational Trails Program (RTP) highlights the importance of the program and its many benefits. The “2013 Recreational Trails Program Annual Report” covers the period of Federal FY 1993-FY 2012. RTP funding was an essential ingredient in creating and improving over 18,000 trail-related projects nationwide, including urban greenways, nature centers, and horse, hiking, mountain bike, and motorized trails, as well as snow and water routes.

The RTP is an assistance program of the Federal Highway Administration (FHWA) which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both motorized and nonmotorized activities.

Trail advocates will find useful examples and documentation of the many benefits of the program across the country, including:

- Economic stimulus
- Youth employment
- Accessibility improvements
- Safe and livable communities
- Health and fitness
- Habitat conservation
- Active transportation

The report also includes a useful guide to how RTP works. Tables show the amount of funding for each year the program has been in existence, and shows how much each State has allocated to trail projects.

Eligible project types are illustrated along with award-winning examples from across the country. Some analysis of the trails funded over the years also yields information about nationwide trends with trail issues and needs.

The report was written and produced by American Trails in cooperation with KMS Enterprises, Inc., the contractor for FHWA on the RTP database project.

**Read the “2013 Recreational Trails Program Annual Report” at [www.recreationaltrailsinfo.org](http://www.recreationaltrailsinfo.org). You can also download a pdf of the full report (59 mb) at: [www.AmericanTrails.org/rtp](http://www.AmericanTrails.org/rtp).**

## Database for Recreational Trails Program now online

The online database for projects funded through the Recreational Trails Program (RTP) is now available to the public. The goal of the RTP database project is to provide up-to-date project data on recreational trails projects in all 50 States and the District of Columbia. Policy makers, State administrators, project sponsors, land managers, and trail supporters will all find a wealth of information readily available.

The database currently includes over 18,000 projects that have received over \$900 million in funding. These projects have been matched with over \$600 million.

In 2012 the Federal Highway Administration contracted with KMS Enterprises, Inc. (which subcontracted with American Trails) to develop, operate, and update a searchable RTP database. American Trails is working in partnership with KMS and works closely with each of the State Trail Programs.

An important part of the work is assisting the States in providing project information in a timely manner to keep

the database up-to-date. Data is regularly entered into the database as it is received from States, the District of Columbia, and other sources.

Photographs are also being gathered to provide good examples of trail construction and maintenance work, as well as other RTP-funded projects. Should you need assistance with the RTP Database, please contact [support@recreationaltrailsinfo.org](mailto:support@recreationaltrailsinfo.org).

**Access the Recreational Trails Program online searchable database at [www.recreationaltrailsinfo.org](http://www.recreationaltrailsinfo.org).**

## Supreme Court decides rail trail case

An important case involving rails to trails legal issues was heard by the U.S. Supreme Court this year. *Brandt v. United States* was decided March 10, 2014. This case involves the Railroad Right-of-Way Act of 1875, under which thousands of miles of rights-of-way were established across America.

The court ruled that the United States did not retain the right to keep those corridors in public use (such as trails) after railroad operations have ceased. Trail proponents have debated what the impacts will be to existing and future rail trails.

The decision does not affect the many rail corridors preserved under the 1983 “Railbanking” amendment to the National Trails System Act. However, there are hundreds of federally granted rights-of-way across the country, many of which have been converted into publicly accessible trails.

One concern is that the decision may encourage new lawsuits over these existing rail-trails, mainly in the West, that use federally-granted rights-of-way and are not railbanked. The ruling also gives ammunition to landowners who seek payment for railbanked land.

**Read more about the background of the Supreme Court case along with arguments and more resources at [www.railstotrails.org](http://www.railstotrails.org) and [www.AmericanTrails.org/resources/railtrails/Federal-railroad-rights-court.html](http://www.AmericanTrails.org/resources/railtrails/Federal-railroad-rights-court.html).**

---

**Keep up to date on funding and legislation supporting trails:**  
**[www.AmericanTrails.org/support.html](http://www.AmericanTrails.org/support.html)**

---

# Supporting Recreational Trails funding



*American Trails is continuing our work with other nationwide organizations to show key members of Congress and Administration officials the importance of investing in trails and related facilities through federal transportation funds. The Coalition for Recreational Trails is the umbrella group for these efforts.*

*See our website for more about funding the Recreational Trails Program and other vital federal land and transportation programs:*  
**[www.AmericanTrails.org/rtp](http://www.AmericanTrails.org/rtp)**

## Coalition for Recreational Trails maps out 2014 strategies

**By Marianne Wesley Fowler and Derrick A. Crandall**  
**Co-Chairs, Coalition for Recreational Trails**

The Coalition for Recreational Trails (CRT) has engaged in some productive efforts in support of continued funding for the Recreational Trails Program (RTP). The CRT executive committee and other key CRT member representatives had a very encouraging and fruitful meeting in late March with the staffers of the key Congressional Champions of the Recreational Trails Program: **U.S. Representatives Tom Petri (R-WI) and Michael Michaud (D-ME)** and **U.S. Senators Amy Klobuchar (D-MN) and Jim Risch (R-ID)**. The meeting was also unusual, linking Congressional offices on both sides of the Hill and both political parties.

The meeting began with CRT members recalling the remarkable victory enjoyed by RTP supporters as MAP-21 was finalized. Few predicted that RTP could withstand the pressures of consolidation and spending constraints that influenced MAP-21's evolution— and yet the RTP program prevailed at the same spending level and with the same operational criteria.

The combination of strong grass roots and national trails community support and active, strategic champions in Congress— who were willing to buck leadership— proved very powerful. Officials at U.S. Department of Transportation later told us that RTP's continuation was one of the biggest surprises of the new law.

But our success was not absolute. The opt-out provision has been the cause of many, many hours of efforts by CRT members. And while only one state (Florida) opted out in both years and the only other opt-out state (Kansas) returned to the program this year, the energies invested to simply not lose were very high. And the decision to house the protected RTP in the Transportation Alternatives Program created competition for funds that CRT never intended and regrets.

CRT leaders outlined our platform (see below) to the Congressional staffers. We were delighted by the comments indicating that the requests were cogent and support-worthy. We were also appreciative of the message from our Congressional Champions to not wait to begin advocacy of RTP in light of announced plans by key Congressional leaders to work on MAP-21's successor in April.

***For current news and calls to action as the transportation funding reauthorization debate heats up on Capitol Hill, visit [www.AmericanTrails.org/rtp](http://www.AmericanTrails.org/rtp).***

## Coalition for Recreational Trails Position on Recreational Trails Program Reauthorization

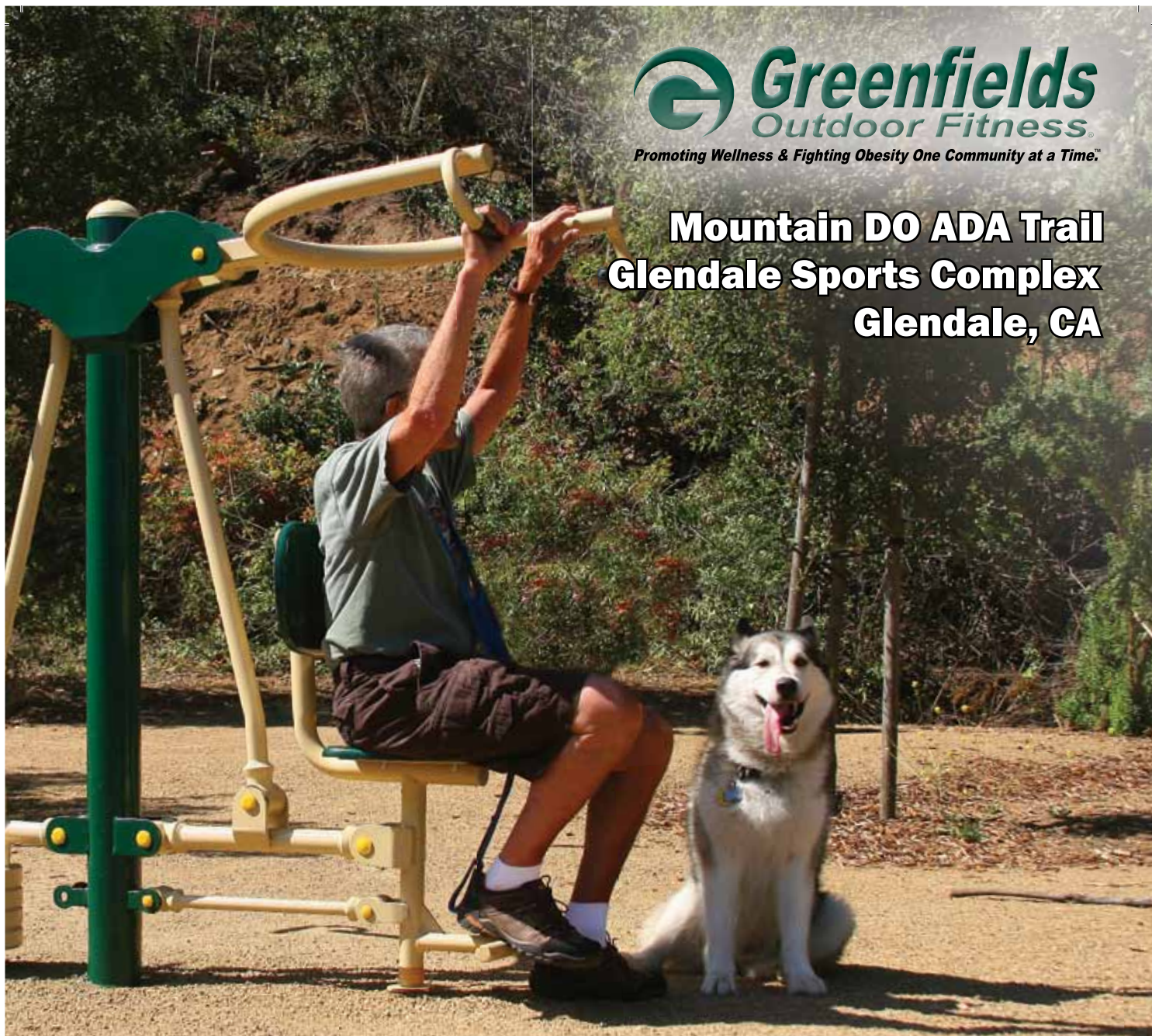
- The RTP should be returned to its original status as a stand-alone program and should be totally separate from the other programs that were consolidated into Transportation Alternatives under MAP-21.
- The provision of MAP-21 allowing a state to opt out of the RTP in any fiscal year should be eliminated.
- RTP funding should be maintained at the MAP-21 level, as apportioned to the states in FY 2009. If overall transportation funding is increased in the next bill or extension, the funding for RTP should be increased proportionately.
- An amount representing 1% of RTP funds, but not to exceed \$1 million, should be retained each year by the Secretary of Transportation to support administration of the RTP.
- A U.S. Department of Transportation study of nonhighway recreational fuel use should be funded, in addition to the funding provided for the RTP.
- Report language for the bill should state that, once the amount of fuel used for nonhighway recreation is determined by the new study, Congress can adjust the apportionment to the RTP program appropriate to the receipts attributable to nonhighway recreational activities.
- Report language should state that, because the RTP is a volunteer-driven program, which allows significant leveraging of resources and supports essential trail-related work on public lands, projects funded under the RTP shall not be treated as projects on a Federal-aid highway.





Promoting Wellness & Fighting Obesity One Community at a Time.™

**Mountain DO ADA Trail  
Glendale Sports Complex  
Glendale, CA**



**greenfieldsfitness.com**

**888-315-9037**



# A vision of global trails cooperation

**By Pam Gluck**

**Executive Director, American Trails**

I recently returned from attending the World Trails Conference held on the lovely Jeju Island of South Korea. The setting was near the enchanting Jeju Olle Trail that circles the island.

Like the Arizona Trail (see page 10), which was founded by a visionary—Dale Shewalter—the Jeju Olle Trail was founded by another visionary—Suh Myung-sook. Sookee—as she is endearingly called—is the President of the Jeju Olle Foundation.

Sookee welcomed us to the conference with the following message: “How are you? I have the pleasure of welcoming you who came from distant lands or are our near neighbors... All of you are the people—like friends or relatives to us—who were knit through trails.”

She goes on to say, “...humans are losing happiness and their body and mind are becoming exhausted... Therefore the people who operate the trails or the groups of people who love the trails—ensure the healthy future of the humankind...”

Following the conference she invited me to walk along Route 6 of the Jeju Olle Trail with her. She said it will be the “Best Happiness Day.” And—it was. I will cherish the memories of that day forever.

What a wonderful thing—that a trail can bring together people and support communities, all the while providing its users with health, beauty, and memories. As I said to the World Trails Conference attendees, trails never cease to yield happiness. And— isn’t that what it is truly all about?

## Towards a World Trails Network

At American Trails our work is to link people as well as places. We have begun new efforts to reach out to trails people in every country in the world. We see trails of every kind promoting healthier communities, more open space and parks, and places to preserve nature, as well as provide recreation.

We are a proud partner in the World Trails Network—an important new effort to join hands, hearts, and minds with people who share their goals, whatever language they speak.

That vision of cooperation and sharing information across worldwide borders will be an important theme of both the 2015 World Trails Conference (Jeju Island) and the American Trails International Trails Symposium (Portland, OR).



*Suh Myung-sook, founder of the Jeju Olle Trail, being thanked by a through walker circling Jeju Island on a pilgrimage*



*The trails feature beautiful stonework and a variety of interesting surfaces*



# Korea hosts World Trails Conference

## From the Jeju Olle Foundation

The Jeju Olle Foundation hosted the 4th World Trails Conference, where major trail organizations from all around the world gathered to discuss sustainable growth and enhanced networks. Fifty trail institutions and organizations from 18 countries were present for the three-day-long conference in Jeju, Korea.

The World Trails Conference is one of the world's leading events for trail staff and supporters to convene and discuss the strategic direction for the trail industry. As part of "Meeting, Incentive Tour, Convention, and Exhibition (MICE) Business of Jeju's Traditional Cultures," the 4th World Trails Conference was held at International Convention Center Jeju and Jeju Olle Trail Route 20.

This year's conference was especially notable as 12 major trail organizations from Korea, China, and Japan came together to launch Asia Trails Network (ATN). ATN will have Suh Myung-sook, President of the Jeju Olle Foundation, serve as the first chairwoman and with its headquarters located on Jeju Island.

ATN's vision is to "Improve the Quality of Life with a Trail that Cares for the Environment and Local Community," and is expected to share knowledge with others, and plan and execute projects to encourage trekking around Asia. These include Asia Walking Festival and Asia Trails Network Passport program. The official launch of ATN is expected to demonstrate tremendous influence on the fast growth of the long-distance walking and hiking culture, by having cross-border hikers from Korea, China, and Japan.

The 4th World Trails Conference was also the main stage to show progress in the establishment of the World Trails Network. The World Trails

Network Committee was organized in November 2012 to found this international trails institution.

The World Trails Network Committee had rewarding moments at the 4th World Trails Conference: they presented the strategic direction of the World Trails Network and the plan to build regional hubs, discussed benefits for participating organizations (securing network, knowledge sharing, etc.), legislated the general principles of ethics, launched a website and a newsletter, and shared promotional ideas for the spread of the walking and hiking culture.

In addition, the conference hosted a full line-up of remarkable programs, including small-size workshops ("The Role of Education in Trail Preservation" and "Trail's Tourism Value"), Jeju's traditional shrine culture experience, and the 2014 Jeju Island Myth & Culture Festival. Also featured was a case study presentation of Seoul's Program to cor-

rect behaviors of those at juvenile detention centers, and Junko Tabei's narrative of how she took the victims of the Great East Japan Earthquake trekking to help them recover—proving the trail's healing potential and the need to invest more in trails.

Ms. Suh said in her closing remark, "We got to take a step forward and improve the global trails network at this year's World Trails Conference, as we had the great opportunity to launch the Asia Trails Network and declare refined establishment of the World Trails Network. Let's make full use of this great global network to build a trail that does well for the people, environment and community and create a healthy walking and hiking culture."

**Read more about the World Trails Conference at [www.worldtrail.org](http://www.worldtrail.org) and the Jeju Olle Foundation at [www.jejuolle.org](http://www.jejuolle.org). See more resources and international trails at [www.AmericanTrails.org/resources/international/](http://www.AmericanTrails.org/resources/international/).**



*Representatives from six countries networking at one table at the 4th World Trails Conference in Jeju, South Korea; photo from Jeju Olle Foundation*

# Arizona Trail Association

Celebrates 20 years of building trail and partnerships

**Article and photographs by  
Matthew J. Nelson**

Arizona — the very word evokes images of breathtaking landscapes, exotic animals, star-filled skies, and dramatic sunsets. From rolling grasslands and lush Sonoran Desert to alpine peaks and one of the world's deepest canyons, it is a land of biodiversity unlike anywhere else on Earth.

And through its wild heart runs a single trail— an 800-mile path from Mexico to Utah that connects mountains, deserts, forests, canyons, rivers, communities, and people. This is the Arizona National Scenic Trail (AZT).

Over the past 30 years, outdoor enthusiasts have worked with land managers throughout the state to connect existing trails and build fresh tread to create the continuous path that has become one of the premier long-distance trails in America.

What started as the dream of one man— an elementary school teacher from Flagstaff named Dale Shewalter— has evolved into the Arizona Trail Association (ATA), a successful non-profit organization whose mission is “to build, maintain, promote, protect, and sustain the Arizona Trail as a unique encounter with the land.”

In 2013 alone, ATA volunteers logged over 17,000 hours of service to the trail. It's a labor of love. Through an active stewardship program, the ATA engages volunteers, families, schools, businesses, clubs, and organizations to take responsibility for small segments of the trail through well-organized work events. Rare is a hike on the AZT where you don't see fresh signs of trail work.

The ATA also hires professional trail crews and youth corps to conduct major projects, including rebuilding

poorly designed tread in some of the more remote portions of the state. All of these projects are overseen by a Trail Director and five Regional Stewards, all of whom are volunteers.

When the ATA celebrated its 20th anniversary in February, American Trails' Executive Director Pam Gluck was there to give the keynote speech. When she asked who in the room had participated in helping build the trail, hundreds of hands were thrust into the air.

She acknowledged them by saying, “Your work yields happiness, enriches us, and supplies us with memories that will last a lifetime. Thank you for bringing health and happiness to our world!”

Building a trail through incredibly rugged terrain and gaining National Scenic Trail status in only 30 years has been described as an incredible feat,



and anyone who has ever built trail knows that the process is a slow one. The success of the Arizona Trail can be attributed to the energy and passion put forth by founding father Dale Shewalter, but it's the ATA's strong partnerships that has kept the momentum moving forward.



Mountain bikers share the trail with hikers, equestrians, and other nonmotorized users





The Arizona National Scenic Trail includes 21 breathtaking miles through the heart of Grand Canyon National Park

Early on, the ATA reached out to all non-motorized outdoor recreation groups and invited them to participate in the project. Hikers, runners, backpackers, mountain bikers, equestrians, goat, mule and llama packers, cross-country skiers, and snowshoers all played a role in the development of the trail. And they still use it today. The biodiversity of Arizona's climates is matched by its diversity of trail users.

With the completion of the AZT in 2011, the ATA has dedicated more resources to developing its youth outreach and education program – the Seeds of Stewardship.

By engaging youth from schools located near the trail, the ATA leads outdoor experiences to help young people appreciate the natural wonders in their own backyard, works with teachers to integrate existing curriculum into on-the-trail activities and lessons, and organizes trail work events to help inspire the next generation of trail users to be responsible stewards of the land.

In 2013, the ATA led 28 outings for 283 youth and they expect to double that number this year.

The ATA also works closely with the towns located near the trail to boost ecotourism opportunities, encourage

economic development, and build healthy communities through its Gateway Community program.

A part-time Gateway Community Liaison, Sirena Dufault, gives talks to community groups to get local people excited about the trail, works with local

businesses to creatively market their goods and services to the trail community, and develops maps, signs, and information to attract more outdoor recreationists to some of Arizona's lesser known towns.

Beginning March 14, Sirena started hiking the entire length of the AZT and has organized dozens of day hikes, short backpacking segments, and gatherings near gateway communities to promote the AZT. The trek can be followed through the ATA website and Facebook. Sirena plans to reach the Utah border by May 31.

With the recent completion of *Your Complete Guide to the Arizona National Scenic Trail*, a comprehensive guidebook available through Wilderness Press, more thru-hikers than ever before are beginning their crossing of the state this spring. The ATA is looking forward to a busy year ahead.

Visit [www.aztrail.org](http://www.aztrail.org) for free maps and information to guide your upcoming adventures on the AZT. And don't forget to bring water!

**Matthew J. Nelson is Executive Director of the Arizona Trail Association. He tries to spend equal time on foot, horseback, and mountain bike while exploring and protecting the trail he loves.**



Over 1,200 volunteer stewards help maintain the Arizona Trail every year



# A trail to light Atlanta's future

*The Lantern Parade along the Eastside Trail in September 2013 kicked off the annual exhibition of public art on the BeltLine*

## Atlanta BeltLine Pounces on TIGER Grant

By Bryan K. Alexander

Margaret Mitchell became a famous and beloved citizen of Atlanta after she hit superstardom with her Pulitzer Prize-winning novel, *Gone with the Wind*. She died tragically at the age of 48 when a car hit her as she crossed Peachtree Street on foot. To this day, Atlanta's attention to safety for pedestrians and cyclists begs for improvement, and the specter of Mitchell's death lingers.

The Atlanta BeltLine has changed some negative perceptions, and also some negative realities. Atlanta BeltLine Incorporated says the project is "among the largest, most wide-ranging urban redevelopment and mobility projects currently underway in the United States."

The Atlanta BeltLine is a project to reclaim a 22-mile loop of unused

freight-rail corridor that circles the City. The project includes the construction of shared-use trails, trailheads and access points, and the preservation of a future streetcar transit corridor.

To the surprise of many, the BeltLine so far has been a resounding success, even though only about five bike/ped miles and four parks have been completed. A two-mile section in the heart of the City, known as the Eastside Trail, was completed in October 2012, but Mayor Kasim Reed's office claims that the trail has already been a redevelopment catalyst:

"Roughly \$775 million in private real estate development [was] completed or underway within a half-mile of the project since 2005."

Carissa Craven, age 39, expressed relief about the Eastside Trail. She was born and raised in Atlanta. "For anyone who has lived in Atlanta and spent any time going somewhere on foot or on a bicycle, the Eastside Trail is a delight. I think having this beautiful green space running through Atlanta

has done a lot to lower everyone's blood pressure."

The City of Atlanta announced in September of 2013, that the BeltLine will receive a grant of \$18 million from the Department of Transportation's TIGER funds. The grant will assist in the development of a 2.5-mile portion of the BeltLine corridor, including the preservation of the right-of-way needed for the future streetcar line, and the extensive grading needed to transform the corridor's single-track structure.

The Atlanta Regional Commission announced additional grant funding in late September of 2013. That grant will provide \$719,000 in Transportation Alternatives Program funds to design the southeastern portion of the BeltLine loop, according to the BeltLine's Director of Communications, Ethan Davidson.

In February of 2014, the US Environmental Protection Agency awarded the Atlanta BeltLine its annual award for Overall Excellence in Smart Growth.



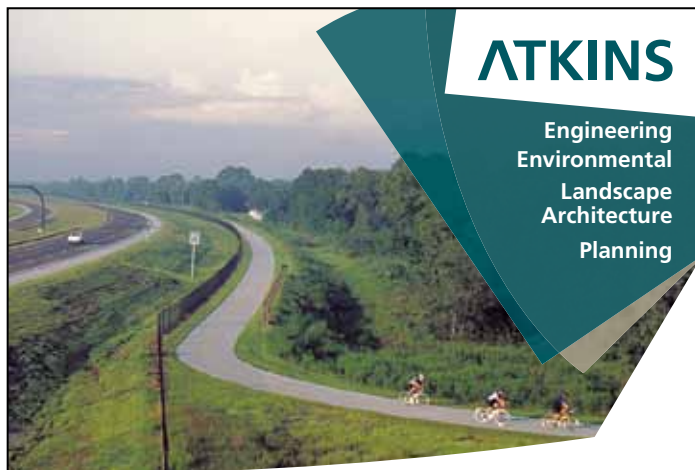
"The Atlanta BeltLine Eastside Trail and Historic Fourth Ward Park's most outstanding achievement has been to connect people," said the EPA's press release. "What were once a deserted industrial landscape and an unused, overgrown, and debris-filled rail corridor are now thriving, active neighborhood assets where neighbors come together to socialize, exercise, shop, commute, and enjoy great new public places."

One happy coincidence of the planned BeltLine route is that it includes a spur trail to the historic Oakland Cemetery, located in the southeastern section of the loop. Many illustrious Atlantans are buried at Oakland Cemetery. Margaret Mitchell's grave is there, and perhaps she will rest easier when the BeltLine brings more cyclists and walkers paying friendly visits to her permanent residence."

**For more information:** [www.beltline.org/](http://www.beltline.org/).



*TIGER funds will be used along this abandoned rail corridor located about 2.7 miles southwest of the state capitol in downtown Atlanta. The funds will be used to construct new trail and preserve streetcar right-of-way.*



**ATKINS**

Engineering  
Environmental  
Landscape  
Architecture  
Planning

## Happy and sustainable trails

Atkins' holistic approach to trails design helps communities encourage healthy lifestyles, promote energy conservation, and connect residents to their natural environment. As one of the world's leading design and engineering consultancies, we work with clients from across all sectors to ensure long-term environmental, social, and economic sustainability.

**Plan Design Enable**

[www.atkinsglobal.com/northamerica](http://www.atkinsglobal.com/northamerica)

**407.647.7275**



**E.T. Techtonics**

FIBERGLASS BRIDGES & BOARDWALKS

The Nation's #1  
Supplier of  
Fiberglass Trail  
Bridges since  
1993

Over 600 bridges built to date

- Strong and Lightweight
- Maintenance-free
- Designed to Install in Remote Locations
- Pedestrian / Equestrian / Light Vehicle

See our website for photo galleries,  
case studies, and to request a quote

[www.ettechtonics.com](http://www.ettechtonics.com)

**215-592-7620**

# Bikes and brews for trails



## Cleveland collaboration raises funds

By Nancy Desmond, Director of Special Projects  
Cleveland Metroparks

There's some kind of intangible connection between cycling and craft beer. Several breweries across the country take advantage of this connection in their marketing, events, and sponsorships. This is the story of how Cleveland Metroparks married mountain bike enthusiasm with craft beer, and ended up with a profit, all the while staying in compliance with Ohio state laws.



While the craft brewing movement was growing rapidly in the area, Cleveland Metroparks was simultaneously embarking on a long term commitment to sustainable trails and more active recreation. In 2012, the Park District completed its first mountain bike/hike trail of substantial mileage. Through the experience, the Park District learned what it takes to design, build, fund, and manage sustainable trails.

Sustainable trails are built out of natural materials with low impact and

are designed to shed water. They follow contour lines and they meander, for better drainage and to provide an enjoyable user experience while requiring less maintenance. This type of trail requires a different design and management style than Cleveland Metroparks had used in the past.

Beyond proper design, trails require volunteer labor, education for trail users, and of course money. Cleveland Metroparks CEO Brian Zimmerman created a new "Trails Division" within the agency, making a serious, long-term

commitment to sustainable trails in the long term. The Division needed leadership, tools, regular training, and full-time and seasonal staff. So, in 2012, the Park District hired a sustainable trail designer, Ralph Protano, fresh off the Appalachian Trail in 2012.

While Ralph took on the daily design and building work, I took responsibility for fundraising, volunteer recruitment, and educational outreach portions of this sustainable trails commitment. As an avid trail user, I was well aware of the trails community's



affinity for craft beer. I was aware of a local craft brewmaster who loved mountain biking and had a strong track record of giving back to the community.

In one phone call, brewmaster Matt Cole of Fat Head's Brewery offered to brew a beer for Cleveland Metroparks trails and donate a portion of the proceeds to the newly established Trails Fund. He suggested the name Trail Head Pale Ale and offered to host a series of fundraisers at the brewery. What an exciting project!

As a public entity, Cleveland Metroparks engaged in the necessary due diligence to ensure that all aspects of this creative collaboration were consistent with Ohio law. After this step, the collaboration took off better than anyone expected.

Cleveland Metroparks leveraged relationships with local trail user groups, clubs, and teams. Trails fundraisers at the brewery were organized and advertised by bike clubs and attended by enthusiastic crowds of runners, hikers, and cyclists. Fat Head's donated food and beverage for 300 people to help the fundraisers. Just as important, the events helped solidify the relationship between the Park District and trail users.

Through social media, word spread among trail groups about this collaboration. And they amply demonstrated their affinity for craft beer and trails by ordering a lot of ale! Trail Head Pale Ale sold out immediately. Fat Head's original 40 kegs were gone in one week. The brewery ramped up quantities.

Soon they told Cleveland Metroparks that the beer sold they'd extend this summer "seasonal" brew through November. Then they decided to make it year round with proceeds going to trails April through November. The beer went on to win a coveted silver medal at the 2013 Great American Beer Festival.

In November 2013, Cleveland Metroparks held a volunteer trail builders appreciation celebration at Fat Head's Tap House & Brewery. Brewer Matt Cole presented Metroparks with a check for \$10,000 that represented the Trail Head Pale Ale sales and the proceeds from the fundraisers.

The money benefits the Trails Fund and is used to purchase trail building equipment, training, and materials. In turn Matt received the first annual "Trails Champion" corporate sponsor award from Cleveland Metroparks.

The collaboration started with the uncanny connection many mountain bikers have to craft beer. The success of Trail Head Pale Ale has grown in popularity beyond that community due to its high quality.

Trail users are proud to have their own local product that directly supports local trails. They rely heavily on electronic media to share information, stories, and photos, making them easy to reach.

Those clubs, teams, trails cultures, and businesses are out there in most cities. And many are happy to work with land managers to further improve the places they love. All you have to do is ask!

**A POURED-IN-PLACE WOOD FIBER THAT'S ACCESSIBLE, PERVIOUS AND NATURAL!**

# Bonded WoodCarpet®

# Trail!

**WOODCARPET®**  
BONDED WOOD FIBER

Manufactured by Zeager  
a leading North American supplier  
of safe and accessible surfaces

**Introducing  
a Breakthrough  
in Natural,  
Pervious  
Walkscaping!**

**Finally, you can go to the park  
and get off of the asphalt!**

**Maintain accessibility, resist runoff  
and washout with this firm, stable and  
pervious surface. Great for picnic areas,  
pathways and trails!**

**ZEAGER**  
PLAYGROUND SURFACES

Call us today for details!  
**800-346-8524**  
[www.zeager.com](http://www.zeager.com)

ZEAGER SOLUTIONS



## ACCESSIBLE TRAILS

# New Guidelines for Federal lands

**O**n September 26, 2013 the U.S. Access Board issued new accessibility guidelines for outdoor areas on federal lands. The *Architectural Barriers Act Accessibility Guidelines; Outdoor Developed Areas* provide detailed specifications for accessible trails, picnic and camping areas, viewing areas, beach access routes, and other outdoor recreation facilities:

The guidelines apply to components of outdoor developed areas when newly built or altered. They also provide exceptions for situations where terrain and other factors make compliance impracticable.

Requirements for trails and pedestrian access routes address surface characteristics, width, grade, and cross slope. Exceptions are included for these and other provisions under certain conditions stipulated in the guidelines. Departures are allowed where compliance is not practicable because of terrain or prevailing construction practices. Exceptions are also recognized where compliance would conflict with mandates such as the Endangered Species Act and other laws or where it would fundamentally alter a site's function or purpose.

Under this rulemaking, the Access Board is first developing guidelines under the Architectural Barriers Act (ABA) for outdoor developed areas managed by the Federal government. Guidelines for non-Federal sites covered by the Americans with Disabilities Act (ADA) will be developed separately at a later date.

The Federal guidelines originate from recommendations prepared by the Outdoor Developed Areas Regulatory Negotiation Committee, an advisory panel chartered by the Access Board, of which American Trails was a member.

The guidelines apply to Federal land management agencies, including the Fish and Wildlife Service, U.S. Forest Service, National Park Service, Bureau of Land Management, Bureau of Reclamation, and Army Corps of Engineers.

The guidelines cover only new or altered facilities, not existing ones. In addition to trails, the guidelines address beach access routes, outdoor recreation access routes, picnic areas, and camping areas. Guidance is provided for the following constructed features: camping units, picnic units, viewing areas, tent pads and platforms, camp shelters, parking spaces at camp or picnic units, RV spaces at campsites or dump stations, benches, picnic tables, fire rings, grills, trash receptacles, water hydrants, telescopes and periscopes, utility hookups, and outdoor rinsing showers.

Non-Federal entities that construct or alter facilities on Federal lands on behalf of the Federal government are also included. The Federal guidelines will also apply to the following:

- Private entities that construct or alter camping facilities, picnic facilities, or beach facilities on Federal lands pursuant to a concession contract or other arrangement with a Federal agency under which the Federal agency reviews or approves the

design of the facility and has a property interest in the facility;

- State or local government entities that construct or alter camping facilities, picnic facilities, or beach facilities on Federal lands pursuant to an agreement with a Federal agency under which the Federal agency reviews or approves the design of the facility and has a property interest in the facility; and
- Non-profit organizations and State or local government entities that enter into partnerships with a Federal agency to construct or alter trails or viewing areas on Federal lands.

Please note: This final rule does not apply to facilities covered under Title II and Title III of the Americans with Disabilities Act (ADA) or entities receiving Federal grants and loans for work not on Federal lands. Guidelines for non-Federal sites covered by the Americans with Disabilities Act (ADA) will be developed separately through a subsequent rulemaking. The additional rulemaking will include a proposed rule that will invite public comment and then a final rule.

**For more information on the "Architectural Barriers Act Accessibility Guidelines; Outdoor Developed Areas," visit [www.AmericanTrails.org/resources/accessible](http://www.AmericanTrails.org/resources/accessible).**



*Checking the trail grade on the approach to a boardwalk*



## ***Signage that clearly welcomes, guides, and informs visitors***

### **Planning & Design:**

Terrabilt designs effective and visually inviting signage and wayfinding programs, maps and interpretive graphics; with planning and production support services.



***Terrabilt creates and builds high-quality, long-lasting outdoor signs, kiosks, and exhibits for parks, trails, rail-trails, and preserves.***

### **Environmentally Sound:**

Terrabilt uses reclaimed/sustainable "green" materials in manufacturing its panels and structures to help protect the environment and reduce life-cycle costs.



### **Durable Sign Panels:**

Terrabilt's High Pressure Laminate signs (HPL) and 3M®-based retroreflective signs are designed to accommodate your graphics and information requirements. Graphics are protected by a cleanable topcoat, and panels are supported by a 10-year warranty.



### **Start to Finish:**

Using our web-based *Signfolio*® software, you can plan, plot, and geo-code sign locations, archive artwork, specify signs, create orders, and maintain your signage program for years to come—all with one wayfinding system.



Terrabilt structures and panels, with *Signfolio*® software and design tools, provide managers the most comprehensive, innovative way to plan, build, and manage signs, exhibits, and kiosks for outdoor recreational environments.

**Terrabilt, Inc.**  
888-295-8380  
info@terrabilt.com

**www.terrabilt.com**

 **terrabilt**  
wayfinding systems

# ACCESSIBLE TRAILS

## Q & A on Federal Guidelines

The following questions and answers were developed from points brought up during the American Trails webinar on the trails portion of the final "Architectural Barriers Act Accessibility Guidelines; Outdoor Developed Areas." Responses were written by Janet Zeller, National Accessibility Program Manager, U.S. Forest Service, with input by Nathan Caldwell, U.S. Fish and Wildlife Service Transit and Trails Coordinator.

### ***Do these accessibility guidelines apply to partners not working on federal lands?***

If you are NOT working on Federal land, the guidelines are not required. However, they are "best practices" for sustainable design. Also be careful of the funding source. Check to see if the funder specifies that you are to use the Federal guidelines. If that is their policy, you do need to follow the guidelines.

### ***Do the guidelines apply to projects funded from sources other than Federal land management agency budgets?***

If the work is going to be done on Federal land, then the guidelines apply. If you get Federal money, such as Recreational Trails Program funds, and the trail is not on Federal land, the guidelines do not apply. However, the funding source may specifically require the Federal trail guidelines be used as a best practice.

### ***Do the guidelines apply to "shared-use paths"?***

No, there are separate proposed guidelines for shared-use paths. The Access Board accepted comments last year on their shared-use paths guidelines. In response to the comments, the Board is supplementing its rulemaking on public rights-of-way to also cover shared-use paths. The proposed rights-of-way guidelines, which address access to sidewalks, streets, and other pedestrian facilities, provide requirements for pedestrian access routes, including specifications for route width, grade, cross slope, surfaces, and other features. The Board proposes to apply these and other relevant requirements to shared-use paths as well.



*Accessible trail built at Crotched Mountain, NH (photo by Peter Jensen)*

### ***Does the Other Power Driven Mobility Devices (OPDMD) rule apply to open space and trails agencies as part of the guidelines?***

No, OPDMDs are not addressed in these construction-based guidelines. The OPDMD rule was issued by the Department of Justice (DOJ) and applies to all under the ADA. Visit the American Trails accessibility resources web page and for the OPDMD webinar as well as questions and answers.

As far as Federal agencies are concerned, the OPDMD rule does not apply directly. DOJ rule is under ADA, not under Architectural Barriers Act (ABA). However Federal agencies have been looking at how they deal with mobility devices on their lands. See travel management rules on Federal lands.

### ***Will there be similar guidelines for trails on state and local government lands?***

The Access Board is still working to complete the rulemaking process under the ADA, which we expect to include guidelines for new or altered outdoor developed areas and trails, and would apply to non-Federal lands. The Access Board has said they expect to base the new ADA rule on the current Federal ABA rule, but they have not made any statement about when that long process

will be started. The Shared Use Paths and Public Rights of Way accessibility guidelines are currently in development.

It took 20 full years from the Access Board expressing an interest in trail accessibility to finalizing the guidelines. It's a long, slow process to develop regulations. Now, with these Federal guidelines in place, there is a good model to use. However, the rule-making process for non-Federal lands will still be a long one. In the meantime, these guidelines are a best practice resulting in sustainable trails for all.

### ***How does the Outdoor Recreation Access Route (ORAR) requirement apply to trails?***

It doesn't. ORAR guidelines don't apply to trails. Keep in mind that a "trail" is defined as a route developed for the purpose of recreational hiking. Trails are not the routes in a developed recreation sites, such as in a campground or picnic area, where the route connects one facility to another. For example the route connects a campsite to the water sources or rest room, and so forth. Those connecting routes between facilities in developed recreation areas are the ORARs. There is no option to apply the trail accessibility technical requirements to ORARS, nor the other way around.



### ***Do existing trails need to be brought into compliance?***

No. The guidelines apply only to new or substantially altered trails. If you have identified the need to provide more accessibility to your lands and outdoor experiences, it is a good idea to look around for opportunities to provide more miles of accessible trails. When it comes to trails, we really need a wide range of different opportunities from which people can choose. Many people, including those who have disabilities prefer more rugged, natural settings. It's a broader issue, it's about working with the terrain and setting, not just providing some paved and relatively level trails.

### ***How would the guidelines apply in designated Wilderness areas? There is no exemption in the guidelines for Federally-designated Wilderness areas.***

If you are building a new trail, there are three questions to ask to see if the guidelines will apply. For example, in Wilderness trails are typically constructed for hikers, though it could be constructed primarily for horses, in which case the guidelines wouldn't apply.

If the proposed trail does meet the three criteria, as you lay out the flag line apply the guidelines technical provisions to your calculations. Are there any areas that fit the Conditions for taking an exception from the technical provisions in that location? For example, look at the terrain. Would construction techniques required to build an accessible trail in that location be allowed in Wilderness? Would a trail 36 inches wide change the setting? If there are exceptions that due to one of more of the Conditions, would have to be taken on 15% or more of the trail, the guidelines would not apply to the new trail.

### ***Does a re-route around a damaged area need to be accessible?***

Only if that section of trail connects directly to the trailhead or connects to the rest of a trail that already substantially meets the provisions in the guidelines. If not, then the guidelines would not apply to the re-route and that work on the damaged section would be considered to be maintenance.

### ***Have there been any legal challenges to these guidelines?***

Not yet. In fact we have found increasing support because we are maximizing accessibility, but not changing the natural setting of the trail area. There may not be many trails that meet all the guidelines' criteria and where all the

Conditions allow compliance.

Another point is that the guidelines provide opportunities. Perhaps you are rebuilding a trail near an access point that would create better access for all to a spectacular view or unique, natural setting. Nothing says you CAN'T use the guidelines on any trail that is appropriate. Even the Appalachian Trail has provided some sections of accessible route to give visitors a taste of the trail experience.

### ***Is there a maximum distance that a grade can be between 5% and 8.33%?***

Yes, the maximum distance for a grade that is steeper than 5% and up to 8.33% is 200 ft. in any single location on the trail. However keep in mind that 70% of the total trail length being constructed must be less than 8.33% grade which is a 1:12 slope.

### ***Is it true that accessible trails need to be paved with concrete?***

Nowhere do the guidelines require concrete or asphalt or any specific surface material. Any surface that is suitable for the setting can be used as long as it is firm and stable. The Access Board can help decision makers understand that concrete is not required. American Trails' Accessible Trails web page is a good source for how to make a wide range of trail surfaces firm and stable.

### ***Does the Access Board need to be contacted about trail work and compliance with the guidelines?***

No. The Access Board simply wants to know when the entire length of a trail is being exempted from the guidelines and what Conditions resulted in that decision. The Access Board wants to learn what the most common problems are so in the future they can adjust the guidelines based on conditions encountered on a variety of trails around the country.

Get the Access Board form from their website, check which of the limiting factors were found, and email it to them. They will add the information to their database. It's also a good practice to keep a copy in your project file for that trail, for future reference.

### ***Are handrails and curbing needed?***

There is no requirement in the guidelines for curbing or edge protection. However if it is decided that curbing will be used on boardwalk or other area along the trail, the guidelines require that curbing be a minimum of 3 inches high.

### ***How would difficulty levels apply to the accessibility guidelines?***

Trail difficulty levels do not apply to accessibility.

### ***Information signs: is standardized formatting and information available?***

The information required to be provided is specified, but there is no standardized format. The guidelines require this information to be posted "where new information signs are provided at trailheads on newly constructed or altered trails." This information is required on signs for ALL new trails, not only those new trails that comply with the trail accessibility guidelines.

Hikers appreciate the universal information. Whether the hiker uses a wheelchair, walker, or other mobility aid, they have a young child or an older parent with them, a baby stroller, or they simply want to know what to expect on the trail this information helps hikers decide whether this is the trail for them that day. What people need to know is the condition of the surface, the typical and maximum grade, the typical and minimum width of the trail and the typical and maximum cross slope.

We strongly recommend you don't call it an "accessible trail." In our experience, people tend to assume that "accessible" means flat and paved like an accessible parking space. If a person comes to a section with up to 12% grade, as is allowed in the guidelines, and the trail information told them is an "accessible" trail, they will likely be unhappy with the trail provider for having misrepresented that trail. Avoid that situation by providing the actual trail conditions and not referring to the trail as "accessible." You can state that the new trail complies with the Federal trail accessibility guidelines to get the credit your trail deserves, but also give them the universal information.

### ***Is there a good resource for helping understand the guidelines?***

The "Forest Service Accessibility Guidebook on Outdoor Recreation Trails" has been updated to include the new guidelines. It features user-friendly graphics, photos, and other information on applying these guidelines. The Guidebook is available at [www.fs.fed.us/recreation/programs/accessibility](http://www.fs.fed.us/recreation/programs/accessibility).

You can also order black and white printed copies of the Guidebook by emailing your request to [report.center@dot.gov](mailto:report.center@dot.gov). A recorded webinar is available at [www.AmericanTrails.org/resources/accessible](http://www.AmericanTrails.org/resources/accessible).

**Read more about the Accessibility Guidelines at  
[www.AmericanTrails.org/resources/accessible](http://www.AmericanTrails.org/resources/accessible)**

# KEEP YOUR TRAILS MARKED FOR THE LONG HAUL





# HOW DO YOU USE RHINO?



POST MARKING A SNOWSHOE  
TRAIL IN KANANASKIS COUNTY  
IN ALBERTA, CANADA

**SEND US YOUR PHOTOS & STORIES!**

 [Facebook.com/RhinoTrailMarkers](https://www.facebook.com/RhinoTrailMarkers)

*Visibility, Safety, & Longevity At Its Finest*

**Rhino**  
MARKING & PROTECTION SYSTEMS

TrailMarking.com | 800.522.4343



# Photo Contest winners

*Here are some of the winners of the National Recreation Trails Photo Contest for 2013. American Trails sponsors the annual contest for photos of designated National Recreation Trails across the country. Awards in several categories highlight the diversity of the NRTs and introduce more Americans to these great trails all across the country.*

*See all the entries in the photo contest at [www.AmericanTrails.org/nationalrecreationtrails](http://www.AmericanTrails.org/nationalrecreationtrails).*



Porcupine along the Lee Metcalf Wildlife Viewing Trail (photo by Kimi Smith)



Along the Kiwanis Trail in winter (photo by Tom Peterson)



Paddling the Wacissa River Water Trail (photo by Doug Alderson)



Hikers on the Northern Delaware Greenway Trail (photo by Delaware State Parks)



# NATIONAL RECREATION TRAILS



Three Rivers Heritage Trail misting fountain (photo by Mary Shaw)



Junction and Breakwater Trail (photo by Delaware State Parks)



Foggy morning on Tunnel Hill State Trail (photo by Jonathan Voelz)

## WINNING PHOTOS by CATEGORY

### Hiking and Walking • photo by Delaware State Parks

- Northern Delaware Greenway Trail, DE

### Bicycling • photo by David Lingle

- Divide-Twin Creek Trail, ID/MT

### Paddling and Water Trails • photo by Doug Alderson

- Wacissa River Water Trail, FL

### Winter Trails • photo by David Lingle

- May Creek National Recreation Trail, MT

### Education and Training • photo by Sarah Wheeler

- Cress Creek Nature Trail, ID

### Volunteers and Trail Work • photo by AL Dept of Conservation and Natural Resources

- Forever Wild Coldwater Mountain Trail System, AL

### Health and Fitness • photo by Delaware State Parks

- Junction and Breakwater Trail, DE

### Innovative Facilities • photo by Mary Shaw

- Three Rivers Heritage Trail, PA

### Art and Interpretation • photo by Larry B. Smith

- Sarah Zigler Interpretive Trail, OR

### Historic Features • photo by Mary Shaw

- Kiski-Conemaugh Water Trail, PA

### Rail and Canal Trails • photo by Jonathan Voelz

- Tunnel Hill State Trail, IL

### Flora and Fauna • photo by Kimi Smith

- Lee Metcalf Wildlife Viewing Trail, MT

### Scenery and Natural Features • photo by Bryan Hodges

- Seven Hollows Trail, AR

### Artistic Inspiration • photo by Tom Peterson

- Kiwanis National Recreation Trail, WI

See all the National Recreation Trail contest photos at [www.AmericanTrails.org/nationalrecreationtrails](http://www.AmericanTrails.org/nationalrecreationtrails)



**A NATURAL DURABLE SURFACE**  
"Let's pave the way to a sustainable future"



**www.parktread.com**

Park Tread™ is a Trademark of Barth Campbell, Patent Pending in U.S. & Canada, CA License # 542002 A, C-12, HAZ PH:707-974-4895

# Rochester's Natural Connection

A bridge links city residents to nature along the Genesee Riverway Trail

By Jim Hofmann, PE, Stantec

With its crashing waterfalls and meandering path to Lake Ontario, the Genesee River has long been a main attraction for the city of Rochester, New York. In fact, the river, which cuts through the middle of the city, catapulted Rochester's growth as an industrial hub and is still at the center of much of the city's activities.

It's not surprising, then, that in the early 1980s the city envisioned a multi-

use trail adjacent to the Genesee River that would connect the Erie Canal Heritage Trail, located to the south, to Lake Ontario, located to the north, thus taking full advantage of the river's route and recreational popularity.

That vision for this 15-mile trail, named the Genesee Riverway Trail, was completed when an 86-span, 3,572-foot-long bridge was built to cross over a serene river basin, allowing bikers, walkers, and joggers to continue along the

trail from its southern sections to enjoy the scenery and surroundings on their way to the lake.

## From Industry to Scenery

Like much of the Genesee River, the river basin area had been used primarily for industrial purposes. For over 100 years, railroad cars transported coal from the mines in Pennsylvania to the steep banks of the Genesee River near the river basin. The coal was then loaded onto ships and barges destined for ports along the St. Lawrence River and Lake Ontario. During this time period, the construction of the coal docks required significant infrastructure including wood trestles and ferry slips to transfer over a million tons of coal per year from land to water transportation modes. In time, however, these industries either closed up shop or relocated to other ports, removing the majority of their trestles and piers.

With less activity in the basin, the spot became increasingly remote, used occasionally by fishermen or as a late-night hang-out for local teenagers. When some abandoned docks burned down, area officials and residents took a renewed interest in what was happening in the basin and the safety hazards the neglected structures might pose.



The bridge is sited to avoid the river navigation corridor while minimizing impacts to the surrounding wetlands





The bridge, 3,572 feet in length, spans the Genesee River Turning Basin, used by ships visiting the city's port

When the continuous Genesee Riverway Trail was proposed, it sounded like a perfect solution to the problem. But designing and constructing the connecting pedestrian bridge would be no simple task—access, security, safety, and environmental concerns all posed enormous challenges to even conceptualizing realistic alternatives.

To get the process started, the design team—which included engineering consultant Stantec, the city's Architecture and Engineering Services department, the New York State Department of Environmental Conservation, the New York State Department of Transportation, and the US Army Corps of Engineers—met regularly at the site, discussing the myriad constraints, possibilities, and alignments for the bridge.

When the project first began to take shape, the city was interested in creating a “rails with trails” corridor to coexist with the adjacent railroad. After considering that kind of alignment, however, the team determined the steep slopes along the train tracks would be difficult to work with and expensive to maneuver around. The railroad company was also apprehensive about the arrange-

ment, since the railroad corridor was very narrow and the trail alignment would require bringing people very close to the tracks, which could create safety, security, and liability issues. With so many potential issues and complexities in creating a rail-with-trail alignment, the project team ruled out that idea.

With countless limitations still facing them, the team continued to look at the river basin itself for an extended pedestrian bridge. Ultimately, they came up with a matrix of alternatives that identified various alignment permutations for evaluation purposes, thus ultimately creating a viable final solution.

### Working with Mother Nature

Encircled by wetlands as the river is, accessibility and permitting were the biggest challenges to finding the perfect combination. Sandwiched between a Coast Guard navigation channel and fragile wetlands, the space available for the bridge was limited. And with such a sensitive environment surrounding the basin, constructing the bridge without severely impacting the vegetation would

be tricky, not to mention locating it so that it would not impede the ecosystem's processes or destabilize the riverbanks.

After rounds of public consultation meetings, the project team settled on a bridge alignment that circles the rim of the basin. This way, the bridge avoids the navigation corridor but is far enough away from the vegetation to minimize environmental impacts. In fact, the contractor had to clear very little vegetation once construction began since they did much of the preparatory work during the winter when the plants were dormant.

Using crane mats with geo-fabrics, the contractors worked on top of the dormant plants and avoided vegetation as much as possible. By the next growing season, the plants were right on schedule, indicating no real impacts.

Another method for minimizing those impacts was using a helicopter to reduce the amount of time heavy equipment was needed in the river channel. The bridge was designed to allow the contractor (Crane-Hogan Structural Systems, Inc) to use repetitive sequences, meaning different sections could be

## Rochester's Natural Connection *continued*

built off-site and pieced together in the river.

With a helicopter, the contractor was able to simply put those segments in place, one by one. Over half of the bridge was placed in only three days by helicopter, while the remaining portion was placed via barge and crane.

Without the helicopter, the crew would have had to spend much more time in the river channel using barges and cranes, which would have, in turn, had many more negative impacts on the surrounding environment.

It was still necessary, of course, to make some adjustments to the channel bottom to accommodate the bridge's construction and stability. Dredging, however, was not an option since contamination from the past industrial uses would have meant removing the contaminated soils and transporting them on barges, which was too costly.

Working with the US Army Corps of Engineers and the New York State Department of Environmental Conservation, the project team instead displaced sediment left and right to make a path for equipment in shallow areas. With approximately four inches of sediment accumulating per year in that area, the soils naturally settled back once the bridge was constructed.

While the sediment provided a flexible path for equipment access, it also created some structural challenges for the project team since so much sediment meant an unstable foundation. To find a stronger base, the team did soil borings to 100 feet in some areas, where they finally hit rock.

The selected pier foundations were determined by the depth of rock. Two-foot diameter concrete drilled shafts with one-foot diameter columns were used where rock was reasonably near the surface (13 pier locations). Where rock was deeper, six-inch diameter steel pipe piles were driven and used to construct simple pier bents (72 pier locations).

Once the multitude of design challenges were settled, the team was able to get to the details of the bridge itself, using materials intended to reduce the

need for frequent maintenance. The bridge is composed of galvanized steel beams for the superstructure, as well as pressure-treated wood planks for the deck to better match the natural surroundings.

The railings are black powder-coated galvanized steel with black vinyl coated steel mesh between the rails to protect people from falling into the water. With such durable materials, the city only needs to keep up with maintaining the decking itself.

### Safe Travels

As if these environmental challenges weren't enough, the project team was also faced with a number of safety and security issues. The trail runs directly next to a marina, making the security of the boats docked there a top concern. To discourage trail users from entering into the marina, the design team started a natural fence of nearly 1,000 different plant varieties. As those plants have matured, they are moving over the riverbank to provide a natural barrier between the trail and the marina.

Access to the adjacent railroad tracks was also a design consideration.

Although the trail was no longer aligned directly next to the railroad as first proposed, the on-land portion does run parallel to the tracks. To help prevent people from veering toward the tracks, the trail was constructed at a lower elevation, with steep slopes between the two. This elevation also leaves the trail about midway up the bank, providing viewsheds of the river and creating a more attractive and appealing experience.

### Community Connection

Once this section of the trail and the bridge were complete, residents and visitors to the Rochester area have used it on a daily basis. In fact, it rapidly became one of the city's most popular attractions. With the creativity and cooperation of the entire project team, the people of Rochester have the opportunity to experience the beauty of the river and its surroundings, right from their own downtown.

**Jim Hofmann was Stantec's project manager for the Genesee Riverway Trail project and is a principal in the firm's Rochester, New York office. Contact Jim at [jim.hofmann@stantec.com](mailto:jim.hofmann@stantec.com).**



The trail runs through what feels like a wilderness in the urban environment



# American Trails Member Organizations

*Our members are continuing to help us advocate for your interests and making it possible to provide you access to thousands of trails and greenways resources on the American Trails website!*

**Join and review all the benefits online today at [www.AmericanTrails.org/join](http://www.AmericanTrails.org/join).**

## SUPPORTERS

- American Motorcyclist Association
- American Quarter Horse Association
- Applied Trails Research
- Albert Airline, Jr.
- Asphalt Systems, Inc.
- Augusta Canal National Heritage Area
- Back Country Horsemen of America
- Ann Brooks
- David Burch
- Ken Carpenter
- City of Edmonton, Alberta, Canada
- City of Oldsmar, FL
- City of Scottsdale, AZ
- Coffman Studio
- Comox Valley Regional District
- County of Santa Clara, CA
- Cumberland Trail Conference
- Davis County Planning, UT
- Delaware State Parks
- DEP Greenway & Trails
- Douglas County Open Space & Natural Resources, CO
- John Favro
- Pat Rogers Fisher
- Five Rivers MetroParks
- Friends of the Ouachita Trail
- Great Outdoors Consultants
- Greater Memphis Greenline
- Heritage Trails Partnership of the Mississippi Gulf Coast
- Indiana Trail Riders Association
- Irvine Ranch Conservancy
- Johnson County Park & Recreation District
- Kansas Department of Wildlife, Parks & Tourism
- Kindle Silverlens
- LandPlan Consultants, Inc.
- Loris and Associates, Inc.
- Lose & Associates Inc.
- Mendocino County Trails Council, CA
- Ronald Mino
- Missouri State Parks
- MN DNR, Parks & Trails
- Mountain Journey Co., Ltd. (China)
- MWV CDLM, LLC
- National Park Service - RTCA Alaska Region
- Donald Neptune
- New Mexico State Parks
- North Dakota Parks and Recreation
- PA Dept. of Conserv. & Natural Resources (DCNR)
- Perkins Landscape Architecture, LLC
- Plastic Recycling of Iowa Falls, Inc.
- Debbie Quinn
- Allison Renck
- S & S Trails Systems
- Shaw-Weil Associates
- Show-Me Back County Horsemen
- Student Conservation Association
- Sutter Equipment Company
- Tennessee Greenways and Trails Program
- Terry Hanson Consulting
- The McConnell Foundation
- TrafficGuard Direct
- Trail Management Services, LLC
- Trees Forever
- USDA Forest Service, Eastern Region
- USDA Forest Service, Puerto Rico
- Wisconsin State Horse Council
- Zeager Bros., Inc.
- City of Scottsdale, AZ
- Steve Coates
- Conservancy for Cuyahoga Valley National Park
- Coopers Ferry Partnership
- County Line Riders of Catalina, Inc., AZ
- County of El Dorado, CA
- CT Forest & Park Association
- Dillon Nature Center
- Disabled Equestrians Organization
- Dolan Springs Trail System, AZ
- East Bay Regional Park District
- East Coast Greenway Alliance
- Cheryl Ellsworth
- Exacta, Colombia
- Foothills Rails-to-Trails Coalition
- Forest Preserve Dist. of DuPage Co.
- Forest Preserve Friends Foundation
- Georgia River Network
- Great Plains Trail Alliance
- Jackson County Parks
- Jeffrey Goetter
- King County Parks & Recreation Division, WA
- Green Mountain Horse Association
- Greens Bayou Corridor Coalition
- McDowell Sonoran Preserve – City of Scottsdale, AZ
- Michael Haas
- Robert & Bonnie Hargis
- Heckrodt Wetland Reserve
- Hike BC / National Hiking Trail of BC, Canada
- Hoosier Hikers Council
- Kirstein James
- Konocti Regional Trails
- Lake County Forest Preserve District
- Land Use Recreation Planning Support
- League of American Bicyclists
- Roger Lidman
- Local Motion
- Les & Catherine Love
- Bill Manning
- Theodore Mitchell
- Jane Moore
- Mount Rushmore Society
- Morton Trails
- Jane Murphy
- National Coast Trail Association
- Native Trails, LLC
- New Jersey Department of Environmental Protection - Green Acres Program
- Northern Forest Canoe Trail
- Northumberland County Forest, ON
- NY-NJ Trail Conference
- Oakland County Parks and Recreation, MI
- Michael O'Keefe
- Oldsmar Leisure Services
- Outdoor Recreation Council
- Overmountain Victory Trail Association
- Parks & Trails Council of MN
- Parks & Trails New York
- Pima Trails Association
- Platte River Parkway Trust
- Polk County Conservation Board
- Quad Cities Convention & Visitors Bureau
- Ride with Respect
- River Parks Foundation
- Salmon Valley Stewardship
- Santa Clara County Open Space Authority, CA
- Saskatchewan Parks Service
- Ingrid Schneider
- Schuylkill River National & State Heritage Area
- Sitka Trail Works, Inc.
- Snowmobile North Dakota
- Society of Outdoor Recreation Professionals
- Southwest Conservation Corps – Arizona
- Springfield Park District, IL
- Jenna Stanke
- Jim Stone
- Student Conservation Association - Idaho
- Student Conservation Association - Virginia
- Tahoe Pyramid Bikeway
- Tammany Trace Foundation
- The Corps Network
- The Outside Las Vegas Foundation
- The Trail Foundation
- Town of Cape Elizabeth Maine Conservation Commission
- Town of Marana, AZ
- Trail Ecology Services
- Tread Lightly!
- Eric Troyer
- University of Minnesota Tourism Center
- Volunteers for Outdoor California
- Volunteers for Outdoor Missouri
- Warrenton Trails Association
- Tim Watson
- Terry Whaley
- Wheels on Trails Organization
- Whiterock Conservancy
- Wisconsin Department of Natural Resources
- Young American Conservation Corps

## AFFILIATES

- Adventure Cycling Association
- Advocacy Advance
- Allegheny Ridge Corporation
- American Discovery Trail Society
- American Hiking Society
- Appalachian Trail Conservancy
- Atvquadswap.com
- Backcountry Trail Foundation
- Bay State Trail Riders Association
- Deborah Bigelow
- Bike-Walk Alliance of New Hampshire
- Billings Chamber of Commerce & CVB
- Blue Ridge Conservancy
- Kathy Brennan
- Carolina Thread Trail
- Art Chard
- Charleston County Parks, SC
- City of Athens, TN
- City of Boise, ID
- City of Hutto Parks & Recreation Department, TX
- City of Middleton, WI
- City of Porterdale, GA
- City of Rockport, TX

# New Resources

See many more recent articles and studies at [www.AmericanTrails.org/resources](http://www.AmericanTrails.org/resources)



## Planning trails with wildlife in mind

A new online resource will help trail planners and builders balance the benefits of creating trails with being stewards of nature, especially wildlife. American Trails has made this valuable information source available online for the first time: *Planning Trails with Wildlife in Mind: A Handbook for Trail Planners*.

The original printed document was produced by Colorado State Parks some years ago. The process involved numerous recreation and environmental groups with the goal of providing more help for project sponsors applying for funding through the State Trails Program. With the agency's cooperation, American Trails has made the Handbook available online, with updated content, photos, and new links to additional studies and articles.

### Handbook purpose and organization

#### Chapter 1: Introduction

Chapter 2: Wildlife and Trails Primer gives an overview of important wildlife

and other environmental issues and suggests a range of approaches to planning trails with wildlife in mind

**Chapter 3: Wildlife and Trail Planning Checklist** is a sequence of wildlife-related questions and possible steps to consider in planning a trail

**Chapter 4: Case Studies** presents specific trail projects and the wildlife-related lessons learned in the process of planning each trail

**Chapter 5: Sources of Information** identifies a wide range of additional information sources, including websites, data bases, publications, and people

**Chapter 6: Glossary** defines wildlife terms likely to be encountered in further reading

The Handbook is intended to provide an excellent place to start when addressing the complexity of environmental issues and the natural systems through which our trails run. It provides guidance and real-world examples that can help planners avoid problems, while maximizing the experience for trail users. In the original edition the authors wrote:

"The handbook functions best at raising issues, presenting background, offering suggestions, and providing references to other, more in-depth, sources of information. The authors hope that the handbook also will encourage more discussion and study of wildlife and trails issues."

**Visit all the resources of "Planning Trails with Wildlife in Mind" online at [www.AmericanTrails.org/wild](http://www.AmericanTrails.org/wild).**

## What's underground? 811 for safe trail work

Anytime you disturb the earth both your safety and the integrity of the nation's buried infrastructure are at risk. Building and maintaining trails often involves grading and installing sign posts. Both of these tasks can lead

to accidental damage to buried pipelines and cables resulting in a possible disaster, if you do not follow safe digging practices, including calling the local One-Call Center before you begin work.

**Read more at [www.AmericanTrails.org/resources/trailbuilding/underground.html](http://www.AmericanTrails.org/resources/trailbuilding/underground.html).**

## See 15 years of awards state by state

For examples of great trail projects of every kind, see nearly a hundred web pages we have made over the years for Coalition for Recreational Trails (CRT) award winners. The CRT awards recognize outstanding projects funded by the Recreational Trails Program (RTP) to build awareness and understanding of this essential trail funding program.

See our web page for a list of all CRT awards for Recreational Trails Program projects since 1999, sorted by State and by Award Category with links to the individual winning projects.

**See all CRT awards by state at [www.AmericanTrails.org/awards/CRT-awards-by-state.html](http://www.AmericanTrails.org/awards/CRT-awards-by-state.html).**



**Anchorage Hillside Singletrack Trail System, a 2011 CRT award winner**





# Voss SIGNS®

CUSTOM & STOCK SIGNS FOR LONG TERM OUTDOOR USE



PATRON MEMBER

*Voss Signs specializes in custom signs for Parks, Trails and other Outdoor Recreation Professionals*

- Custom Signs
- Stock Signs
- Trail Signs
- Recreational Signs
- Prohibitive Signs
- Posted Signs
- Sandblasted Signs
- Custom Maps
- Feather Banners
- Delineator Posts
- Vehicle Graphics
- Magnetics

*...And Much More*

**Contact Us Today  
For Pricing & More  
Information!**

Give Us A Call  
**1-800-473-0698**  
Or Fax:  
**(315) 682-7335**

**Visit Our Website**  
[www.VossSigns.com](http://www.VossSigns.com)



Signs are proudly  
manufactured in the USA.

**Request A Free  
Copy Of Our  
Latest Catalog!**

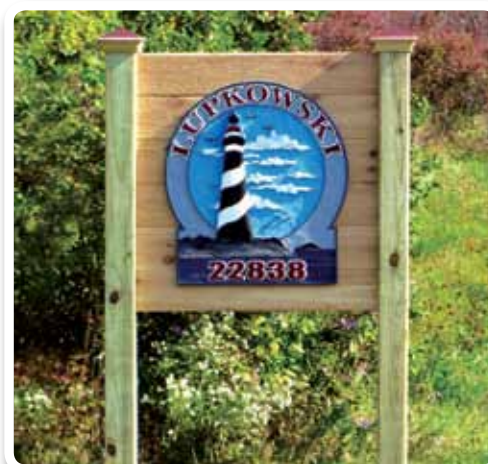
**Voss Signs, LLC**  
**112 Fairgrounds Drive**  
**P.O. Box 553**  
**Manlius, NY 13104**



Scan this QR Code with  
your smart phone to go to  
our website.



Full Color Banners & Feather Banners



Sandblasted Signs



Custom Maps



Delineator Posts



# Trails training opportunities

***The National Trails Training Partnership is a nationwide coalition committed to improving skills for trail work.***

## American Trails “Advancing Trails Webinar Series”

American Trails is committed to bringing you the latest in state-of-the-art information on all aspects of trails and greenways. We are now pleased to offer webinars available for purchase through our online store.

We understand that during these tough economic times we cannot always travel in or out of state to attend important and informative meetings in the trails industry. You can purchase an archived webinar session if you missed it on the date and time it was held. American Trails members receive a discount on webinar registration fees!

### Continuing Education Units (CEUs)

Continuing Education Units (CEUs) are available for \$20 for our webinars. CEUs are provided through the Texas Recreation and Park Society, an authorized independent CEU provider through the International Association for Continuing Education and Training. Our 75 minute webinars are worth 0.10 CEUs. CEUs are only available when attending a live webinar and not for archived webinar purchases.

### Upcoming webinars

**MAY 15, 2014:** Integrating Habitat and Trails

**JUNE 26, 2014:** Applying Foundations of Mountain Trail Sustainability (Part 1 of 3)

**JULY 17, 2014:** Urban Trails in Difficult Places

**AUGUST 28, 2014:** Fundamentals of Mountain Trail Sustainability (Part 2 of 3)

**SEPTEMBER 11, 2014:** How to Build Top Notch Equestrian Facilities

### Recorded webinars available

A wide variety of recordings of webinars previously presented are also available through the American Trails Store. Some are available for purchase and access to others is free (marked “FREE RECORDING”).

- Managing User Conflicts ~ Part 3 of the Trail Maintenance Management Series
- Effective Fundraising for Trails and Greenways
- Trails and the New Federal Accessibility Guidelines ~ FREE RECORDING
- Navigating the American Trails Website - Your Comprehensive Online Resource for Trails, Greenways, and Blueways ~ FREE RECORDING
- Natural Surface Trail Tread Water Maintenance ~ Part 2 of the Trail Maintenance Management Series
- Introduction to Trail Maintenance Management Planning: Part 1 of 3
- From the Driveway to the Trailhead – the Missing Link



- Building Your Trail Right the First Time
- The Third Mode: Connecting Greenways, Trails and Active Mobility (On-Street Bike Routes, Sidewalks and Transit)
- The Art of Sustainable, Natural Surface, Trail Management
- Water Trail Accessibility: Assessing and Creating More Accessible Facilities and Programs
- Telling a Better Story - Best Practices for Developing Interpretive Panels for Trails
- Making the Case for Trails in Tight Economic Times
- Other Power-Driven Mobility Devices ~ FREE RECORDING
- Pathways for Play

***Check the American Trails website for more details and how to purchase an upcoming or archived webinar at [www.AmericanTrails.org/ntp/webinars-american-trails.html](http://www.AmericanTrails.org/ntp/webinars-american-trails.html).***



**The Acorn Group®**  
*Interpretive Planning  
and Exhibit Design*

**[www.acorngroup.com](http://www.acorngroup.com) (714) 838-4888**



## Federal funding at a glance

Advocacy Advance shared the chart at right which details the administrative flow of federal transportation funding to bicycle and pedestrian facilities including trails.

Advocacy Advance is a partnership between the League of American Bicyclists and the Alliance for Biking & Walking that is dedicated to maximizing federal funding for bicycling and pedestrian programs and projects. To meet this goal, the partnership provides technical and campaign assistance, resources, grants, and workshops to advocates and agency staff around the country.

Advocacy Advance resources are targeted for communities to access untapped or under-utilized federal funding sources at the state, regional, and local level to build bicycling and walking infrastructure, programs, and trails.

Read more on funding issues at [www.advocacyadvance.org/MAP21](http://www.advocacyadvance.org/MAP21).

## Trails training: 2014 highlights

May 13-16 – San Francisco, CA  
• 2014 National Outdoor Recreation Conference

May 14-16 — Nashville, TN  
• Tennessee Bike Summit

May 15 — American Trails Webinar  
• Integrating Habitat & Trails

June 7 — On trails everywhere!  
• National Trails Day

June 26 — American Trails Webinar  
• Applying Foundations of Mountain Trail Sustainability to Trail Networks

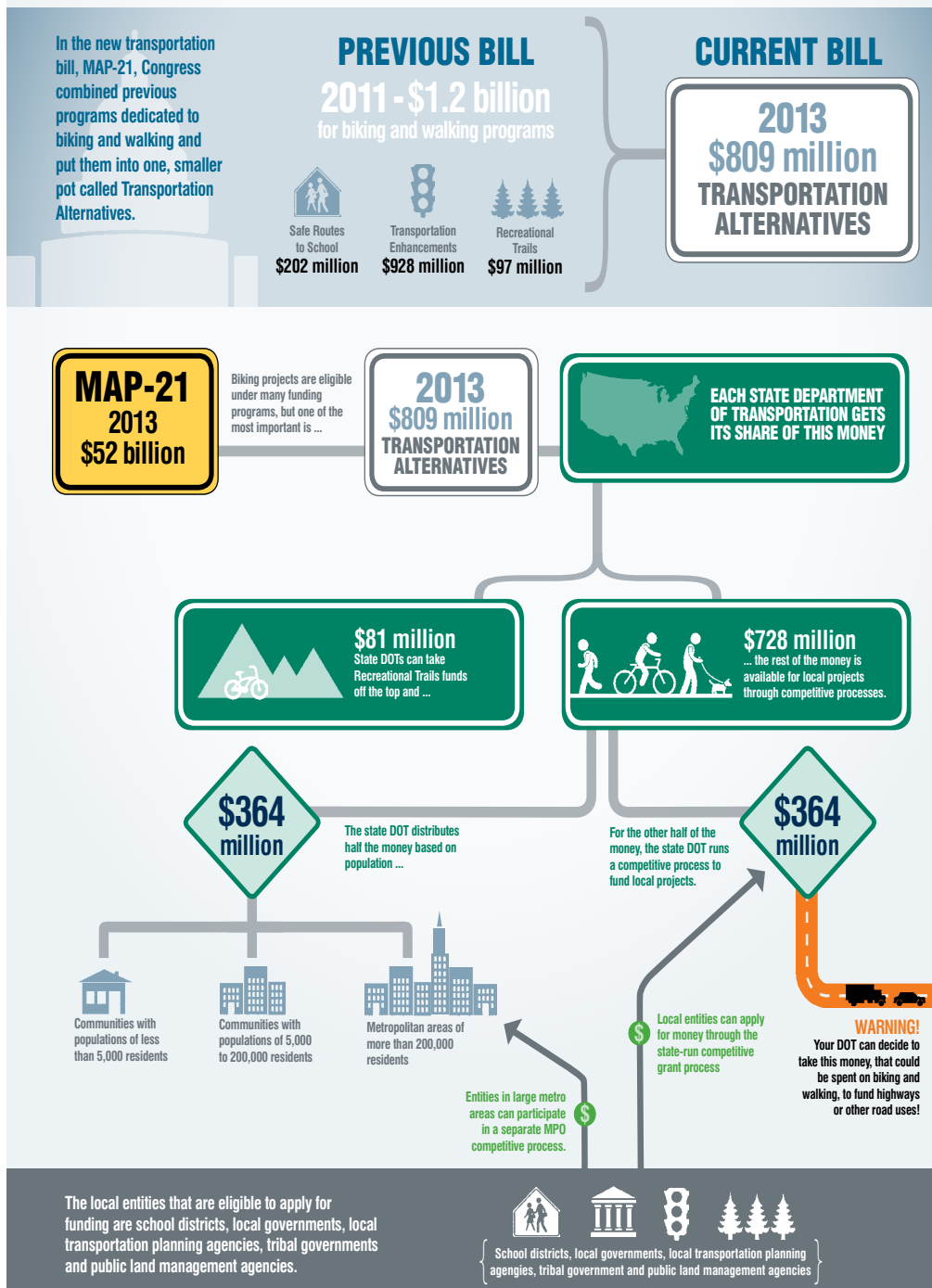
June 25-26 — Greenfield, NH  
• Sustainable Trails for All Conference

June 27-28 — Greenfield, NH  
• Trail Construction for Universal Access Workshop

See all training events at [www.AmericanTrails.org/Calendar.html](http://www.AmericanTrails.org/Calendar.html).

# TRANSPORTATION ALTERNATIVES PROGRAM

HOW FEDERAL TAP DOLLARS FLOW FROM CONGRESS TO YOUR COMMUNITY IN THE NEW TRANSPORTATION LAW, MOVING AHEAD FOR PROGRESS IN THE 21ST CENTURY (MAP-21)



**For classes, conferences, and training opportunities:  
online calendar at [www.TrailsTraining.net](http://www.TrailsTraining.net)**

# Welcome new American Trails Patron Members!

More details at [www.AmericanTrails.org/patrons.html](http://www.AmericanTrails.org/patrons.html)

*Patron members receive a 15% discount on an Online Business Directory ad (only \$35/month) AND are featured on the Business Directory home page. Check out our current Patron members at [www.AmericanTrails.org/businessdir](http://www.AmericanTrails.org/businessdir).*



with a non-slip wear surface and offers custom colors that ensure bridges and bridge decks aesthetically blend with their surroundings.

Visit [www.compositeadvantage.com](http://www.compositeadvantage.com) or contact CA at 937-723-9031 or [info@compositeadvantage.com](mailto:info@compositeadvantage.com).



## Composite Advantage

Composite Advantage is the leading manufacturer of very large Fiber Reinforced Polymer (FRP) composite parts for structurally demanding applications and corrosive environments. Fiberglass composite materials resist all corrosion, eliminating maintenance costs over the long life of these bridges.

These FRP composite structures include short span trail bridges up to 40 feet long, and SuperFiberSPAN™ hybrid truss bridges up to 100 feet long. FiberSPAN™ bridge decks are especially suited to applications that include rehabbing older bridges, railroad bridge conversions, timber deck replacements, and truss bridge improvements.

Prefabricated, light weight bridges mean fast installation and lower construction costs. CA also provides bridges



## Cycle Forward

**Trail tourism consulting and coaching services**

Cycle Forward consults community and trail advocates on how to better connect "trail and town" so that communities can maximize the benefits of trails. We also offer career and project-focused coaching to trail professionals with the option of using trails for sessions.

Learn more at [www.cycleforward.org](http://www.cycleforward.org) or by calling Amy Camp at (412) 918-6563.

## Wickcraft Company

Family owned and operated in the heartland since 1954, the Wickcraft Company pours personal integrity into the craftsmanship of the most environmentally sound pathway alternative.

Custom modular sections made from galvanized steel and supported by non-penetrating adjustable legs that are easy to install. Boardwalks promote a sense of place while preserving your region's natural environment.

Whether you need an elevated walkway, a walkway through wetlands, a sedge meadow boardwalk, a boardwalk through a desert oasis— whatever the application— we most likely have done it.

Learn more at [www.wickcraft.com](http://www.wickcraft.com) or call (608) 282-5332.

# American Trails Patron Members

*We'd like to thank these important supporters of American Trails' work*

- ◆ Atkins
- ◆ Bailey Bridges/Pioneer Bridges
- ◆ Baldwin Design Works, Ltd.
- ◆ Bellfree Contractors, Inc.
- ◆ Biospan Technologies, Inc.
- ◆ Campbell Grading
- ◆ Composite Advantage
- ◆ Creative Pultrusions, Inc.
- ◆ Cycle Forward
- ◆ Jim Dailey
- ◆ Christopher Douwes
- ◆ Greenfields Outdoor Fitness
- ◆ Headwaters Trail System
- ◆ iZone Imaging
- ◆ Jefferson County Open Space
- ◆ Kaser Design
- ◆ Louisiana Department of Wildlife and Fisheries
- ◆ Adam Maywhort
- ◆ Midwest Industrial Supply
- ◆ Mt. Shasta Products
- ◆ Northwest Trails, Inc.
- ◆ Okanogan Trail Construction
- ◆ Omega Rail Management
- ◆ Pannier Graphics
- ◆ ParkTread
- ◆ Rhino Marking and Protection Systems
- ◆ Emily Stewart
- ◆ Sweco Products, Inc.
- ◆ The Acorn Group
- ◆ Tony Boone Trails, LLC
- ◆ TrailArts
- ◆ Tuolumne County Transportation Council
- ◆ Voss Signs, LLC
- ◆ Whitney Portal Store & Hostel
- ◆ Wickcraft Company
- ◆ Yamaha Motor Corporation, USA

**See more on our sponsors at [www.AmericanTrails.org/patrons.html](http://www.AmericanTrails.org/patrons.html)**



# Thank a trail for bringing you here.

**Join today.**  
[www.americantrails.org/join](http://www.americantrails.org/join)

Ensuring Trails for  
Our Future

**25**  
YEARS

**American  
Trails**

# Happy Trails!

*Delaware finds that happiness is just one of the benefits of trails*

By Susan Moerschel  
Delaware State Parks

Outdoor activity has long been a part of my life. When I was growing up, swimming, bike riding, hiking, and camping were family recreational activities. There was a decade of sailing. As a young mother, my son and I biked locally and hiked many trail miles across Delmarva and in Northeast states. Today, I prefer to hike, walk, and bike.

With husband in tow, we have hiked state and national parks, riverwalks, and country towns. On a recent walk in Cape Henlopen State Park we shared the Gordons Pond Trail with several dozen people stretching their legs, biking, strolling, and walking dogs. Despite the chilly, blustery day, people were pleasant and smiling.

In our trail travels, we have observed that as trail users move along under their own power, social connections are made. People on the trail are delightful, saying “hello,” or encouraging tired hikers to keep going because the view ahead is wonderful and worth the trek. Anyone on a trail with a possible problem is likely to be asked, “You okay?” or “Do you need tools?” or “Do you need water?”

Why are trail people so friendly? Could it be that there is a correlation between happiness and physical and mental stimulation generated during a trail outing? Is it being outdoors or immersion in beautiful landscapes? Maybe the reason is that we share something in common—the trail.

*“Why are trail people so friendly?  
Could it be that there is a correlation  
between happiness and physical and  
mental stimulation generated during  
a trail outing?”*

Whatever the reason, the social benefit derived, however short, is contagious.

## Many Benefits

Outside of making social connections, the benefits of trails extend well beyond their physical boundaries by revitalizing communities, helping to keep local economies strong, increasing access to healthy outdoor recreation, and providing places for active transportation.

Communities around the country know that trails are good for business. They have reaped the rewards as trail adventurers rely on small businesses, restaurants, local stores, and lodging providers. Study after study demonstrates the many economic benefits that come with trail development. Research has shown that a trail can bring at least \$1 million annually to a community, depending on how well the town embraces trails.

Nationally, trail-related expenditures range from \$1 to \$75 per day, depending on the trail mileage covered. For example, on the Junction & Breakwater Trail, located between Lewes and Rehoboth, 49 percent of the users reported that their purchases of a bike, bike supplies, footwear, or clothing were influenced by their trail use. And, 53 percent said they purchased soft goods in conjunction with a J&B Trail trip.

## Community Revitalization

The former industrial waterfronts of Wilmington, Milford, and Lewes have been revitalized by replacing forlorn warehouses, boat yards, or battered piers with a combination of riverwalks, parks, businesses, retail, and family attractions. In each city, river walkways are the common thread playing significant roles in waterfront redevelopment.

Wilmington’s Riverwalk along the Christina River is a keystone attraction in the revitalization of this former working waterfront. Restaurants are smartly placed adjacent to the Riverwalk. Take a stroll between the Children’s Museum, the DuPont Environmental Education Center, emerging residential complexes, or business sites.



*A school group gets ready to bike the Pomeroy and Newark Rail Trail; photo by Delaware State Parks*



Employees fortunate to work near the Riverfront pour from their offices for lunchtime walks or runs. The Mispillion River in downtown Milford was once a forgotten and blighted waterfront. Seeing great potential to change course, community leaders developed the Mispillion Riverwalk.

Today, the Riverwalk meanders through the downtown business district past arts venues, connecting parks, the library, and a budding arboretum. Slow down, savor the views of majestic historic homes, or launch your kayak for a paddle downstream.

### Trail Towns

Lewes has added immeasurably to the City's curb appeal by transforming a section of eclectic waterfront into a cohesive gem—Canalfront Park. A walkway unites a living shoreline, green lawns, active play areas, and historic sites. A half-block from downtown, Canalfront Park is a valuable component to Lewes' community fabric.

Newark is another trail town at the epicenter of miles and miles of trail. Opened in 2013, the Pomeroy Trail will link to Newark's Main Street. Once a rail line, the trail will become a major spine linking to more than 72 miles of trail in White Clay Creek State Park, Redd and Reservoir Parks, and the Middle Run Valley Natural Area.

With Newark's easy reach to over one million regional residents, this vast trail network will draw recreational trail users who will migrate to Main Street for a foamy beverage, to feed their foodie fascinations, and buy bike gear or other goods.

Delaware City is an evolving trail town as it will soon become a gateway to the 12-mile Michael Castle Trail along

**Happy Trails** *continued on page 36*



# SINGLETRACK TRAILS

TRAILS THAT MAKE YOU SMILE

**PLANNING  
LAYOUT  
CONSTRUCTION  
RESTORATION  
EDUCATION  
MARKETING**

WWW.SINGLETRACKTRAILS.COM

PTBA Professional Trail Builders Association  
PROUD MEMBER



## THE GREEN CHOICE

**PET WASTE**  
TRANSMITS DISEASE  
LEASH AND CLEAN  
UP AFTER YOUR PET  
PLEASE KEEP THIS AREA CLEAN

**PET EXERCISE AREA**  
PETS MUST BE CONTROLLED AT ALL TIMES  
PLEASE CLEAN UP AFTER YOUR PET

**DOGIPOT**  
PLEASE CLEAN UP AFTER YOUR DOG!

**THE MARKET LEADER SINCE 1994**  
**Oxo-Biodegradable Litter Pick Up Bags**  
**ENVIRONMENTALLY CONSCIOUS PRODUCTS**  
**WORLD CLASS CUSTOMER SERVICE**

"The **GREEN** Solution to Dog Pollution."

**DOGIPOT**

**"The Clean Solution to Dog Pollution."**

**800-364-7681**  
**WWW.DOGIPOT.COM**



## Happy Trails *continued*

the Chesapeake & Delaware Canal. Combined with the blend of charming towns, historic Fort Delaware and Fort DuPont state parks, and Lums Pond State Park, the Canal itself is an engineering marvel. With the rich natural resources of the Delaware Bayshore, the trail offers extraordinary potential as a tourism magnet. Whether a history buff, trail rider, or birder, folks will spill over into main street businesses.

### The link to healthier living

We know that physical activities like walking, hiking, and biking can make us healthier. Many problems such as obesity have been quite literally built into our neighborhoods. Three-plus decades of sprawling suburban development have separated where people work, live, shop, and go to school. Instead of promoting exercise and outdoor contact, community design has made us car-dependent, a result that has been unfortunate for our environment and health.

With an emphasis on health and fitness in today's society, trails have become equally important as streets and sidewalks. Offering people a place to walk, run, or ride that encourages them to connect with the outdoors is a valuable benefit that is relatively inexpensive to deliver.



*Hikers on the Northern Delaware Greenway Trail; photo by Delaware State Parks*



*Michael Castle Trail on the north bank of the Chesapeake & Delaware Canal; photo by Delaware State Parks*

Providing trails for children and families helps them to be physically active and to live healthier lifestyles. This is critical since both adult and childhood obesity is an epidemic in Delaware as well as nationally. The prevalence of adult obesity in the U.S. has more than doubled since 1980, while data from 2008 reveals that 39.7 percent of Delaware children ages 2 to 17 are overweight or obese.

Health providers know, and studies show, that exercise makes us happy. Our mental well-being correlates to lower stress levels and higher overall life satisfaction. Regular walkers are less likely to have serious health issues such as heart attacks and strokes, and have lower blood pressure, lower insulin levels, and higher levels of good HDL cholesterol.

One study found that a regular walking program for women was as effective in heart protection as vigorous exercise. A study of young teens found teens who live in neighborhoods where they can safely bike and walk to school and other destinations, are less obese and are more likely to become healthy-weight adults.

Tucked between Lewes and Rehoboth, the five-mile long Junction & Breakwater Trail draws regular users for both recreation and fitness. An analysis of J&B Trail consumers found that roughly 43 percent use the trail for health and exercise.

A bike and pedestrian trail study published in *Health Promotion Practices*, found for every dollar spent to build and maintain a trail nearly \$3 of public health benefits are produced. Put another way, a study by the Rand Corporation shows that every mile a person walks or runs will save at least 24 cents per mile in medical and other costs.

### Environmental and economic benefits

Obvious and direct environmental motivations to build trails and pathways into our communities—walking and bicycling do not produce carbon emissions. When greenhouse gas emissions are reduced, air quality improves. The



EPA found that for every one mile pedaled, nearly one pound of carbon dioxide is saved. Substituting walking or biking for short driving trips will improve human and planetary health.

According to the Center for Disease Control, half of U.S. schoolchildren are dropped off at school in the family car. If 20 percent of those children living within two miles of school were to bike or walk instead, it would save 4.3 million miles of driving per day. Over a year, that savings would prevent 356,000 tons of carbon dioxide and 21,500 tons of other pollutants from being emitted.

The not-so-obvious trail benefits can have a positive effect on property values. Trails in communities have been found to produce higher property values than communities without them. Money spent to construct community trails have resulted in returns that are nine to 14 times the original investment. This value is realized in faster and higher rates of home sales and tax revenues. Real estate marketing often extols a property's proximity to a park or trail.

Several sources including the most recent evaluations by the Outdoor Industry Association demonstrate that bicycling and hiking generate 1.1 million and 716,000 jobs respectively. Bicycle projects alone create an average of 11.4 jobs per \$1 million spent, compared to 7.8 jobs for road projects. OIA determined that bicycling and hiking produced \$17.7 and \$1.2 billion respectively in taxes.

The 2010 Delaware Tourism Study found that tourism generated \$400 million in state and local taxes and that hiking represented three percent of leisure time activities among Delaware visitors.

Nationally, the recreation industry contributes \$730 billion annually to the U.S. economy and supports nearly 6.5 million jobs. Bicycling generates \$289 billion annually in retail sales and services across the U.S. and \$88 billion in annual state and national tax revenue.

### Future trails in Delaware

This is a very exciting time as trail development in Delaware advances. Our network of trails and pathways stands at 500 miles and counting. Many new trails will be completed this year; others are in various stages of design. Still, many more trail and pathway projects are on the drawing board aimed at connecting our communities, creating jobs, and increasing opportunities for recreation and active transportation for Delawareans.

There is a network of trails to match your interests whether celebrating your love of the outdoors, walking for fitness,

discovering our rich heritage or passing through on a bike route to work. With long days and warm temperatures, now is good time for trail newcomers to introduce themselves to trails. Walk, hike, ride a bike and experience your community at a different pace or visit a new trail in the First State. All you need is a pair of comfortable walking shoes or a bicycle and helmet.

I'll see you on the trails. And we'll both be smiling.

**Susan Moerschel is Delaware State Parks' Planning Administrator and Manager of the Park Resource Office for Division of Parks and Recreation, Department of Natural Resources & Environmental Control.**

**SUTTER EQUIPMENT CO.**  
Trail equipment specialists since 1986

**SUTTER 300 Mini Trail Dozer™**  
30 inch wide, 4,300 lb. for singletrack trails

**SUTTER 500 Trail Dozer™**  
48 inch wide, 9,000 lb. trail machine

**Build 1,000 feet of trail per hour!**

**SUTTER EQUIPMENT COMPANY** is the original designer of the Trail Dozer™ and has sold nearly 500 dozers worldwide. All of our products are proudly manufactured in the USA.

We manufacture and/or distribute **over 20 attachments for the Trail Dozer™**, as well as trail rakes and the patented Sutter retaining wall -- all in our 10,000 square foot manufacturing plant in Nevada.

**SUTTER EQUIPMENT COMPANY**  
Sales: 415-898-5955 • john@sutterequipment.com  
Manufacturing/Parts/Service: 775-246-8689 • tony@sutterequipment.com  
[www.sutterequipment.com](http://www.sutterequipment.com)



## FEATURED NATIONAL RECREATION TRAIL

# Gary L. Haller Trail, Kansas



**T**he Gary L. Haller Trail follows the Mill Creek Streamway Park in Johnson County, Kansas, starting in Olathe and continuing north through Lenexa and Shawnee. This scenic and popular multi-use greenway runs 17-plus miles through the Kansas City metropolitan area.

The project started in 1980, when the Johnson County Park and Recreation District (District) adopted a long-range plan that called for the preservation of land along major streams plus a linear park system in those preserve corridors. In 1986 county voters approved a one-half mill tax levy increase to fund the acquisition, development, and maintenance of the system of trails along eight major streams. Mill Creek was selected as the pilot project to demonstrate the viability of such a system because it was adjacent to the largest park in the District's system and on the suburban fringe, an area prime for development.

The goal of the Streamway Parks System was to act as the backbone of an inter-connected system of trails. The vital role of local units of government was to adopt the overall plan and to coordinate development surrounding the trail. The success of this strategy was evident from the first phase, completed in 1988. This trail was built entirely on land donated from a local residential developer, the county government, and the City of Olathe.

As the years have passed the Cities of Olathe, Lenexa, and Shawnee have all built trails linking into the larger system. Trail dedication ceremonies were held in 1990, 1992, 1994, and 1996 when subsequent phases of the trail were completed. At each of these events, the cooperation of developers and local units of government were emphasized and promoted to the media. This spirit of cooperation and pooling of resources with other agencies to expand the system became a mantra for the Streamway Parks System that continues today.

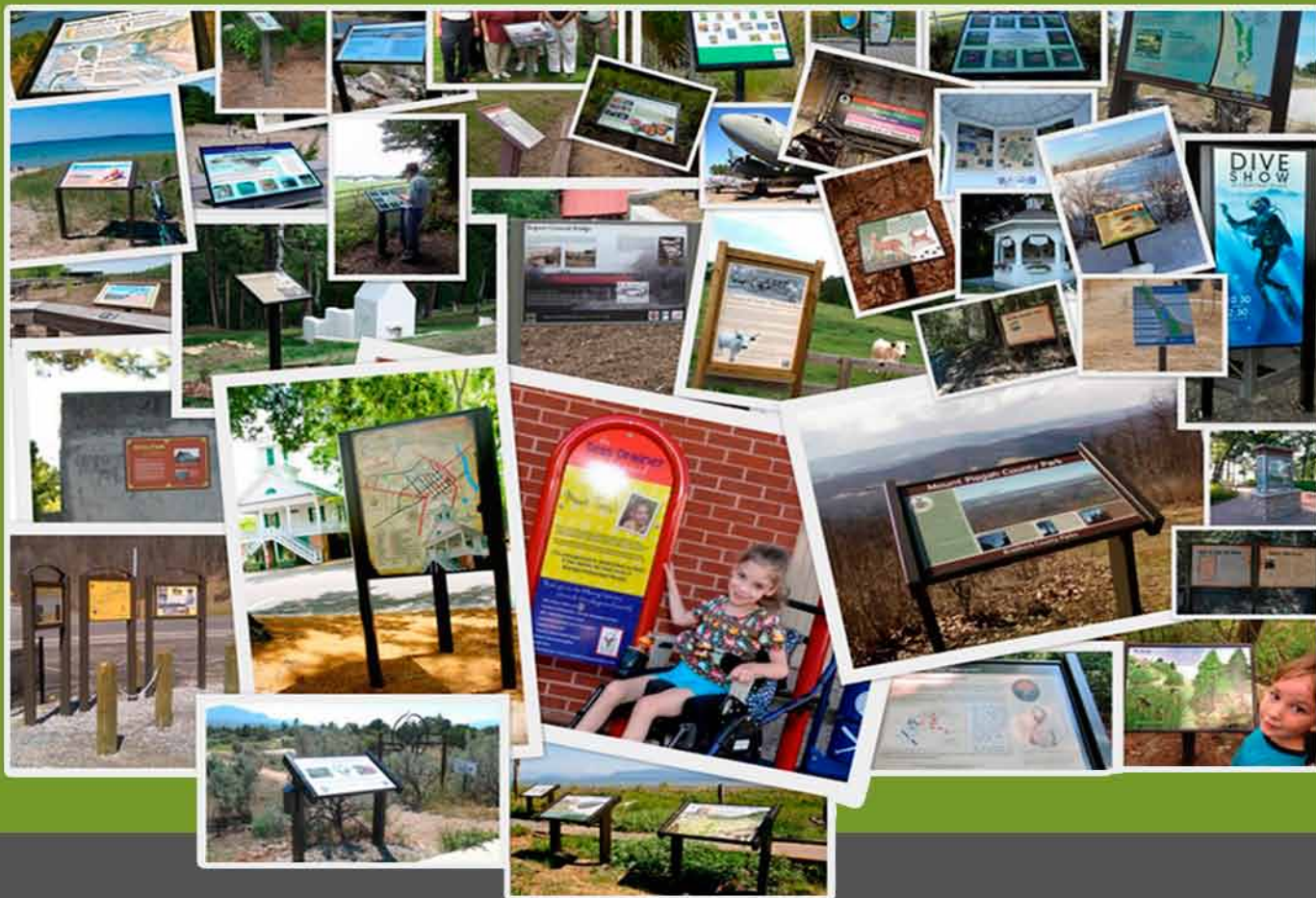
The ten-foot wide asphalt surface is continually undergoing improvements, supported by a maintenance crew of four. In 2009, an innovative integrated system of addresses printed on signage was installed to provide a more rapid response for first responders within the 911 system. Another notable feature is that the trail runs along an active railroad for about six miles, including two tunnels underneath the tracks.

The trail was named to honor long-time District Director Gary L. Haller, whose vision and leadership made the Streamway Parks a reality.

**For more information and a map:** [www.AmericanTrails.org/nationalrecreationtrails/trailNRT/Gary-Haller-Trail-KS.html](http://www.AmericanTrails.org/nationalrecreationtrails/trailNRT/Gary-Haller-Trail-KS.html).







**Pannier would like to thank everyone that chose to participate  
in the Inaugural Pannier Photo Contest!**  
Stay tuned to our website for the 2014 Photo Contest announcement.



[www.PannierGraphics.com/PhotoContest](http://www.PannierGraphics.com/PhotoContest) | [marketing@pannier.com](mailto:marketing@pannier.com) | 800.544.8428





[www.AmericanTrails.org](http://www.AmericanTrails.org) is your gateway  
to the world of trails and greenways

NON-PROFIT  
ORGANIZATION  
U.S. POSTAGE PAID  
JEFFERSON CITY,  
MO  
PERMIT NO. 210

P.O. Box 491797  
Redding CA 96049-1797

# PERMANENT PAVEMENT MARKERS

**das** Trail Markers™ can easily be  
installed on **Concrete, Asphalt or Metal!**

## Distances



## Variable Data



## QR Codes



**das**  
SINCE  
1983

**Custom Shapes & Sizes**



**DODDOTS™**

**DURABLE • VISIBLE • LOW PROFILE**  
**[www.dasmanufacturing.com](http://www.dasmanufacturing.com) 800-549-6024**