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American Trails

P.O. Box 491797
Redding, CA 96049-1797
Phone (530) 547-2060
Fax (530) 547-2035
Trailhead@AmericanTrails.org
www.AmericanTrails.org

FROM THE EDITOR

A new world: trails without borders

OUR THEME FOR THIS ISSUE is perhaps not very original. If there are chemists and cartographers without borders, there may well be taxidermists without borders. But it's a theme that is at the heart of trails. The whole point of trails is to break down barriers, to cut through boundaries, and to seek what is beyond the familiar.

The most obvious border to leap is our own American shoreline. We learn, thanks to the internet and citizens of other countries attending the National Trails Symposium, that lots of trail activity is going on overseas. In this issue you'll find several interesting examples, from Tibet, the Philippines, and Taiwan. As greenways, rail trails, and long-distance trails have flourished in this country, it is intriguing to see how others are reinterpreting the concepts in their own countries, and what we can learn from them.

Trails help us transcend other borders and barriers. American Trails has made a point of bringing accessibility to the attention of trail managers and advocates. It's a difficult issue, but it helps us see outside the box: there are other potential trail users besides the young and fit. A graying generation of baby boomers, a growing Hispanic population, and more immigrants from Somalia, Iraq, and Russia give us new challenges and opportunities. Helping these folks try out trails, and learn to love them, is a vital mission for the future.

What about the barriers between different trail interests? The mission of American Trails is to help find that common ground we all share, even as we pursue our own activities. See the article on working together by Karen Umphress on page 32.

And finally, the problems that face most trail planners are the borders between jurisdictions, agencies, even cities. These are the linkages we talk about so often—bringing people and communities together, helping kids get from subdivision to schools, creating paths to transit and to open space. See Janet Phillips' article on page 14 for the story of dealing with an Indian reservation—another border to leap in our quest for Trails for all Americans.

— **Stuart Macdonald, Editor**

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TRAILS in CONGRESS



Amid the turmoil in the economy, political manoeuvring, and federal dollars flying, there are some important trends for trails. We see a new emphasis on biking and walking as transportation, and encouraging signs of funding for health, energy, and jobs that can benefit trails.

■ Authorization of the Recreational Trails Program

As discussions on the Surface Transportation Authorization continue, SAFETEA-LU expired on

September 30, 2009. An extension through October 31, 2009 was passed while debate continues. One or even more extensions are expected. Previously, the House had approved a three-month extension of funding, including Recreational Trails, Enhancements, and other bike/ped programs. The Senate Environment and Public Works Committee, however, had approved an 18-month extension last July.

At issue are still very deep concerns about how surface transportation will be funded. One problem is that the 18.4 cent per gallon federal fuel tax has not been raised since 1994. More fuel-efficient vehicles and declining miles driven mean less air pollution, but also less income to pay for roads and bridges. No elected official, however, appears willing to actually propose an increase in the federal fuel tax. With the political complexity of the problem, it seems likely that Congress will have to extend work on a new funding bill into 2010.

Trails advocates continue to urge everyone's support for the Recreational Trails Program (RTP). American Trails is a member of the Coalition for Recreational Trails (CRT), a broad-based coalition of recreation and conservation organizations. To date, over 200 organizations have signed on to letters that CRT has sent to key Members of Congress and Administration officials. See our "Support RTP" page for a description of the RTP program and modifications recommended by the Coalition for Recreational Trails, and see concerns about the future of the Recreational Trails Program.

For more information on the process of funding America's transportation system, including trails and greenways, see the "Authorizing Federal Transportation Funding" page at www.AmericanTrails.org/reauth.html.

■ Health programs: making the case for funding trails

On September 29, 2009 the Department of Health and Human Services (HHS) announced the release of \$120 million in **American Recovery and Reinvestment Act (ARRA)** funds for prevention and wellness programs for U.S. states and territories, building on the recent announcement of the \$373 million funding opportunity for communities and tribes around the country.

In all, the comprehensive **Communities Putting Prevention to Work** initiative will make \$650 million available for public health efforts to address obesity, increase physical activity, improve nutrition, and decrease smoking.

See current news on the ARRA and trail project funding on the American Trails "Supporting Trails" page at www.AmericanTrails.org/support.html.

■ Energy programs may be a new source of funding for trails

Another program under the American Recovery and Reinvestment Act is **Energy Efficiency and Conservation Block Grants** through the U.S. Department of Energy. DOE stated that the grants can provide "funds to units of local and state government, Indian tribes, and territories to develop and implement projects to improve energy efficiency and reduce energy use and fossil fuel emissions in their communities." Advocates are looking at ways this could be applied to greenway and trail projects.

■ Threats to trails funding continue; advocates rise up

Thanks in large part to thousands of your persuasive calls to Senators across the nation, two amendments affecting trails, bicycling, and walking were defeated recently. Senators Tom Coburn (OK) and John McCain (AZ) had proposed amendments that, among other things, would have allowed states to opt out of the 10% set aside rule for Transportation Enhancements.

This is just another example of why we need to continuously promote the benefits of the Transportation Enhancements and other funding programs important to trails. In this economic time, it is easy for others to consider our work as non-essential. We know better! We must be much more vigilant in educating our leaders as to the variety of benefits trails provide our citizens and visitors.

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

Our mission: Creating a great future

Visualize, network, and collaborate,
nationwide and worldwide

By Robert Searns, Chair, American Trails

THIS PAST AUGUST MY WIFE, SALLY, and our old black lab, Stan, set out on a for-real backpacking trip. Not car camping or a day hike, but the real deal: four days with tents, sleeping bags, and freeze-dried food in the Lost Creek Wilderness Area, a beautiful, unspoiled, preserve not far from Denver.

I wondered if we still could make it, hiking eight miles in with packs fully loaded. With Stan over sixty (in dog years), and Sally and I in a similar age bracket, there was more than a hint of trepidation as we set out. The trail-head lot was empty—it was just the three of us. I paid close attention to my various joints and bones as I hefted up the 70-pound pack—extra heavy because I was carrying,

along with the usual excess of clothes and food, a hardcover book that I could not leave at home.

As we walked along the trail ascending into a hidden valley, I began to slip into that wonderful place where you merge with the scents, textures, sounds, and feel of a place that had not changed for thousands of years. I thought about how precious it is, about the people who struggled to keep this valley from being dammed to store water for thirsty growing cities. I thought about my generation, who 40 years after Woodstock, would soon need to pass the torch to the next generation of advocates.



Sally and Stan on the trail

As my thoughts flowed with the trail, I pondered the economic as well as environmental distress that has gripped our world. There seem to be three big concerns facing us. First, with jobs and businesses disappearing, I wondered if amenities like wilderness, greenways, and trails could be cast aside as “superfluous.”

The second factor in this gathering tempest is the environment and our addiction to oil and other fossil fuels. As we hiked into the wilderness, the still blackened remains of the “Buffalo Creek” fire were evident. Some say this forest was not allowed its natural burn cycle—burning so hot that it destroyed both trees and their seed that normally propagate. But letting fires burn naturally conflicts with our desire to build more homes along the wild areas.

The third theme, and perhaps most threatening, is how few people—especially those under 30—were on the trail. With iPods, virtual reality games, Facebook, and Twitter, I wondered if the next generations will revere these special places and fight for their survival. I wondered what steps those of us who embrace these values can take to save our legacy of wild rivers, streams, and woodlots not far from our doorsteps.

Yes, the storm clouds are dark on the horizon, and the winds are beginning to howl. There are those that spend their energy and precious time blaming others and denying any threat. But most of us, I think, see that we can gather our resources and skills to change course, to reinvent that looming future. Our goal should be an enduring “green” infrastructure that sustains us physically while connecting us to the natural world. Here are some possible steps in that process:

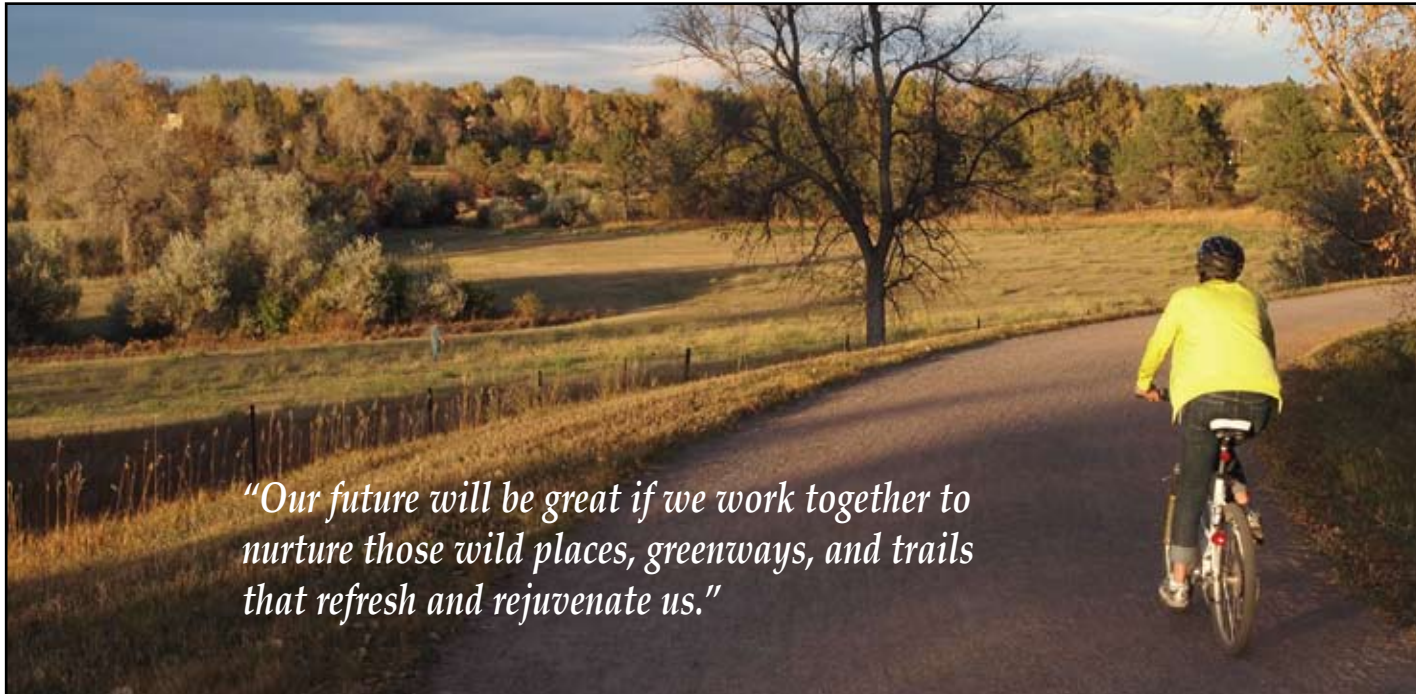
■ Visualize

All great endeavors start with a single thought by someone. In Missouri someone got the idea of saving an abandoned rail line that virtually crosses the state. The result is the Katy Trail, a world-class amenity and a boon to local economies and quality of life. Perhaps more importantly that vision has inspired and enabled other projects across North America and on other continents.

For sheer audacity, consider Gil Penalosa, Parks Director in Bogotá, Columbia, who convinced city leaders to convert a network of streets into exclusive bike and pedestrian ways on weekends—a mobile festival revitalizing neighborhoods, people, and community life.

■ Sell your vision

We need to communicate what we want and why it will benefit nearly each person that embraces it. Put yourself inside the heads of those who will potentially buy into your trail or greenway project. Find testimonials from everyday people like the Arkansas couple who found



"Our future will be great if we work together to nurture those wild places, greenways, and trails that refresh and rejuvenate us."

bikes at Walmart and on Craig's List that cost less than a dinner out, and now regularly ride the Fayetteville trail. Or the 54 year-old man in Connecticut who, nearly disabled by poor habits, discovered the Farmington Canal Trail and now regularly rides it with great vigor and joy. Also, listen carefully to those who oppose or criticize your project, try to understand their side and— when

reasonable and feasible— incorporate their comments.

■ Yes, you can!

Who says you can't do it? It will take persistence, it will take deal making, it will take selling, it will take demonstrating by example but it can be done. Don't accept no. Ask at least six times.



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Creating a great future *continued*

■ Recruit leaders and champions

The Katy Trail was a phenomenal vision but there were the detractors and naysayers, some in powerful places. The Katy Trail advocates recruited leaders like Congresswoman Karen McCarty who carried the banner and made it happen.

■ Engage the next generation

One way to get the younger set away from their video screens, is promote stewardship projects in both remote and urban wilds. Local, state, and nationally organized programs to get kids out working on trails and tending to green places could do much to build that sorely needed ethic. As in the Great Depression, democracy is well served by helping unemployed folks find meaningful work, send checks home, and develop pride in themselves, the land, and the nation. It can work again!

■ “Fear” is a four-letter word and so is “dumb”

We can no longer afford to embrace or tolerate irrational fear or just plain stupidity. To put it politely, widespread intellectual laziness, and an indulgence in our worst fears keep the rest of us from trying something different.

We see the same fears in the trails and greenways world. Fortunately the successes of the past three decades provide proof-of-concept examples that can help calm anxieties. The message to communities must not be “we can’t afford it.” It must be “we can’t afford not to have it” if we are to compete.

■ Network and collaborate nationwide and worldwide

Every year there are attempts to gut funding for urban trails and greenways from transportation budgets even though the funding would have been miniscule relative to the larger roads and bridges package. Trails advocates nationwide have formed a united front to inundate elected officials with positive messages and helped maintain funding for bike and pedestrian facilities.

And when it comes to networking, I want to commend American Trails’ efforts in effective networking, sharing of ideas, and advocacy. So I urge you to stay connected to American Trails and support its activities with your membership, and join us for the next American Trails National Symposium in Chattanooga, Tennessee in November, 2010.

By the way, that book I had in my pack was on Gustave Eiffel and his endeavor to build the structure known today as the Eiffel Tower. He had a daring vision, but when he proposed it as the centerpiece of the 1889 Paris

World Exposition, he was laughed at. He was told the proposed tower was not only impossible, it was an affront to the sensibility of all Parisians. Yet, he was able to secure the funds, complete his project, and leave a legacy that is a worldwide icon.

We, too, can take on our challenge, not to build a structure of steel, but to fashion a sustainable global infrastructure that serves not only a better economic life, but also conserves land, air, and water. Our future will be great if we work together to nurture the wild places, greenways, and trails that refresh and rejuvenate us.

Bob Searns, Chair of the American Trails Board, is a greenways and trails development consultant, and Founding Associate of The Greenway Team, Inc., a company that assists communities and organizations across America.



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Public to review accessibility guidelines

Draft Final Outdoor Areas Accessibility Guidelines address trails on Federal lands

By Bill Botten, U.S. Access Board

The U.S. Access Board has made available for public review and comment draft final accessibility guidelines that address trails, camping facilities, picnic facilities, viewing areas, outdoor recreation access routes, and beach access routes. The guidelines will apply to sites developed or altered by Federal land management agencies, including U.S. Forest Service, National Park Service, Fish and Wildlife Service, Bureau of Land Management, Bureau of Reclamation, and Army Corps of Engineers.

Throughout the rulemaking process, the Federal accessibility program managers from all of the land management agencies have met and worked to provide input that has shaped the draft final guidelines. Their expertise helped the Board to simplify the draft final guidelines to promote access by persons with disabilities while understanding the natural environment and maintaining consistency with agency resources and management practices.

After a 60 day comment period, the Board will proceed to finalize the guidelines and republish as a final rule based on the public comments received. Additionally, the Access Board is collaborating with the Federal land management

agencies to develop a separate technical assistance document to accompany the final rule. The draft final guidelines, supplementary information, and information on submitting your comments are available on the Access Board's website: www.access-board.gov.

The Board is also planning to offer a webinar to help those interested in reviewing the draft final guidelines. For more information contact Bill Botten at (202) 272-0014 or botten@access-board.gov.

What you need to know about accessibility

American Trails urges trail managers and advocates to learn more about the guidelines under review. They will ultimately be the basis for regulations that will apply to all new and "altered" trails on public land.

Visit www.AmericanTrails.org/resources/accessible for links to comments from other agencies and trails experts on the Accessibility Guidelines draft. You'll also find background on ADA, trail designs and facilities, and more on outdoor recreation accessibility issues.

December 18, 2009 is the deadline to submit your comments to the www.Regulations.gov website.



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Sharing our love of dirt

New trails bring welcome tourism to the Philippines



Trying out the new mountain biking trail in Mt. Isarog National Park in the Philippines

By Tony Boone, President of Arrowhead Trails, Inc. and Anasazi Trails, Inc.

FEEL FAIRLY SAFE IN SAYING that those of us involved in the trail industry are happier with our lives than many Americans. Whether we are professional trail builders, trail advocates, volunteers, trail users, or a combination of all of these, our quality of life is more frequently enlivened by the presence of great outdoor recreation than our pursuit of the all mighty dollar.

Ponder this: trails are most often a free activity with few or no places to spend money. The act of using a trail has a minimal carbon footprint, especially if it is out your backyard and you are self-propelled. Of course, the materials for your mountain bike, running shoes, or rain jacket use natural resources and require fuel. Only hiking or running naked out your backyard trail has no carbon footprint, but it's frowned upon in most areas.

So, if one of your passions is using trails, you are in essence helping pause the ticking clock of climate change, minimizing your economic consumption, and replenishing your entire body and soul. No pill from the doctor can accomplish this!

As a "professional dirt bag" I feel the desire to assist other countries less fortunate than ours to develop sustainable trail projects for low-impact economic development. My peers in the Professional Trailbuilders Association (PTBA)

have built projects in all 50 states and more than 20 countries on five continents. Most of these projects had limited funds, but high importance to the local communities.

As winter descends on my beautiful state of Colorado and the white snow blankets the frozen earth, my battered but happy body is ready to rest. This usually lasts about a month and then I start dreaming about the smell of freshly turned earth and becoming grounded again in it.



This annual transformation, and our common feelings of being blessed by our universe has led many PTBA members to volunteer for an increasing number of projects in third-world countries.

These countries are considered poor by our standards. In the Philippines, my favorite winter trail work location, half the population lives on less than a dollar a day. Ironically, the Filipino children, who own very few clothes and toys, much less electronic devices, seem happier and less bored than our children with their iPods, cell phones, and laptops.

When Richard Louv wrote *Last Child in the Woods: Saving Our Children from Nature-Deficit Disorder*, I began to understand why my life was radically different than many of my friends and family... and I'm really not crazy! I realized how fortunate I have been to grow up "connected to the woods" since I was an infant. Louv states, "Unlike television, nature does not steal time; it amplifies it." As D.H. Lawrence put it, "Nature is about smelling, hearing, tasting... seeing below the transparent mucous-paper in which the world is like a bon-bon wrapped so carefully that we can never get at it."




Standard trail-building gear includes "safety sandals"



In the fall of 2006, I began volunteering for the innovative, smart, and driven Governor Lray Villafuerte in the Province of Camarines Sur in the Republic of the Philippines. His vision of providing high quality, adventure recreation has taken his province from the 39th place to the ninth richest province in the country in less than five years.

His largest success so far has been the Cam Sur Watersports Complex (CWC) in the Capitol of Pili. His state-of-the-art wakeboarding facility recently hosted the 2009 Wake Park World Championships, bringing in thousands of spectators and competitors from around the globe. The Park provides jobs and income for hundreds of employees and indirectly fuels the entire economy in the region. In the first six months of this year almost a million visitors flew into this lush and beautiful region, surpassing the most popular beach locations like Boracay and Palawan.

These visitors not only came to the wake park and its companion Bike Park, but also to visit the remote coastline of the Caramoan Peninsula, which has hosted Survivor television programs from France, Bulgaria, Israel, and Turkey in the past two years. Visitors are also coming for the mountain biking and trekking opportunities provided by Mt. Isarog, a 6,000-foot high dormant volcano. Mt. Isarog is part of the oldest national park in the country, established in 1935.



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Mt. Isarog National Park is also a prime location for mountaineering, X-C mountain biking, and downhill mountain biking (with a goal of Asia's first lift-accessed downhill trails). This vast park will be marketed as a recreation destination when the project reaches critical mass. Planning continues on the bike park this winter with several other trail-building companies cooperating to build additional mileage, a jump park, and four cross tracks.

Its diverse rain forest and cloud forest is listed by the Haribon Foundation as "a key area of global importance." Even in the dry season it rains almost daily on the higher reaches on the volcano, where trees are covered with intricate mosses and ferns and seemingly innocuous, pretty flowers eat insects and even small rodents.

The work is often plagued with "tropical inertia" in the oppressive heat and humidity, not to mention limited funding. Don Hays, one of the partners in this effort, and I agree: we have never designed trails in such a challenging and spectacular environment.

Our daily reconnaissance treks often included 3,000+ feet of elevation gain on slopes in excess of 125%, in jungle so thick you can't see more than ten feet. These long arduous days often required life-threatening situations where a slight misstep could end up in your own fatality.

There's something more special about life and living after a few weeks on Isarog. As the sun sets and you perform the daily ritual of picking off the leeches you have fed so well, one can only feel invigorated and thankful to be alive.

On the other side of the coin, but no less amazing, is the overall cultural experience of implementing trail projects in other countries. Immersing yourself in other cultures is an addicting and intoxicating experience.

There are only 5,000 people in my hometown,

Salida, Colorado—a county with 83% public lands. It almost feels like a different planet. The total landmass of Colorado equals that of the 7,107 islands that combined, make up the Republic of the Philippines. However, there are 98 million people in the Philippines and only five million in Colorado.

The simple act of drinking clean water out of the tap or flushing a toilet that goes to a sewage treatment plant and not into an open canal in your neighborhood is not something we should take for granted. Our towns and cities are so clean, we can wear our outdoor shoes in the house without risking deadly disease to our crawling toddlers. We even keep dogs as pets, not just security guards.

We are truly blessed to have all the things we do in the United States. Surely we would be more content if we could better reconnect with our founding fathers and mothers in our country and more fully appreciate the saying, "the best things in life are free."

Trails are as old as the humans on our planet. They are part of our life's fabric, whether it is for recreation, transportation, access to daily food, or protection of natural

resources. I love that trails welcome all people and are non-discriminatory in nature. Trails don't care what your religion, beliefs, race, income, sexual orientation, or recreational passions are.

So here's my advice: give back to your community, meet your neighbors, spend quality time with your family and friends, develop a philosophy to live, learn, love, and laugh. Don't forget that the ultimate key to improving your health, saving our planet, and possibly rekindling your spirit, is out your back door: go play in the dirt!

See more of Tony Boone's photos of the Philippines at www.AmericanTrails.org/resources/opinion. As president of Arrowhead Trails, Inc. and Anasazi Trails, Inc. for the past 16 years, Tony has had the opportunity to design and build more than 500 miles of sustainable, natural surface, shared-use trails in nine states and five countries.

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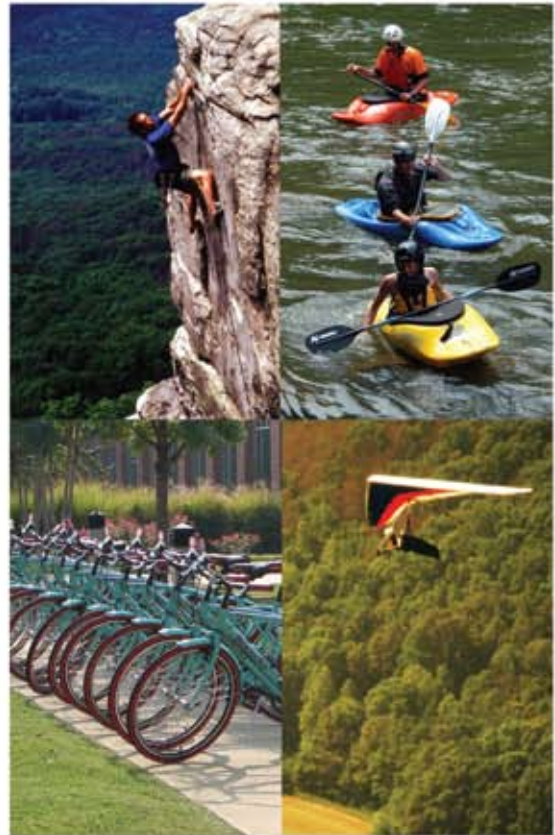
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Pyramid Indian Reservation Trail

Bi-state trail includes 25 miles on Paiute Tribe land

*By Janet Phillips, President, Tahoe-Pyramid Bikeway
Photos by Tim Dunn, Director of Photography, Reno
Gazette-Journal*

THE TRUCKEE RIVER IS ONE OF ONLY A FEW rivers in the world that flows from one lake to another with no outflow to the ocean. It begins at forested Lake Tahoe, and flows 116 miles to its desert terminus, Pyramid Lake. Connecting these two lakes is the small, unique Truckee River, which has been the focus of water controversies, and the route of the Donner Party, the first transcontinental railroad, and the first cross-country auto route, the Lincoln Highway.

In 2003, a project was launched to build a trail alongside the Truckee River, so that it could be enjoyed at ground level by cyclists, fishermen, hikers, and nature lovers. By connecting pre-existing trail segments, about one-half the total length of the project is already completed.

The Truckee River flows through two states, five counties, four cities, lands of three federal agencies, and one Indian Reservation. To bridge all these boundaries, a nonprofit organization was formed to spearhead the trail by working collaboratively with each jurisdiction along the route. Generally, the nonprofit team designs, permits, finances, and builds each trail section, then gives it to the local



The new four-mile section of the Tahoe-Pyramid Bikeway near Wadsworth



Cyclists enjoy lingering fall colors along the Truckee River

government to own and maintain. Local government maintenance efforts are supplemented by the Bikeway's Adopt-a-Trail volunteers.

The first Bikeway-government partnership was with the City of Reno and Nevada Department of Transportation. Other pending trail collaborations include: Truckee-Donner Recreation and Park District, Bureau of Land Management, the State of Nevada, Bureau of Reclamation, The Nature Conservancy, and two counties.

RIDING "THE REZ"

The Pyramid Lake Indian Reservation contains the northernmost 26 miles of the Bikeway route within its boundaries. The Truckee River in particular is an inaccessible and unspoiled river that most non-tribal members have never seen. A narrow corridor along the river is bright green or yellow with cottonwood trees, in stark contrast to the sagebrush that extends to the horizon all around.

The partnership between the Tribe and the Bikeway has created a new way of visiting the Reservation and seeing a beautiful section of the Truckee River for the first time—by bike.

HOW WE APPROACHED THE TRIBE

Like most tribes, the Pyramid Lake Paiute Tribe is a sovereign government with power to approve land uses, environmental reviews, and trail use regulations. This effectively creates a one-stop shop for trail approvals, and made Tribal endorsement absolutely critical to the project.

The initial discussion of a trail alongside the Truckee River through "The Rez" (a nickname which a tribal leader coined) started in 2004 between Bikeway Founder, Janet Phillips, and Tribal Chairman, Norm Harry, who had a long-standing professional acquaintance relating to water resource issues. In 2005, Chairman Harry attended the ribbon-cutting celebration for a section of trail sponsored by the City of Reno, and saw potential benefits to the Tribe if a trail were built on the reservation. Soon after, the Chairman, Vice Chairman, and two Bikeway representatives toured the reservation to scout trail routes.

JIBING WITH THE TRIBE'S GOALS

Our time spent with Tribal leaders taught us two broad philosophical guidelines for developing the "Rez" trail:

- Provide low-impact tourism opportunities, and
- Minimize disturbance of Tribal land and artifacts.

Since the Pyramid Lake Tribe is not in the casino business, their goal is to foster other kinds of economic activity, including low-impact tourism. The Bikeway fits this tribal goal perfectly, making it a welcome proposal.



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Tahoe-Pyramid Bikeway *continued*

As more people learn about the trail, we and the Tribe expect that traffic will pick up and economic benefits will follow in permit and refreshment sales at the tribal store.

In order to minimize disturbance of tribal lands, the trail was located as much as possible on existing dirt roads and jeep tracks. The Rez trail is comprised of about 20 miles of shared-use dirt and paved roads and four miles of newly-built trail. This avoids the risk of unearthing artifacts while reducing construction costs. The downside is that some standard trail design parameters are not met, such as maximum gradient and side-slope contouring.

THE APPROVAL PROCESS

After touring the proposed alignment with the Chairman and Vice Chairman, a presentation was made to the full Tribal Council, which approved the trail unanimously and also agreed to maintain the trail. Since our primary trail funding source was the Recreational Trails Program, this was an important step to qualifying for the grant.

Two years later, however, we had to detour around a non-Indian landowner who refused access across its property. A more involved review process was required for the new alignment. To ensure that no artifacts were disturbed, the tribe's cultural resources manager walked the route with us, and in one location asked us to relocate the trail.

LESSONS LEARNED

While the Pyramid Lake Paiute Tribe has a distinctive setting and culture, there were many similarities to working with a small community in any rural area:

- The Tribe elects its council and chairman every two years, so a long-term trail project may need to be re-introduced to new decision-makers several times.
- The Tribe has a small staff and budget, stretched thin over a large geographic area.
- Some pro-economic development members want to see more low-impact tourism which the trail will create, and others don't want outsiders cycling through their land. Like any elected government body, the Council had to balance these interests in approving the trail.
- Due to the long residency of many tribal members and close-knit community character, personal relationships are vital to the success of the project.

There were two traits we found among the tribe members that seem to be different from our encounters with non-Indian landowners:

- A reluctance to say negative things about the trail. If they were unhappy with some feature, it was expressed



Bikeway Founder Janet Phillips with Tribal Chairman Norm Harry

very subtly and we had to listen carefully to understand what the problem was.

- A willingness to try something new and see how well it works, rather than refusing permission at the outset.

FUTURE STEPS AT "THE REZ"

The Tahoe-Pyramid Bikeway is complete through the Pyramid Reservation, but has miles to go before the entire 116-mile trail is completed. It is our hope that a positive experience on the Rez will encourage other non-Indian landowners to allow the trail through their property. We also hope to return to the Rez with trail improvements and events to foster its use in the future. Happily, a former Tribal Chairman is a regular rider on the Bikeway.

See more photos and details of the partnership with the Tribe at www.AmericanTrails.org/resources/land. Janet Phillips' passion is the Truckee River and she has devoted the past five years of her life to spearhead the trail project.

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Birmingham recycles mine for park

Mining roads and railbeds will be the foundation for a new trail system

*By David G. Dionne, Executive Director,
Red Mountain Park*

RED MOUNTAIN PARK, a new urban park in Birmingham, Alabama, is transforming property that was once intensively mined for iron ore into a place of healthy activities, neighborhood connections, environmental stewardship, and economic vitality, all while celebrating the region's diversity and unique history. At 1,200 acres and four and a half miles in length

this new open space for Birmingham will raise the city's open space per capita to among the highest in the nation.



Red Mountain Park is located in the southwest corner of Birmingham. It rises approximately 200 feet above the surrounding neighborhoods and is the dominant geographic feature in the city. Old railroad beds and maintenance roads that once transported iron ore are becoming the foundation of a comprehensive urban trail system.

The trails will serve a wide variety of trail users with miles of enjoyable hiking and biking and equestrian trails.



A public tour of the park helps spread the word about this great resource

These trails will be a hub for the region's growing greenway network, linking neighborhoods and cities around the mountain with a seamless trail system.

Volunteers are helping with construction of a new set of trails connecting historic sites. Working with the staff, the Friends of Red Mountain Park are collaborating with other trail enthusiasts to build the natural soft surface trail system.



Volunteers cleaning up around historic mining structures

Birmingham Urban Mountain Pedalers (BUMP), the Boy Scouts, church youth groups, and volunteers from a number of civic organizations are actively working to design and open miles of shared use trails in the city. Trails to the #13 mine site are now open. A trail head has been cleared at the Redding Hoist House. Regions Bank employees will help us open 1,500 feet of new trail along the ridge line in early November. Volunteers and trail enthusiasts like these will help make Red Mountain Park a reality in Birmingham.

Red Mountain Park is currently open to hiking and cycling on a limited basis. The public can tour the site on the third Sunday of each month for guided tours.

Learn more about trails, plans, and events for Red Mountain Park at www.redmountainpark.org. More news and information is available from the Friends of Red Mountain Park at www.friendsofredmountainpark.org.

Connecting the dots

Trails are the Green Way for America

By Roger Bell, Vice-Chair, American Trails

MOST OF US KNOW TRAILS ARE ESSENTIAL links that highlight the value of building green infrastructure. Dr. Richard Jackson—formerly from CDC, UC Berkeley, and an advisor to Governor Schwarzenegger on public health issues—told us with great effect about this at our last National Trails Symposium in Little Rock.

He offered sound, passionate arguments for building communities that encourage more outdoor, health-conscious living, while leveling biting criticism at so much we have done wrong in this regard—how we have made automobiles king, creating bedroom communities that discourage walking and real engagement with our neighbors, making waste, unnecessary consumption, and rampant pollution almost commonplace. He shared stunning statistical evidence of the epidemics of childhood diabetes and obesity, which are closely related to lack of exercise, junk food, shrinking open spaces, and health/education policies that fail to curb, and even engender, such inactivity.

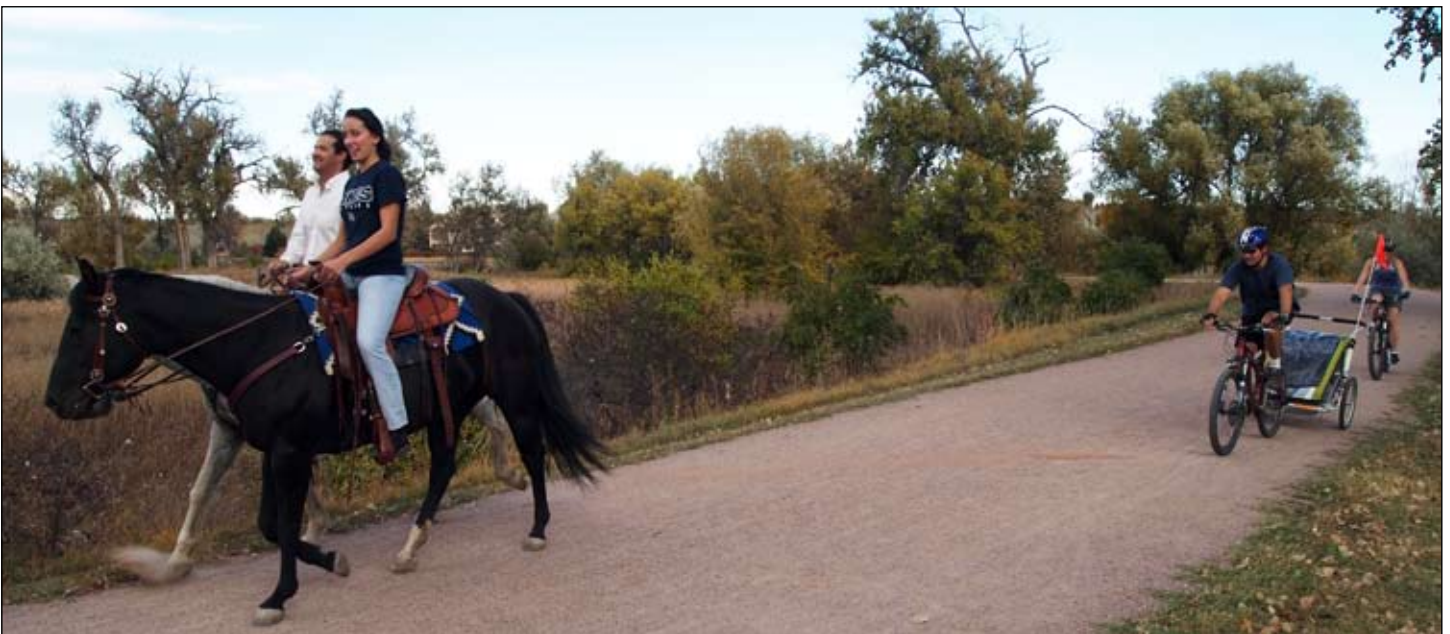
Dr. Richard Louv, our keynoter and author of *Last Child in the Woods*, took this further by noting how important it is to engage kids in environmental awareness and to provide educational policies that get them outside and hands-on with the natural world. “Nature-deficit disorder” results

when this is absent—eroding youthful psyches and bodies while leading inevitably to an even sicker, couch-potato society.

These inspiring speakers invited our active participation in a vitally needed social transformation and they encouraged us to view trails as intimately connected to the fight against global warming and to the promotion of preventative health behavior in our communities. They helped me to more fully connect the dots between healthy people and healthy environments—trails are one important pathway, if you will, to a deeper experience of this connection. We need to be more alert to this connection, and persuasively explicit about how to spread the message and elicit supportive behavior in keeping with that awareness.

I believe these issues are primarily moral and practical, not just political. We need to concertedly make the case that trails emphasize healthy community design, readily available recreational activity, green infrastructure, and getting kids outdoors. How could that be more “apple pie,” more obvious when set before policy makers, and less likely to elicit irrational opposition!

I was just honored to receive a special award (probably undeserved) for “Green Action” from the City of Redlands, California, where I live. Mayor Jon Harrison, initi-



ated this effort to recognize businesses and organizations whose programs reduce their impact on the environment and contribute to a sustainable future for the City [see more on Roger's award on page 31].

As Marianne Fowler from the Rails-to-Trails Conservancy and a member of our Executive Board responded when I shared this, the important thing was that Mayor Harrison truly demonstrates by this program that he "gets it," and she added that in doing so he "made her day!"

In the same vein, our theme for the next American Trails National Symposium is "Trails: The Green Way for America." We are working seriously to enhance the green-ing dimension of this next national conference (November 14-17, 2010, in Chattanooga). So, fellow shapers of trail communities, join us in finding ways all of us might think and act creatively about this issue every day. We have formed a Board committee to explore and deepen this effort for American Trails as an organization and among potential policy leaders, as well as among trail enthusiasts of all stripes.

We invite your participation and your active assistance in this undertaking. Send us your ideas so these can be-come part of this widening conversation. We will attempt valiantly to put these to work, to share them more broadly in the trails world, and we most assuredly will honor and appreciate your input.

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NEW RESOURCES

Some recent articles, studies, and photo galleries at www.AmericanTrails.org

More project photos available in “Cool Trail Solutions” galleries

We have been busy adding more photos of trail projects and facilities to the website. The “Cool Trail Solutions” area is intended to enhance our resources for trails planning, development, and management with visual ideas from across the country. Here are the newest topics:

- Walkway Over the Hudson National Recreation Trail bridge project
- Boardwalks for accessible trails and nature walks
- Wildlife and habitat interpretive signs and displays
- Signs and information boards at access points and trailheads
- Trails crossing under active railroad lines and bridges
- Recycled railroad bridges on rail trail projects
- Pavement markings and warning stencils for trails and bikeways
- Trail maps on signs and at trailheads
- Flood damage on Waller Creek Trail in Austin
- Railings along trails and greenways in urban areas
- Trail-side art in San Diego encourages cancer patients to fight
- Rails WITH trails: corridor sharing by pathways and active railroads
- Dual tread trails: multiple use aided by multiple pathways
- Cut limestone trail, wall, benches, and bridges
- Accessible trails: surfacing considerations and examples
- Steel trail bridges in typical greenway applications

See these and more “Cool Trail Solutions” galleries on many topics at www.AmericanTrails.org/resources/cool.

We’d like to see your ideas, too. If you have photos of facilities, structures, signs, or any Cool Solutions to trail-related problems, help us share them with the worldwide trails community! Contact trailhead@AmericanTrails.org.



San Jose trail counts show annual increases in trail use

The City of San Jose’s Trail Count 2009 shows city trail usage up by 9.6% in both bike and pedestrian traffic with the highest increase found on the Guadalupe River Trail at Coleman Avenue. The Trail Count, the third annual survey of city trail users, was conducted September 23, 2009. The Count provides data to support further development of integrated trail network.

The Trail Count serves as more than an assessment of user opinions. Data from last year’s Trail Count was used to secure \$1,377,000 in grant funding. Grant-providing agencies directly link the awards to the well-documented high usage and the commuting aspect.

“The high gas prices in 2008 appeared to be a great motivator for people to use their bikes more often. We anticipated a possible drop in usage this year without that economic factor, but were pleasantly surprised by the increases we’ve seen,” said Trail Program Manager Yves Zsutty. Zsutty noted that the usage increases may be attributable in part to expansions of the City’s trail network in the past few years.

“San Jose’s Green Vision puts San Jose on the path to being a cycling-friendly city. Trails are a critical component of our efforts to create livable neighborhoods where residents have easy access to transit and the ability walk or bike to work, school, shopping, and dining,” said Mayor Chuck Reed.

For the full article and details of the trail survey and count, visit the *American Trails Resources & Library* area at www.AmericanTrails.org/resources/adjacent.

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Typical signs for a busy road crossing a busy trail: on the Highline Canal Trail in Greenwood Village, CO

Where the road crosses the trail: design and safety resources

The Safe Trails Forum area on the American Trails website is our clearinghouse for ways to improve trail safety and to assure that the risks associated with trail recreation are kept in balanced perspective. You'll find studies, articles, legal documents, and other resources to help with every aspect of keeping trails safe (as well as affordable).

Design of trails where they cross roads, bridges, railroads, and other corridors is an important aspect of safety. We actively seek new materials on trail crossings and welcome your submissions. Currently, available resources on this topic include:

- *Road and Trail Intersection Safety* from NHTSA and Parks & Trails New York
- *Trail Intersection Design Guidelines* from Florida
- *Where rails cross trails: the safety solution:* grade crossing of a trail in Baldwin, Florida
- *Rails-with-Trails: A Preliminary Assessment of Safety and Grade Crossings* from Rails-to-Trails Conservancy
- *Characteristics of Emerging Road and Trail Users and Their Safety*
- *Balancing Safe and Secure Design Requirements: The Case for Bollards*

For more on issues of road and railroad crossings, liability, and risk management, see the American Trails Safe Trails Forum index at www.AmericanTrails.org/resources/safety.

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Trails training opportunities

www.TrailsTraining.net

How about some basic training for trails work?

By John Favro, American Trails Board

The U.S. Fish and Wildlife National Conservation Training Center in West Virginia continues to host the "Trails 101" course called *Trail Management: Plans, Projects, and People*. This course, originally developed by the Bureau of Land Management and other federal agencies, covers all aspects of trail planning and development. The course is offered three times a year, usually in San Rafael, CA in March, in Bloomington, MN in June, and in Shepherdstown, WV in October.

The course focuses on trail planning, layout, and design, and construction and maintenance through classroom lecture and extensive field exercises. I strongly recommend this course for anyone who is new to the trail business. The course is open to anyone for a small tuition including state, local, and federal agencies, as well as trail organization staff and volunteers. The teaching cadre is made up of trail builders and managers with a wide variety of experience.

Last year the cadre made a special trip to teach trail skills in Homer, Alaska. A number of local trail people assisted the cadre in finding good locations for the field exercises. Maps were prepared and discussions developed to provide the best training possible. Students came from all over Alaska, with even a few from the lower 48 states, and all went away with new confidence in their skills for trail work.

For details of the course and future schedules, contact Matt Gay at (304) 876-7654 or matt_gay@fws.gov.



On the calendar: trails training

The National Trails Training Partnership wants you to join the movement for better skills and better trails. Every year there are a wide variety of ways to get involved in education in the trails and greenways field. All across the country you can find opportunities to learn skills for every aspect of trail work. From fundraising and organizational building to

design and interpretation, there is a course that will help you.

Look for currently scheduled courses and conferences at **TrailsTraining.net**, sponsored by American Trails and the National Trails Training Partnership. Check the Online Calendar for hundreds of training opportunities during the year. And if you're sponsoring training, please let us know!

Visit the online trails education and training calendar at www.TrailsTraining.net. Contact us with your scheduled training opportunities at NTTP@AmericanTrails.org.

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www.trailbuilders.org

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



Peeling logs is the first step in backcountry construction

Training partnership leverages Department of Labor funding

By Kim Frederick, Chinook Associates, LLC

We recently created a new job skills training program that may be of interest to trails advocates. The Jefferson County Workforce Development Center, a program of the Colorado State Department of Labor & Employment, joined forces with Colorado State Parks and Chinook Associates to develop the skills training. This pilot program employed 10 young adults ages 18-25. Four different workshops were established:

Carpentry Workshop: Basic structural elements associated with lumber framing were reviewed. Individuals participated in the construction of a deck that was a part of the cabin where the classroom activities were conducted.

Campground Management Workshop: Curriculum included an overview of campground management. Students participated in the renovation of a campground that included the construction and maintenance of: elevated tent pads, timber steps and trails, fencing, wildlife-friendly trash cans, and entrance station signage.

Wildland Fire Defensible Space Workshop: An introduction to wildland fire defensible space development and management around a structure started the workshop. Participants created a defensible space around a cabin; training included the identification and removal of fire fuels around a structure.

Forest Insect and Disease Workshop: Common forest insects and diseases were reviewed. Students learned to identify and manage timber infected with Mountain Pine Beetle and Dwarf Mistletoe.

Each workshop also included time and material estimating techniques; appropriate tool use; worksite safety; and risk management. The training covered a two-month period and was typically 30-40 hours per week. The Workforce Development Center provided funding from the Workforce Investment Act. They managed the recruitment of the students and met with them onsite to monitor progress towards learning objectives. Golden Gate Canyon State Park provided the site for the training and supported the workshops with staff and equipment. Chinook Associates completed the design work associated with the projects and developed and delivered the training curriculum, providing daily worksite supervision. Students received training and developed skills that will increase their employment opportunities. Golden Gate Canyon State Park was able to complete deferred maintenance resulting in improved visitor experiences.

Trail construction and maintenance work would certainly be appropriate for this type of training. This pilot program is being considered for continuation in 2010 and possibly expansion to additional State Parks throughout



Carpentry skills help young people learn to build bridges, as well as roofs, and improve their employment prospects

Colorado. Because it is difficult to find funding for training, this partnership was especially valuable in leveraging resources to benefit students as well as the agencies.

Visit www.chinookassociatesllc.com for more about the training program or call Kim Frederick at (303) 718-0829 or email customer_support@chinookassociatesllc.com.

Trails without Borders

NEW YORK STATE'S Walkway Over the Hudson

Bringing new life to communities along a 200-year-old industrial corridor



The Poughkeepsie Highland Railroad Bridge, built in 1889

Photos by David Rocco

SECRETARY OF THE INTERIOR KEN SALAZAR designated the “Walkway Over the Hudson” project this year as a National Recreation Trail. The project on the Hudson River in New York, which has turned a historic railroad bridge into a scenic biking and pedestrian pathway, is now part of the national network of scenic, historic, and recreation trails.

The 120-year-old Poughkeepsie Highland Railroad Bridge had been unused and poorly maintained since a fire

forced its closure in 1974. The new trail, which opened in October, transformed the railroad bridge into a linear park and trail. It provides public access to the Hudson River’s scenic landscape for pedestrians, hikers, joggers, bicyclists, and people with disabilities. The bridge also provides important connections to parks, communities, and a proposed network of rail-trails, on both sides of the river.

Walkway Over the Hudson, a nonprofit volunteer-based organization, managed the recreation conversion project. The New York Office of Parks, Recreation, and Historic Preservation is responsible for managing public use of the Walkway Over the Hudson State Historic Park,

For more featured National Recreation Trails visit
www.AmericanTrails.org/nationalrecreationtrails



The bridge structure is visible as railroad tracks are removed

including staffing and maintenance. Once the eastern shoreline waterfront elevator is installed, ownership of the bridge structure will be transferred to an appropriate state agency which will be responsible for maintaining the bridge deck, steel superstructure, piers, and substructure.

A significant portion of the design and inspection costs were funded by the Dyson Foundation, with consulting services provided by the Bergmann Associates team. According to the Dyson Foundation:



“Members of Walkway Over the Hudson, a nonprofit group with a growing grassroots membership and a passionate leader named Fred Schaeffer, held fast to the dream that this landmark bridge should be preserved and turned into an elevated pedestrian and cycling park someday. They

believed that its stunning views of the Hudson River Valley and its potential to connect rail trails and waterfront parks on both sides of the river would draw hundreds of thousands—that tourists and locals alike would flock to this great park in the sky in droves.”

Now that the bridge is built, the park is open, but the Walkway organization continues to raise funds to pay off the remaining construction costs. Donations are being sought to “Bridge the Gap.” For more on the project and events, contact Walkway Over the Hudson, PO Box 889, Poughkeepsie, NY 12602 or call (845) 454-9649.

Read the full story of the bridge project and the National Recreation Trail designation, with links to more photos at www.AmericanTrails.org/nationalrecreationtrails. See the Walkway Over the Hudson website at www.walkway.org.

SUPERLATIVE STATISTICS

Walkway Over the Hudson is, by several measures, among the most impressive trail projects in the world:

- **Length.** The Poughkeepsie Bridge is 6,767 feet long (approximately 1.25 miles). It was the longest bridge in the world when it was built, and is believed to now be the longest pedestrian bridge in the world.
- **Height.** The top of the bridge deck is 212 feet above the water. It was built in 1889, soon after the Brooklyn Bridge, but the structure is both longer and higher above the water than the Brooklyn Bridge.
- **Cost.** The cost of constructing the Walkway project was \$38.8 million from a mix of private and public funds. The costs, while enormous, was compared to the unattractive option of demolition, which had been estimated at more than \$50 million.
- **Economic impacts.** An economic impact study of the trail projects about 267,000 visits each year, generating an impressive annual economic benefit of \$21 million to the regional economy. In addition, it is expected the bridge will generate \$1.3 million annually in new overall tax revenue to local, county, and state governments.
- **Opening celebration.** An estimated 40,000 people took part in the opening weekend October 2-4, 2009, and included events on both shores, a procession of lanterns across the bridge, the release of 1,000 fire kites from the bridge deck, and a 25-minute fireworks display. New York Governor Patterson made the opening speech and Congressman Hinchey announced Walkway’s designation as a National Recreation Trail.



The opening pageantry celebrated the 400th anniversary of Henry Hudson’s explorations in the region

TIBET

A bridge for the Happy Valley

The new suspension bridge links a remote village

By *Bian Chulin*; photos by *Yang Xiaotao*

IN TIBETAN, “KYI” MEANS HAPPINESS and joyfulness. “Rong” means small valley, so together “Kyirong” is a happy valley. Also, “Pu” in “Kyi Pu” has the meaning of “remote village or settlement.” Hence, “Kyi Pu” is a happy and remote village.

On way to the Kyirong, our story begins with the KyiPu Bridge. Simply put, a Foundation was set up and engaged to undertake the formidable task of crossing the raging whitewater in the river, surrounded by steep cliffs and precipices. Under the local villagers’ and the Foundation’s joint efforts, however, they made such a miracle—the successful building of KyiPu Bridge.

The bridge has a length of 60 meters and height of about 250 meters above the water level. Stepping on the wooden planks of the bridge, one hears the torrents of the stream under your feet, a magnificent symphony that seems to have been going on for thousands of years. Clinching the steel cable of the bridge rail, people walk with awe across the deep chasm under their feet. The very existence of the project impresses one with the courage and determination of its constructors.



Bian Chunlin is a master student of Landscape Architecture in Peking University, Beijing. His main research fields are urban landscape modeling and greenway planning. His friend Yang Xiaotao took the photos and helped with the trip. She majors in tourism management and works in a tourist center in Tibet.

A man named Lhakpa was a member of the main force to build the bridge and smooth communication in the process. I was honored to travel with him as guide to experience the simple but fantastic mountainous region folklore in KyiPu. The local villagers feel the same sense of sincere gratitude to him. Surrounded by the warm crowds, Lhakpa led us to the village head’s house. They gossiped and confided in him about everyday things. For them, he is a man who really knows a thing or two, as funny as a kaleidoscope, as knowledgeable as the encyclopedia.

After a while, the villagers came with tasty potatoes in their hands and some with big apples in their heavy cloaks. Nothing better than the steaming hot buttered tea in the winter, filled with a local citizen’s warm love. After the bridge had been finished, two old grandmas in the village assisted by their daughters bravely crossed the soul-stirring bridge. After they became accustomed to crossing the bridge, they could walk several miles to the town to experience the new life there. Every time they crossed the bridge, they were so alert and vigilant in their inspection that they boasted any slight changes in the KyiPu bridge should not escape their eyes. When they got news of Lhakpa’s arrival, the two fussy old ladies told him that four screws were gone from the bridge. Four? Lhakpa clearly remembered his count was only three.



With prayer flags flying, giving thanks for the new bridge

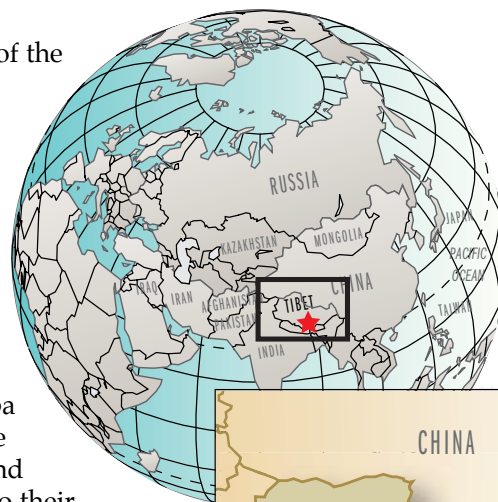


Workers extending the bridge section by section, while suspended over the gorge

So grandpa and Lhakpa went to check it out. Finally, it proved that old women were right. What eagle eyes!

In company with Lhakpa, that afternoon we received the most courteous Tibetan reception. Holding the highland barley wine in their hands, the elderly of the village gave blessings, mumbling verses of prayer. The pure-white khatags [scarfs] were presented to symbolize good fortune and luck. Butter was stained on our foreheads. I could hear the jubilant hums of streams in the valley. I inhaled the scent of wild flowers in the farmland. After several drinks, we left the carnival crowds and the hamlet village with a slight tipsiness in our walk.

At the edge of the village, we found a few little children waiting at the end of bridge. They clasped hands with Uncle Lhakpa and each one gave a big and fresh apple to their most amiable uncle one by one and then said goodbye. My heart was moved by the sincerity and innocence of the little children.



Visiting Kyirong

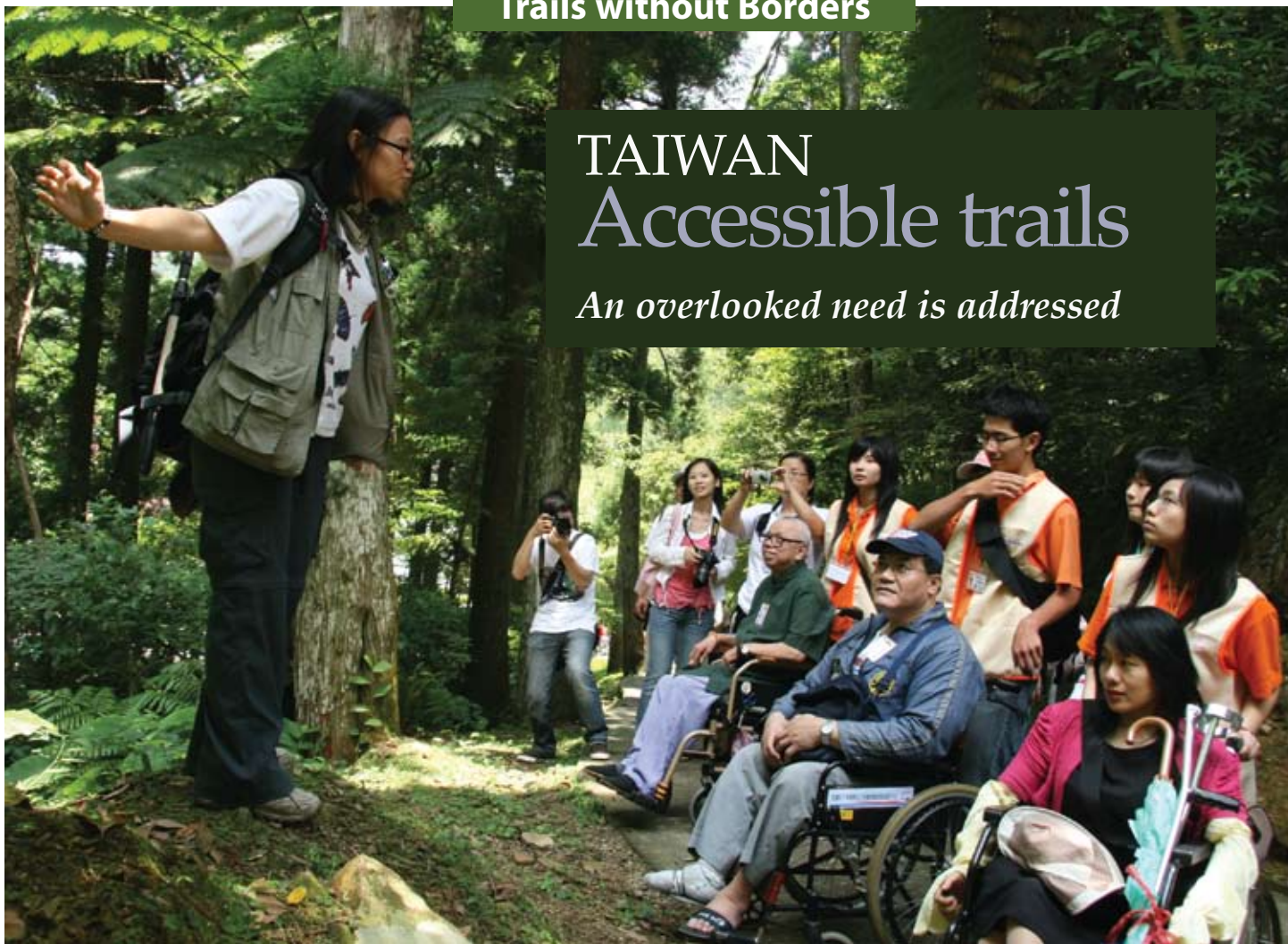
This region boasts both distinguished natural resources as well as unique human landscapes. The melt water from the glacier nurtures a tenacious livelihood. The snowy mountains with lush forest is typical of Kyirong's beautiful scenery. With fertile farmland and scattered monasteries, the valley seems a Shangra-La. A trip down the narrow roads brings curves and crossroads and towns and irresponsible pedestrians and straying yaks or pigs and roadside houses that spew forth children chasing balls. Every year from April to June, colorful azaleas blossom and dyes the mountains, a magnificent sea of blooms.



The village celebrates completion of the new bridge, showing great faith in its strength

TAIWAN Accessible trails

An overlooked need is addressed



A naturalist speaks to participants on an accessible outdoor trip

By Chao-Fu (Jacky) Hsu and Ming-De Chen

THE ACCESSIBILITY OF ARCHITECTURAL buildings has been the focus of rights for persons with disabilities in Taiwan. In 2008, Taiwan Accessibility Building Code was amended, but unfortunately such code places more emphasis on the accessibility of the buildings than on outdoor facilities. As a result, the park administration often pays more attention to the accessibility of visitor centers while overlooking other areas, such as the accessibility of the trails.

The rights of people with disabilities to participate in leisure and recreation have been overlooked in Taiwan. As a grass-root organization advocating for disabled people's social inclusion rights in Taiwan, Taiwan Access for All Association (TAAA), has worked with environmental protection, ecological, and social welfare organizations for the past five years. Together, their goal is to provide opportunities for people with disabilities to participate in outdoor recreational activities.

In 2008, TAAA was commissioned to facilitate year-round Accessible Day Trips by Taoyuan County Government. The County government was very impressed by the turnout of the trips; the governor decided to purchase 46 more accessible vans in addition to the original 14 accessible vehicles in Taoyuan County. Since public transportation in Taiwan is not fully accessible, with the additional accessible vans that are available now, more people with physical disabilities will be able to participate in society.

With the experience in bringing people with disabilities to nature and outdoor events, TAAA and other nonprofit organizations approached Taiwan Forestry Bureau about making trails fully accessible. Meanwhile, complaints of the inaccessibility of trails from numerous travelers drew the Bureau's attention to this important issue. The Bureau started to recognize that accessible trails not only benefit individuals with physical disabilities, but also the increasing aging population. The Bureau then commissioned TAAA in taking the lead on launching the Accessible Trail Project in Taiwan in May 2009.

The preliminary step is to evaluate the accessibility of 18 National Forest Recreation Areas administrated by the Bureau. With the evaluation results, the Bureau will develop plans to improve the accessibility of these Areas. Another primary task has been conducting research for examples of accessible parks and trails in the U.S., U.K., and Japan. The experiences of these developed countries will be valuable resources to draw a proposal for accessible trails in Taiwan.

In terms of the accessibility of walkways and parks in the cities, pathways inside the park are much better designed than sidewalks. Most common barriers in Taiwan are the railings at the entrance of the parks. As motorcycles are a common means of transportation in Taiwan, the purpose of the railings is to prevent motorcycle riders from



An accessible trail next to the gravel path

entering the park with their vehicle. However, in the meantime, those railings also make the trails inaccessible for people who use a wheelchair or who push a stroller.

As for the accessibility of trails in the countryside and mountains in Taiwan, much improvement still needs to be done. TAAA has found that many trails are made of gravel or uneven wooden pathways in Taiwan. While the trails paved with asphalt are more accessible, the slope of the ramps still remains as a problem.

With the collaboration between the Bureau and other organizations including TAAA, we hope that trails in Taiwan could be fully accessible in the near future and consequently more and more people with disabilities could have the same opportunities to experience the beautiful country— Taiwan.

Chao-Fu (Jacky) Hsu is the Secretary General of Taiwan Access for All Association. Jacky has posted many photographs of accessibility issues in Taiwan, from parks and trails to buildings, at www.flickr.com/photos/sunablenet.

Ming-De Chen is the International Affairs Specialist of Taiwan Access for All Association. He is also currently working on his Ph.D. degree in Disability Studies at University of Illinois at Chicago. If anyone has suggestions to share on accessible trail policy and design, please contact Ming-De at mchen37@gmail.com or sunable.net@gmail.com.

TAAA's official website in Chinese can be found at www.sunable.net. Information on TAAA in English is at <http://twaccess4all.wordpress.com>.

TRAILS IN THE NEWS

A glowing pink trail bridge draws thousands for Breast Cancer Awareness

The Sundial Bridge on the Sacramento River National Recreation Trail at Turtle Bay Exploration Park in Redding, California was illuminated in pink light on October 15 for the 13th annual Think Pink Breast Cancer Awareness Day.



American Trails' national headquarters is based in the Redding area. Pam Gluck, Executive Director, walked the bridge and shared her experience:

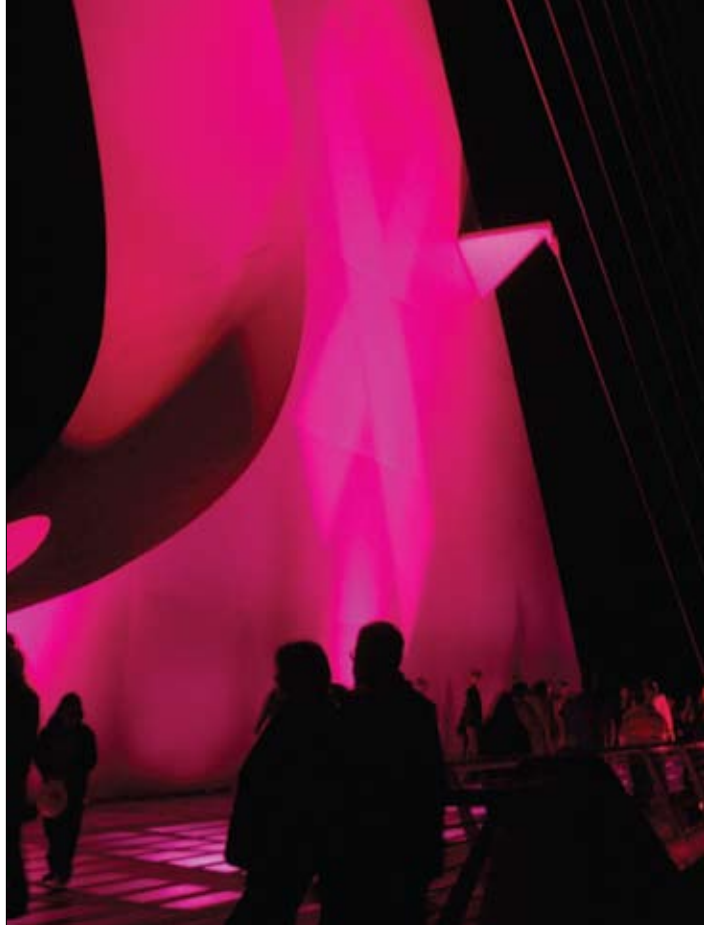
"I just couldn't believe how very beautiful our bridge was — bathed in soft pink with the Breast Cancer Ribbon projected on both sides of the dial. The bridge was packed with people of all ages—it appeared to me that half of Redding was there! This is just one more example of how a trail feature can serve

as a centerpiece for community causes. It really touched and inspired me—with my Mom being a 33-year breast cancer survivor."

Pam also noted how important trails can be to bring the community together for events like this:

"I believe some people attended for the novelty of seeing our Sundial dressed in pink. But it was obvious by the way people were moved—that most were there to bring awareness to the cause, to raise desperately needed funding for research and education, to lend support to family and friends, and to pay respect to loved ones lost. In addition, it appeared cancer survivors were celebrating life as they were warmly embraced by their community. No one left untouched. Who knows how many lives our lovely pink bridge will have saved with its message. What a meaningful event—one I know I will never forget."

View more photos on the Nor-Cal Think Pink website: www.norcalthinkpink.org.



The Sundial trail bridge in Redding, California



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Entries must be received by December 15, 2009

PEOPLE IN THE NEWS

The leaders and volunteers who are helping create trails for all Americans

Trail builder Roger Bell earns Mayor's Green Action Award

From the City of Redlands, California

Roger Bell recently received the Mayor's Green Action Award for his efforts to reduce the City's carbon footprint and promote a sustainable community.

Green Action awards are an initiative started by Mayor Jon Harrison. Roger Bell has been designing and building trails for 30 years, and is Vice-Chair of American Trails. The citation for his award reads:

"This Green Action Award is presented to Roger Bell for his outstanding efforts in constructing trails in the City of Redlands and his continual promotion of trail use by all residents for health and recreation with special emphasis on the development of the youth in our community."

"Conservation of natural lands is an important part of sustainability for communities," said Mayor Harrison. "Areas of native vegetation are the most effective means of reducing runoff and flooding because they act like a sponge to absorb rainfall. The woody vegetation plays an important role in carbon sequestration."

"Hiking and the close connection with nature are important elements in a healthy lifestyle," Mayor Harrison said. "With one-third of the children in San Bernardino County suffering from childhood obesity, trails provide an exciting option for their leisure hours to enjoy hiking and family outings."



Roger Bell (R) receives the Green Action Award from Mayor Jon Harrison at the Creekside Trail, which Bell designed and built

John Roth, founder of Ozark Trail Association, dies tragically

John C. Roth, a computer whiz who led the restoration of Missouri's Ozark Trail, died July 3, 2009 when a tree fell on him at his farm in Crawford County. He was 50 and lived in St. Louis.

Mr. Roth loved to hike, and while on a section of trail in 1997, he found trees down, weeds overgrown, and no trail markers. He called the U.S. Forest Service to complain.

That's when Paul Nazarenko of the Forest Service told him to come on down and fix up the trail.



John Roth at work on the Ozark Trail

Mr. Roth showed up a day later, ready for work.

"John didn't know anything about the outdoors, trails, or machinery," Nazarenko said in a 2006 interview. "He was a computer geek. I told him, 'you don't fit in here.' But he's been with me ever since... He's taken the Ozark Trail out of the Dark Ages."

Mr. Roth formed the Ozark Trail Association as a nonprofit corporation to raise money on behalf of the trail. He was the organization's first president.

His hope was to repair and expand the trail, said his wife, Anne Roth, so that it might one day rival popularity of the Appalachian Trail, the nation's longest marked footpath.

Memorial contributions may be made to the Ozark Trail Association, 406 W. High Street, Potosi, MO 63664 or see www.ozarktrail.com.

WORKING TOGETHER WORKS

Equestrians and motorcyclists share trail maintenance responsibilities

By Karen Umphress, American Trails Board

The Highwood Mountains are one of seven island mountain ranges in central Montana. The many gentle ridges and open grasslands make it an easy area to navigate since there aren't many steep ridges or outcroppings to stop trail construction. The USDA Forest Service manages 42,500 acres in the Lewis and Clark National Forest.

In 1989, the area had 21 miles of multiple-use trails, but almost the entire area was open to cross country OHV use. The Forest Service began travel planning for this area because of increasing recreational activity. The agency also hoped that creating a designated trail system would decrease user-created routes.

As part of the Travel Management Processes, the Forest Service reached out to hikers, equestrians, trail motorcycle riders, neighboring land owners, and communities. They asked all of the interested parties to help them inventory all of the trails in the area whether the routes were user created or not.



They also began a collaborative effort to get all of the parties working together. When the process first began there was the usual mistrust and prejudice between the motorized and the non-motorized users. However, the Charlie Russell Backcountry Horsemen and the Great Falls Trail Bike Riders both took a leap of faith to work with each other.

Instead of adversarial meetings, the groups started to get acquainted. They found they had more in common than

they had differences. As the process continued, they stopped being "those equestrians" or "those motorcycle riders" and started to be Mark, Garland, Gordy, Russ, Mona, and Tom. This laid the ground for a partnership between the two organizations.

The going was rocky at times and required compromise but their efforts paid off. In 1993, the area was closed to cross country OHV travel and in its place, 29 miles of multiple use trails, nine miles of equestrian and hiking trails, and two miles of hiking-only trails were designated.

More importantly, although none of the groups got everything they wanted, they all agreed that the plan could work and agreed to work together to assist the Forest Service with the implementation of the plan.

"This is where the success of this area began, a bunch of people who love to be in the great outdoors working together to make a great trail system."

In the first stages of implementation, most of the work was done by volunteer organizations including the Great Falls Trail Bike Riders, Charlie Russell

Backcountry Horsemen, youth groups, and Eagle Scouts. The Montana Off-Highway Vehicle Program provided funding through grants to pay for work completed by the Chief Mountain Hotshot crew and other contractors. Only one trailhead was funded with Forest Service capital investment money.

As the groups worked together, they discovered that equestrians and trail bikers could complement each other very well. Motorcycle riders can get to an area to work in a fairly short amount of time. This leaves a lot of time for work to be completed on the site. Unfortunately, they can't carry much equipment or supplies on their bikes. Equestrians, on the other hand, can carry a lot of supplies and equipment, but it takes them a lot more time to travel. So the Backcountry Horsemen carry the equipment and the supplies to an area on an agreed-upon date.



Equestrians installing a trail sign



Motorcycle rider working on the trail tread

The next day or weekend, the Trail Bike Riders will ride to that area and complete the maintenance. Afterwards, the equestrians will follow up to bring back the equipment and remaining supplies. At a close-in work area, the equestrians and trail bike riders will meet together on site.

This collaboration has resulted in a trail system that is fun to ride, and off-trail travel by any group is exceptionally

low. As an added benefit, conflicts between user groups are rare even though the trails are used by motorized and non-motorized riders simultaneously. Of the trails, 19 miles of multiple use trails have been adopted by the Trail Bike Riders, while ten miles of multiple-use and eight miles of stock trail have been adopted by the Backcountry Horsemen. The two groups help each other with the multiple-use sections, and each group has an incredible sense of ownership and pride in "their" trail system.

When problems surface, the users and the agency work together to find a solution. Since everyone also works to prevent conflicts by doing outreach among their peers, letting people know what to expect before they reach an area, the amount of conflicts has decreased dramatically.

This area would not be such a success if either the Charlie Russell Backcountry Horsemen or the Great Falls Trail Bike Riders had stubbornly clung to the belief that non-motorized and motorized recreationists could not get along or work together. This is where the success of this area began: a bunch of people who love to be in the great outdoors working together to make a great trail system. This cooperation can work in other areas if every group is willing to take that same leap of faith.

Karen Umphress works as Project Coordinator with the National Off Highway Vehicle Conservation Council and is a member of the American Trails Board. Read her full article at www.AmericanTrails.org/resources/ManageMaintain.



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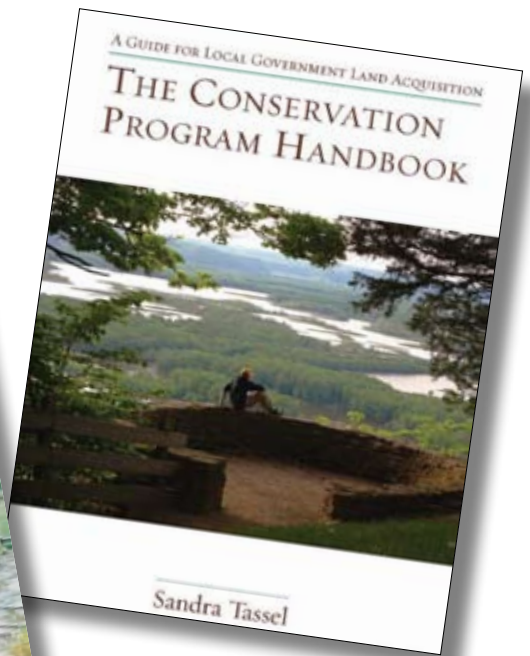
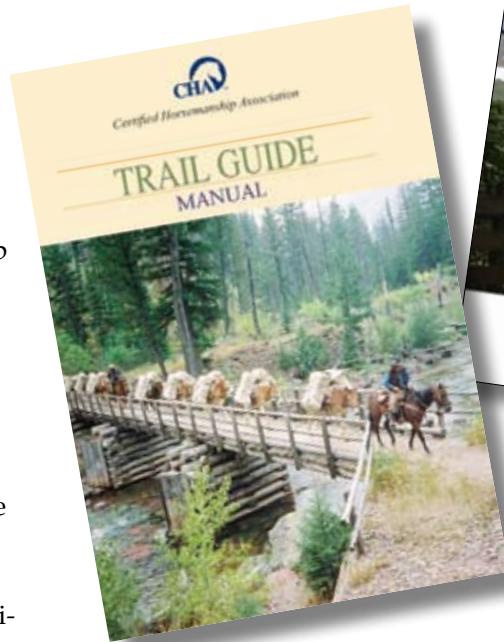
BOOK *reviews*

Trail Guide Manual for equestrians

By Denise Maxwell, President, Illinois Trail Riders

The *CHA Trail Guide Manual* from the Certified Horsemanship Association is a comprehensive collection of the skills and knowledge necessary for any trail rider or trail guide in any setting. It is based on the requirements of the nationally recognized, four level, certification program that has promoted excellence in safety and education for the benefit of the horse industry since the 1960s.

On the trail we each have a responsibility to our livestock, the environment, and all who use the trails. Horsemanship and riding skills are



horse, trail, and packing skills in the back yard and the backcountry.

The 252-page CHA Trail Guide Manual is available online for \$40.45 at www.CHA-hse.org or (800) 399-0138.

explained along with the correct use, adjustment, care and repair of tack and equipment. Camping skills, navigation, menu planning, and emergency procedures complement each section, from the one-hour trail ride to overnight trips to wilderness pack adventures.

The original format and presentation of the facts are easy to read and include bulleted outlines and succinct narratives. The many pictures and photos enhance the reader's understanding and knowledge essential for increasing the skills of a participant or a leader in any trail riding activity.

This manual was written in 2009 by a group of experts, drawing from 16 of the most popular references on the topic of safe, low-impact

Conservation and Land Acquisition Handbook

The Conservation Program Handbook: A Guide for Local Government Land Acquisition provides all the information that conservation professionals need to initiate or evaluate a local conservation land acquisition program. Author Sandra J. Tassel compiles and distills advice from a nationwide study of successful conservation efforts and includes a list of best practices for the most critical issues facing conservationists.

By providing concise information on how to make sound conservation choices in the best possible manner, the Handbook will help increase the amount, quality, and pace of conservation being achieved by local governments across America.

The Conservation Program Handbook is available online for \$35 from the Trust for Public Land at www.tpl.org.



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Trails: reaching across the generations

By Charles G. Oakes, PhD

FOR THOSE WHO SEE REALITY AS A SYSTEM of juxtaposed social, political, and economic forces, Lady Opportunity often shouts: "Take advantage of this!"

The current market meltdown has Baby Boomers delaying retirement and older adults wondering whether Medicare, under the microscope of a vacillating Congress, will remain viable enough to accommodate the vicissitudes of chronic diseases and impaired activities of everyday living. These are the negative sides of the system.

Nevertheless, clouds retain their silver linings!

The U.S. Park Service reports a significant increase in campsite reservations, and sport-outfitter REI is enjoying boon sales of luxury camping equipment. Expensive? Yes, but much less costly than a couple of weeks in \$200-a-night hotels hundreds of miles from home.

"Trails offer a back-to-nature option to older adults who seek safe and secure relief from negative newscasts and threatened investment portfolios."

Couple this with two new partnerships. One is between the International Council of Active Aging and the American Academy of Family Practice to promote exercise. The other is the partnership between the American College of Sports Medicine and each the American Medical Association and American Heart Association stating, "Exercise is Medicine."

Promoters of American Trails have here the ingredients for exciting marketing on behalf of the older adult community—first to the local medical society, which reaches out to all physicians—and then to clinics and hospital outpatient departments in the same area as trails. (See particularly the Center for Disease Control and Prevention's excellent *Environmental Strategies to Promote Physical Activity*, which is loaded with references to trails.)

The network of resources and groups involved in this trend toward healthier aging is extensive. Most of these organizations bend over backwards to promote healthful activity to their members. Many studies show that older adults will get their exercise if trail safety and security

are taken into account. Every state has a Commission on Aging to which state trail developers can promote their programs.

At local levels, trail clubs can market to Area Agencies on Aging, senior citizens centers, and physicians. And we know when an older person's doctor makes a recommendation it's more likely to be followed. (Each the 2007 and 2008 winners of the Building Healthy Communities for Active Aging Awards describe collaborations among diverse community and environmental planners.)

In days of uncertainty, our trails offer a back-to-nature option to older adults who seek safe and secure relief from negative newscasts and threatened investment portfolios.

Dr. Oakes is a security consultant with Blue Ember Technologies, LLC, an American Trails Patron Member. For 35 years before joining BET he had a national practice as a gerontologist and behavioral scientist in the health care industry.



Many older Americans, like Jake Isaacson, have discovered a new "career" volunteering their labor and expertise for trail projects; photo by Matt Martinez, Volunteers for Outdoor Colorado



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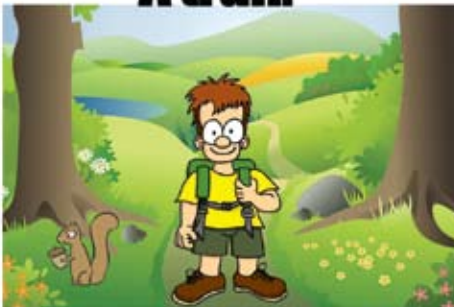
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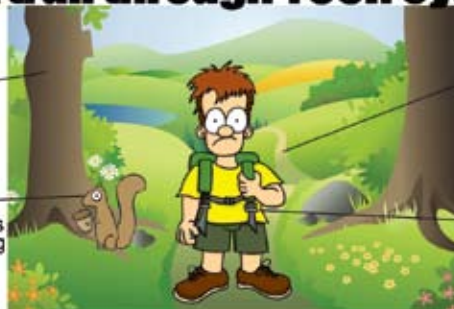
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