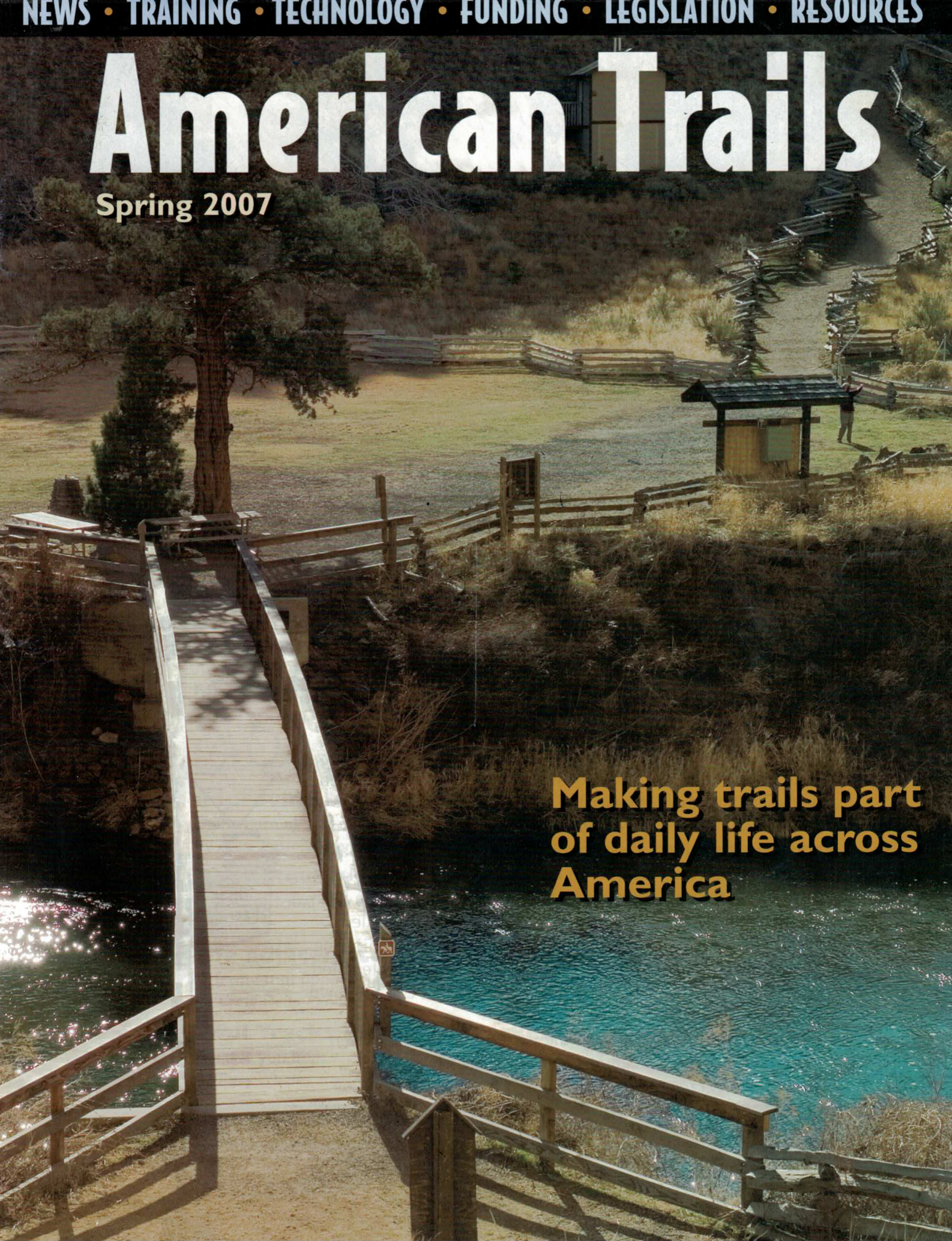


American Trails

Spring 2007



**Making trails part
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America**



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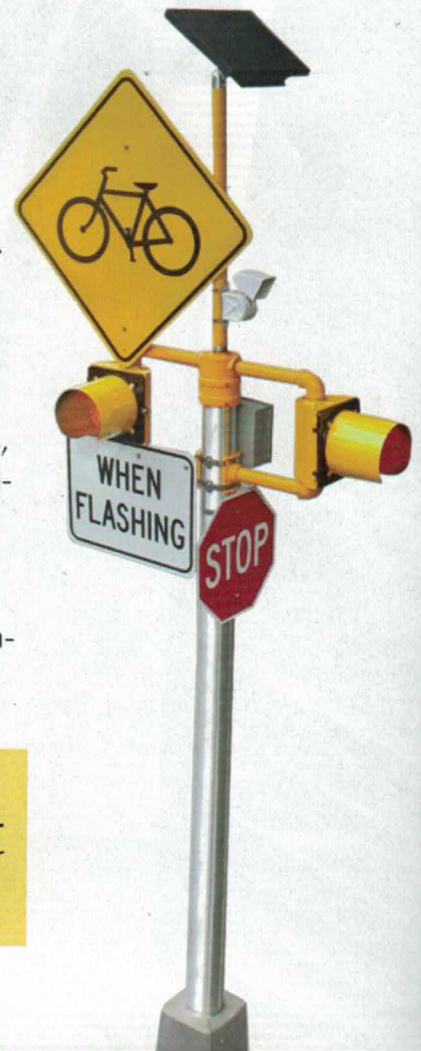
At any moment, a bike could emerge unseen from a recreational trail, shooting across a road with no warning to motorists.

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Making recreational trails safer for those who use them is a walk in the park.





On the Cover: Smith Rock State Park, OR; photo by Mike Bullington, www.trailreview.net

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American Trails

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American Trails Magazine

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Editor: Stuart H. Macdonald

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Join the Forum

American Trails Forum: your gateway to the online trails community

YOU'RE INVITED TO JOIN THE DISCUSSION. The new **American Trails online forum** is a place for our members and the general public to ask trail-related questions and share information. Our idea for creating this forum came from the many emails we receive asking questions on everything from trail building concepts to funding to locating a local trail.

Messages are posted for any visitor to browse through and read. If you want to ask your own questions and post replies, it's easy and free to join. We also hope that you'll join the forum to share your expertise and help us encourage other trail enthusiasts.

Here are just some of the topics available for discussion or posting your information.

- Research and new ideas
- Trailbuilding: Construction and Design
- Accessible Trails and ADA
- Facilities and Structures from bridges, boardwalks and tunnels to bicycle and pedestrian facilities
- Land Acquisition & Corridor Preservation
- Trail Management and Maintenance
- Funding
- Safety and Liability
- Trails Training
- Trail Activities: Bicycling, Equestrian, Hiking, Mountain Biking, Off Highway Vehicles, and Winter Recreation
- National Recreation Trails
- State Trails Information

To join the Forum, visit www.AmericanTrails.org and click on the link to the American Trails Forum. We would welcome your suggestions and comments; just drop us a note at trailhead@AmericanTrails.org.

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On the Washington, DC Scene

Legislation affecting trails

Few States' RTP programs are affected by FY 07 rescission

IN FY 06, CONGRESS DIRECTED three rescissions. Surprisingly and thankfully, only eight States chose to take from the RTP.

The Coalition for Recreational Trails has been tracking how the FY 07, \$3.47 billion transportation budget rescission has affected the Recreational Trails Program. They have heard from 41 States and DC so far. There is mostly good news. Twenty-two States know their funds are safe, seven States know for certain that some of their funds will be taken, and the remaining are unsure, but most remain optimistic. No one said they expected all of their funding to be taken.

Soon, the official amounts taken will be available on the Federal Highway Administration website, listed by State: www.fhwa.dot.gov/environment/rectrails/recfunds.htm.

LWCF State Assistance advocacy ramped up

News from the National Recreation and Park Association

SINCE JANUARY, PARK AND RECREATION advocates have been encouraging the U.S. Congress to provide adequate funding for the Land and Water Conservation Fund (LWCF) State Assistance program which is once again proposed for termination in the President's 2008 proposed budget. Public Policy staff and NRPA members have coordinated a nationwide advocacy effort to provide support for this vital program in both the House and the Senate.

In the Senate, 44 Senators signed on to a Dear Colleague letter requesting the Interior Appropriations Subcommittee to provide \$125 million for LWCF State Assistance. In the House, 122 House Members signed on to a Dear Colleague letter requesting the Interior Appropriations Subcommittee to provide \$100 million for LWCF State Assistance.

Please continue to let your Members of Congress know how important this program is to your community and that you strongly oppose the President's 2008 budget request to terminate the program.

HIPAA Act addresses concern about recreational liability

YOUR IMMEDIATE ACTION IS NEEDED to ensure proper health care benefits for trail enthusiasts everywhere!

U.S. Senator Susan Collins (R-ME) and U.S. Senator Russ Feingold (D-WI) recently introduced S. 616 and Representative Michael Burgess (R-TX) and Representative Bart Stupak (D-MI) introduced H.R. 1076: "The HIPAA Recreational Injury Technical Correction Act."

S. 616 and H.R. 1076 aim at ending health care discrimination for individuals participating in legal transportation and recreational activities— activities like horseback riding, motorcycling, snowmobiling, skiing, and all-terrain vehicle riding since these activities are listed as "risky." This legislation addresses a loophole caused by a Department of Health and Human Services' rule making it possible for health care benefits to be denied to those who are injured while participating in recreational trails activities.

We are urging all trail enthusiasts to notify their Senators and Representatives to ask them to co-sponsor and support this bill.

Funding increase needed for the RTCA Program

IF THE RIVERS AND TRAILS CONSERVATION ASSISTANCE (RTCA) program has been important to you, please act now and ask your Congress members for this budget increase in the amount of \$3.8 million.

The RTCA program budget should be increased by \$3.8 million in 2008 to \$12 million to remedy the program's continued steady erosion, compensate for losses due to inflation, and enable the program to respond effectively and efficiently to growing needs and opportunities in communities throughout the country.

- **To call your Member of Congress: US Capitol Switchboard (202) 224-3121**
- **For information on bills in Congress: <http://thomas.loc.gov/>**
- **Visit the American Trails website at www.AmericanTrails.org for updates.**

The National Trails Training Partnership

www.NTTP.net

Funding trail assessments with state resources

STATES MAY USE RECREATIONAL TRAILS PROGRAM funds for a variety of trail-related training, education, and trail assessments for improving accessibility. The Recreational Trails Program (RTP) provides funds to the States for recreational trails and trail-related projects. States may use RTP funds to do trail assessments, such as Universal Trail Assessment Process (UTAP) assessments, and to provide education and training.

Here is an excerpt from the draft *2006 Revised Recreational Trails Program Guidance* relating to Trail Assessments:

Category F: Assessment of trail conditions for accessibility and maintenance, authorizes specific projects to assess trails to determine the level of accessibility for people who have disabilities, to develop programs to provide trail access information, and to assess trails for current or future maintenance needs.

A State may provide funds for trail assessments through:

- Hiring professional trailbuilders or assessors.
- Hiring professionals to provide on-the-job training for others to do trail assessments, such as youth conservation or service corps participants, State or local staff, or volunteers.

If you are interested in being trained in the Universal Trail Assessment Process (UTAP) or in hosting a "Building Better Trails and Accessibility Workshop," please contact the American Trails office at (530) 547-2060. or nttp@americantrails.org.

Colorado Outdoor Training Initiative offers workshops

THE POPULAR TRAIL CREW LEADERSHIP course was developed by the Colorado Outdoor Training Initiative (COTI) to grow a larger pool of skilled volunteers for basic trail construction and maintenance. Several states have taken advantage of the partnership between COTI and American Trails to offer the course locally. COTI is currently developing additional courses on other trail-related topics:

Weed Management – a one-day training for volunteers and staff to include weed identification, history of introductions, weed ecology, and treatment options.



Trail Maintenance Skills Workshops – a menu of skill-based trainings (one day or half day) focusing on trail maintenance topics from tread maintenance to corridor maintenance to water diversion structure maintenance.

Project Management – a two-day workshop to learn to interface with land management agencies to plan, implement and accomplish specific conservation projects.

Sustainable Mountain Trails: Assessment, Planning & Design – a two-three day introductory course on successful tools and techniques to assess, plan, design and implement sustainable high-use multiple-use mountain trails.

For information on the Colorado Outdoor Training Initiative, visit www.cotionline.org or contact Walt Horner at walt@cotionline.org or (303) 715-1010 x11.

Need training? Have classes you want to publicize?

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

Share your trails training or resources with the nationwide trails community! See www.NTTP.net for details and send information to nttp@americantrails.org.

Recreation leadership course

RECREATIONAL LEADERSHIP TRAINING is a course being offered by email from instructor Del Albright. The course focuses on learning how to lead volunteers to victory. Subjects include basic supervision of volunteers; public speaking; dealing with bureaucracy; facilitation; land stewardship; NEPA; safety; trail project planning; Recreational Incident Command System and meeting management. For information, visit www.delalbright.com/RLTC/rltc.htm.

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AmericanTrails.org is one of the largest online resources for trail managers, builders, advocates, and users. Here is just a sample of what you will find at **AmericanTrails.org** and **NTPnet** (the National Trails Training Partnership website):

News and Action Alerts: Browse current events, funding opportunities, new publications; pending legislation, action alerts, and job openings in the trails community nationwide.

American Trails Magazine: A collection of past issues and articles are available for download.

AT Online Trail Forum: Post your questions and join in the discussion on the American Trails' Trail Forum.

Calendar: Nationwide and local events, conferences, workshops, and training opportunities in the trails and greenways field.

Online Store: Join or Renew your membership, purchase books and merchandise online.

National Recreation Trails Database: Search for and read about any of the nearly 1,000 NRT's posted in this database. Apply for NRT designation.

In addition, **AmericanTrails.org's Resources and Library** section contains over 1,500 publications, studies, surveys, and articles for the trails professional divided into these categories:

Trailbuilding

- Trail construction
- Trail design
- Tools for trails
- Accessible trails and ADA
- Products, businesses & consultants
- Bicycle/pedestrian facilities
- Bridges and boardwalks
- Structures, tunnels, overpasses
- Planning trails
- Land acquisition & corridor preservation

Management

- Management of trails
- Trail maintenance
- Adjacent landowners
- Federal agencies
- Funding
- Federal funding
- Transportation funding
- Safety and liability

Trail Spotlight

- Featured trails
- "Cool Trail Solutions"
- Searchable Bibliography
- Tools for trails
- Art and trails
- Awards & recognition
- National Recreation Trails (NRT)
- NRT Photo Contest
- Rails to trails
- International trails
- Urban trails
- Greenways & riverways
- Trail Tracks Opinion Forum
- Safe Trails Forum
- Website Contest
- Book reviews
- And more!

Advocacy

- Advocacy
- Benefits of trails
- Health & trails
- Studies of trail use
- Economics of trails
- Wildlife & trails
- Federal legislation
- Motorized trails & recreation

Education

- American Trails' Symposium and Workshops
- National Trails Training Partnership
- Calendar of trails training opportunities
- Accessibility and UTAP workshops
- Trail Crew Leadership workshop with the Colorado Outdoor Training Initiative (COTI)
- Working with Developers workshop
- Featured training providers and experts

AMERICA'S TRAILS STATE BY STATE: A page for each of the 50 States, DC, and Canada's Provinces is provided with links to trail-related sites. One click will take you to State trail clubs, State, local and Federal public lands, and information on trails for all types of trail users.

We are eager to continue to add quality information and links to the site!

If you have any submissions for news, action alerts, publications, studies, articles, and cool trail solutions for the library, or links to trails-oriented websites, please contact the Webmaster, Stuart Macdonald, at mactrail@aol.com or the American Trails office at Trailhead@AmericanTrails.org or 530-547-2060.

Cinderella Comes of Age

Trails enhance private developments and residential communities

By Roger Bell, Bellfree Contractors, Inc. and Vice-Chair, American Trails

WHY SHOULD RESIDENTIAL DEVELOPERS consider including trails in new projects? This article will explore some reasons for this important new trend, including financial advantages to developers, health benefits to residents, environmental protection, and growing public demand.

Faced with significant cutbacks in traditional sources of public funding for trails, such as the Forest Service, private resources will be increasingly important. We all need to understand this phenomenon and to optimize the opportunity it offers to improve our communities.

Those of us who build trails need to learn ways to connect with developers to help them realize the benefits of expert design and construction practices. This has become a primary focus of my business, and I see it expanding exponentially. Trails truly have arrived in public consciousness!

The Neglected Stepchild

Until recently, however, my experience has been that trails, when built at all in new home developments, only came about as a result of being conditioned by cities and counties, perhaps from pressure by local user groups, rather than due to choice or real perceived value. They were not seen as having much importance to the projects and even the public entities sometimes did not truly recognize the potential values they might provide.

In fact, trails were perceived as potentially dampening sales, because of privacy concerns, or because they might invite



Trails are planned as part of the redevelopment of Denver's former Stapleton Airport



Trails in Denver's Stapleton neighborhood, believed to be the largest "new urbanist" project in the United States

misuse or even crime by non-residents. As a result, trails were built with reluctance, and usually without much thought about aesthetics or sustainability. Just get it done in the least expensive way, often by hiring a landscaper or excavator operator to push some dirt around, usually in the least desirable place, such as on steep slopes between houses or on ridge tops where homes could not be built. Trails were unwelcome stepchildren, tolerated but not warmly embraced—unkempt, ragged, hidden away, fenced off from respectable members of the community.

Commonly, trails were developed more formally as street-side bike lanes or on access roads which could double as trails. Hardscaped trails became part of the needed and important transportation infrastructure, but not really seen as part of or needed for open space access.

Consequentially, natural surface trails were often poorly conceived and tended to fall quickly into disuse and disrepair. Softscaped trails were generally disliked by residents and, being less used, they tended to become unsightly nuisances rather than real amenities. This was especially true if maintenance was part of a homeowner association levy.

Cinderella Comes of Age

Gradually I've seen a change in this picture. I think this owes to increased public interest and expectation, spurred by awareness that open spaces are rapidly disappearing in urban areas, and that close-in trails are ways to quickly connect to nature and recreational opportunity. Active lifestyle sports and unstructured recreational activities are some of the fastest growing sectors of the recreational market.

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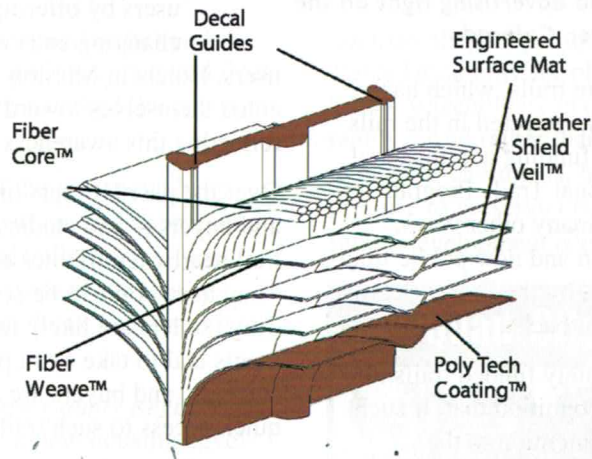
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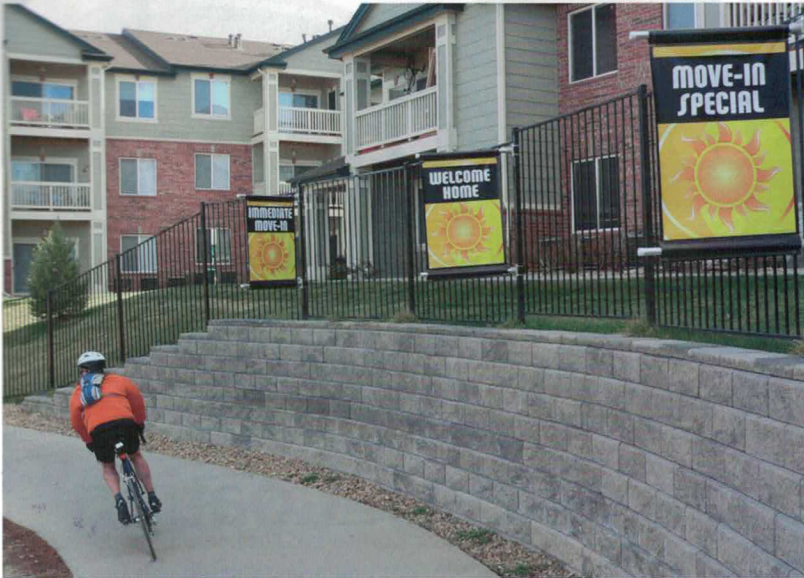
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Trails in developments *continued*



“Welcome Home,” suggests this condo advertising right on the Cherry Creek Trail in southeast Denver, Colorado

These factors have led to building more trails, which has perhaps fueled our collective appetites, reflected in the rails to trails phenomenon and trail-related funding administered by the FHWA, including the Recreational Trails Program and Transportation Enhancements. But in many other ways, despite this critical mass of expectation and new public funding sources, public land trails managed by the Forest Service and other agencies have seen drastic cutbacks.

This heightens the importance of privately funded trails to meet the need. Along with this is a recognition that, if such trails were built with more care, with attention to the importance of keeping grades down and reducing erosion so they held up and were aesthetically attractive, thus inviting respectful use, then they truly could be advantageous to projects and highly appreciated by users.

Another recognition is the importance of good planning so the trail system is integrated from the start, made part of the infrastructure, rather than as an after-thought or add-on. This also makes it possible for the home buyer to be fully aware of the plan and not discover after purchase that a trail will traverse near his backyard— i.e. better matching of those who like trails and their availability.

Interestingly, studies of homeowner attitudes about the importance of adjacent trails indicate that initial skepticism is often replaced by strong endorsement as

residents begin to use them. Those studies also indicate that, contrary to some of the fears that tend to accompany what might be called the gated community or NIMBY (“not in my backyard”) mentality, trails are actually factors in reducing crime. Neighbors look out for each other and have new opportunities to develop a sense of community, and they discover that visitors are generally very respectful of their privacy concerns. The vast majority of trail users, people who get out to exercise and enjoy nature, are good citizens who would, in any-thing, help to prevent misuse and intrusion.

Commercial interests are learning to court trail users by offering services and facilities and even changing entryway design to ease access for trail users. Hotels in Mission Bay in San Diego, for example, oriented themselves toward a backdoor trail that was added, reflecting this awareness of its importance to their guests.

Over the past 10 years or so, it has dawned on both sellers and buyers— and studies verify this— that having a nature trail nearby contributes to an increase in property values. They have come to be seen as real amenities to projects. Thus, sellers are likely to highlight trail access in advertisements and to take extra pains to insure they are well built and safe, and buyers are seeking out developments that make quick access to such trails and open space a priority.

In some cases whole communities have made trail systems a required aspect of infrastructure so that developers expect to

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The Daybreak community west of Salt Lake City promotes trails as part of its healthy, walkable lifestyle

include that dimension if located within such cities and towns. Connectability is essential so that each new trail does become part of a system serving more than just the development within which it occurs.

Natural surface trails, stepchildren of the past, have been embraced and formally adopted, shined up, and appreciated for their unique character. A true Cinderella story, if you will! They have been made essential parts of the family. Given that attention, they are thriving, thank you, and giving back real value!

A fascinating article in a recent *Orange County Register* in California touts the value of trails in new housing developments and open space areas near residential projects. Building upon some research about preferences of new home buyers, the article claims that their decision to buy was significantly influenced by the availability of places to walk for exercise and to get quickly into outdoor spaces close to nature. Trails even topped golf courses, parks, exercise rooms, pools, and other community amenities in one important survey by the National Association of Homebuilders.

Martin & Associates, a Costa Mesa, CA, development and strategic consulting company, is in the early stages of planning a residential project in Springville, CA. Development Partner Randy Martin sent me a visioning paper he wrote pitching the value of building a network of trails. He cites medical research on the health and longevity benefits from walking and hiking, consumer research by American Lives showing a strong baby boomer preference for walk and play areas nearby their living spaces, social and generational interaction opportunities provided by trails, etc.

Randy was quoted in the above article from Orange County, noting that well designed trails got people in the habit of walking and socializing with other walkers. For baby

boomers they helped overcome the stigma of new developments being only for older people. He wants his project to "show stakeholders that we are serious about making trails a reality." And rather than relying upon the use of a land trust to enforce easements, he would prefer that they contractually promise to preserve open space and access to nature as future development occurs in the area.

Quad-City Labyrinth Project



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Health and Fitness

There are even more compelling arguments for trails in residential areas. Since 1993, obesity rates in America have climbed more than 60%. Since 1980, these rates have doubled among adults and tripled among adolescents (PricewaterhouseCoopers, *Recreation's Role in Combating Obesity*). And Jane Brody argues that "study after study has shown that suburban residents walk less, bike less and are less physically fit than city dwellers." (*Planning Healthier Suburbs, Where Cars Sit Idle and People Get Moving*).

To address the obesity issue, the U.S. Department of Health and Human Services commissioned an independent task force of experts to determine effective measures for reducing the nation's obesity epidemic. The Task Force on Community Preventive Services reported that "creating or enhancing places for physical activity, including walking trails, was effective in getting people to exercise more." (*American Journal of Preventive Medicine*, 2002).

In 2003 alone, taxpayers footed the bill for \$75 billion worth of obesity-related illnesses (*Economic Benefits of Trails*, American Hiking Society Fact Sheet). In 2006, U. S. Steel announced that the cost of health care for its employees had exceeded the cost of raw materials to manufacture steel. The Unum Group insurance company estimated that healthcare costs were approximately \$9,000 per employee in 2003.

With soaring health care costs, fueled by an inactive and obese population, trails become a "concrete" opportunity for individual fitness and recreation close to home. Appealing to individuals from all backgrounds and socioeconomic strata, using trails costs no more than the price of a pair of athletic shoes. Having neighborhood access to trails significantly increases the opportunity for physical fitness and weight reduction. One study found that building trails is cost beneficial from a public health perspective: for bike/pedestrian trails in Lincoln, Nebraska, every \$1 invested in trails for physical activity was calculated to result in \$2.94 in direct medical benefit (*Cost-Benefit Analysis of Physical Activity using Bike/Pedestrian Trails* by Guijing Wang, PhD, et al; Journal: *Health Promotion Practice*, April 2005).

Much of this health-based information was provided by Terry Eastin from Arkansas, Executive Director of the Mississippi River Trail. Terry has also been a driving force in bringing into being the Medical Mile trail in the heart of downtown Little Rock. This multi-million dollar trail, featuring displays from various health management organizations, reflects an amazing partnership of political and medical interests in the state to provide visual images and information about health to residents and visitors.

Arkansas had been listed as the second worst state in the nation in terms of obesity and poor health and this project was recognized as offering a route toward reversing that unfortunate situation. The state's former Governor (and now a GOP Presidential candidate), Mike Huckabee, made headlines by developing a personal exercise program (using the Arkansas River Trail) enabling him to lose over 100 pounds of excess weight. This project added significant attention to that message.

Environmental Protection

While developers are catching on to the aesthetic, environmental, and economic importance of community trail systems, the nation's insurance and healthcare industries have come forward in full support of these efforts. As these residential trail systems are built, municipalities will be charged



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Trails in developments *continued*



Greenway corridors link neighborhoods in Denver's Stapleton community

with linking them to commercial areas thus creating opportunities for reducing America's dependence upon fossil fuels and staving-off an obesity crises that is undermining the economic stability of American commercial enterprises.

In short, a strong case can be made that trails are a small but vitally important factor in reducing global warming. A housing development in Beaumont, CA, has actually been challenged on the basis that its design concept will contribute to global warming. We are already encouraging the use of solar panels, changing to better light bulbs, and buying more fuel efficient cars to get people to work from their new suburban homes. We also need to ask developers to incorporate trails in their projects to provide bikeable and walkable communities without the need for cars. By encouraging more walking and bicycling, both for recreation and for getting to commercial areas or work, trails will help enhance energy efficiency, thereby reducing greenhouse gas emissions!

I suspect, from a marketing standpoint, this would be a good argument for developers to use in getting their projects approved and accepted by environmental advocates.

Doing Our Part

In concluding this article, which has looked at the subject of trails in new developments from a variety of perspectives, a word about the part American Trails wants to play in bringing more people in the development community and in the trail world generally to a practical realization of just how this important dimension can be translated and assisted.

What we have done in a preliminary way, which needs further refinement, has included the following:

- producing several articles and web postings;
- exploring how to bring more developers and community agents into our network of knowledgeable trail advocates, even getting major sponsorship from developers and real estate interests and making this topic a significant focus at the National Trails Symposium;
- co-sponsoring with several of its Board members an all day workshop for the development community in the Orlando, FL area near Disneyland and exploring the possibility of offering similar programs elsewhere;
- considering creating something like a best practices certificate for developers and communities that emphasize trails and do a good job planning and integrating trail networks— like a good housekeeping “seal of approval.”

We think these efforts can facilitate this important movement and provide visible means of recognizing how quality trail systems significantly help communities and private developments become truly livable.

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Accessible Trail Guidelines

Accessibility guidelines for trails will be proposed under the Architectural Barriers Act this year and will be published for public comment

The Short Version

Guidelines for accessible trails will be included in proposed rules for Federal agencies. This is another step in the process to establish clear requirements for building trails to accessible standards. The upcoming "Notice of Proposed Rulemaking" is based on the guidelines developed for the Access Board in 1999.

- **June, 2007** (proposed) Notice of Proposed Rulemaking to be published in the Federal Register with 90-day public comment period
- **July 24, 2007** – Public hearing in Denver, CO
- **Sept. 5-7, 2007** – Public hearing in Washington, DC

New developments, discussion, and the full text of the Notice of Proposed Rulemaking will be available in the Accessible Trails section of the Resource & Library area at www.AmericanTrails.org.

Accessible trails proposal moves forward for public comment

From the Access Board, Washington, DC

THE ACCESS BOARD HAS DEVELOPED proposed accessibility guidelines for outdoor developed areas in a continuing effort to provide guidance on design and constructing accessible facilities. A Notice of Proposed Rulemaking (NPRM) provides guidance on the design and construction of newly constructed and altered trails, outdoor recreation access routes, picnic and camping facilities, and beach access routes. The NPRM is based on a final report from the Regulatory Negotiation Committee on Outdoor Developed Areas, presented to the Board in September 1999. This 27 member Regulatory Negotiation Committee, including all the Federal land management agencies, represents a consensus approach to making outdoor developed areas accessible to persons with disabilities.

As a first step, the guidelines in this NPRM will only apply to outdoor developed areas constructed or altered by Federal agencies. The guidelines do not apply to outdoor developed areas constructed or altered by other entities with Federal funds. Future rulemaking is planned for Federally funded outdoor developed areas and those areas covered by title II (State and local government) and title III (places of public

accommodation) under the Americans with Disabilities Act.

The NPRM is presented as a stand-alone rule and not a part of the ADA/ABA Accessibility Guidelines. It is based, however, on the same format and numbering system.

What is the Notice of Proposed Rulemaking (NPRM) on Outdoor Developed Areas?

This is the next step for the Board in establishing minimum accessibility guidelines for trails, picnic and camping facilities, and beach access routes. The notice will be published in the Federal Register and formally begin a public comment period on the proposed accessibility guidelines. The format of the proposed rule includes a preamble (background information about the committee and the various provisions), the text of the provisions, and the regulatory assessment report on the proposed rule.

Is the NPRM different from the final report from the Regulatory Negotiation Committee?

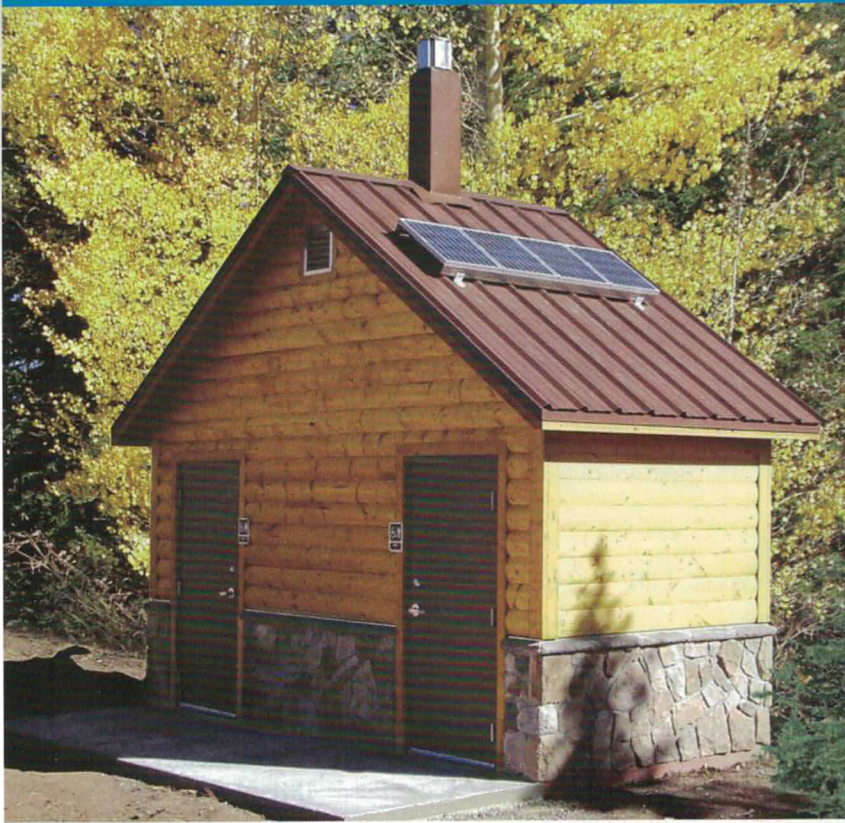
The content of the final report has not been modified, but the proposed guidelines will only apply under the Architectural Barriers Act (ABA). When the committee negotiated the proposed guidelines, it was intended that the guidelines would apply under both the ADA and the ABA. For a variety of reasons, the Board decided to separate the rulemaking process and begin with proposing the guidelines under the ABA. After this is completed, rulemaking under the ADA will follow.

The Architectural Barriers Act requires access to facilities designed, built, altered, or leased with Federal funds. Passed by Congress in 1968, it marks one of the first efforts to ensure access to the built environment. The Board develops and maintains accessibility guidelines under this law.

How long is the comment period and what will happen during this time?

There will be a 90-day comment period on this NPRM. The date begins on the date that it is published in the Federal Register. The notice will be available on the same day of publication on the Access Board's website.

During the comment period, two public hearings are planned: July 24, 2007 in Denver, CO and during the September 5-7 Access Board meetings in Washington, DC. The hearings provide an opportunity for verbal comments. Electronic comments will also be accepted. All comments will also be available for public review.



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Partnerships for Better Trails

The State of Maryland and bicyclists work together for trail training

By Scott Linnenburger, Director of Field Programs, International Mountain Bicycling Association (IMBA)

The International Mountain Bicycling Association's Trail Specialist, Rich Edwards, suggests "the biggest risks to trail access across the country are the impossibility of adequately maintaining bad trails, the deferred maintenance of mediocre trails, and the resulting situation of park visitors feeling like they need to create their own experience (illicit trails) to make their visit a positive one.

In each case, these trails are harming natural resources and could eventually be seen as incompatible with good resource management. Of course, with less public access naturally comes less public support for parks and even further budget cuts. It's a no-win situation. We've got to work together to encourage a higher level of functionality and cooperation regarding trails."

Recently the Maryland Park Service was faced with a quandary: how to improve the condition of its State Park and Forest trail systems without a staff sufficiently trained in trail planning, design, construction, and maintenance. The trails were receiving more visitation and more volunteer support, but were also eroding more and causing more resource damage. The answer revealed itself: MORE, the Mid-Atlantic Off-Road Enthusiasts, a regional mountain biking club that stewards a number of Maryland trail systems offered to broker the training of Maryland's land management officials.

MORE's track record of taking trails from a resource-damaging state to one of ecological and social sustainability, not to mention a better experience for mountain bikers, hikers, runners, and equestrians was unmatched in the State and opened the door to a \$75,000 grant from the State of Maryland.

MORE turned to IMBA Trail Solutions, a fee-based trail consulting, contracting, and education program, to customize a training curriculum for Maryland Park Service staff. The first goal was to level the knowledge playing field and Trail

Solutions led four, two-day classroom and field-based basic trailbuilding schools.

"It's important for agency officials to understand that trails are a conservation tool as well as a recreational facility," states IMBA's Rich Edwards,

"and considering the dual-

ity in purpose for trail facilities lays the foundation for better resource management AND better trail experiences. When we get there, we've taken a no-win situation and created a win-win situation."

For staff that only dealt secondarily in trails, completion of this course allowed them to recognize common trail problems, institute corrective measures, and attain a common language with other staff and volunteers regarding these issues. For staff that required a higher level of understanding — those individuals planning, approving, building, or fixing poorly conceived trail systems — Trail Solutions put together advanced courses on Planning and Design, Mechanized

"It's important for agency officials to understand that trails are a conservation tool as well as a recreational facility."



BEFORE: chronically wet trail in a low lying area



AFTER: creating a dry and durable trail surface

Partnerships for Better Trails *continued*

Trailbuilding, and Wet Area Solutions. These field-intensive, three-day courses brought Maryland Park Service trail leaders in closer contact with one another along with the high-level training that prepared them to deal with many of the issues faced on Maryland's public lands.

Nita Settina, Maryland Park Service liaison for this project noted, "the amount of knowledge that IMBA brought to the table was absolutely amazing, but just as important was building our internal relationships through these courses. Now, when we encounter a tough problem, there's a better idea within the Park Service of who has dealt with something similar before or who has special talents in some area. We don't have to reinvent the wheel and that ultimately produces a better trail product."

In total, over 150 individuals attended the courses and almost a dozen completed the entire four-course curriculum. The courses were held in eight different State Parks and Forests in each of Maryland's physiographic provinces, allowing staff to learn in the environments that they most often work, whether it was the coastal plain, piedmont, or western Maryland mountains.

The trainings are already paying dividends on the ground as the Maryland Conservation Corps and Patapsco Trail Crew have planned extensive trail reroutes into their ambitious



Microexcavator: small machines have big potential for building and maintaining trails

2007 schedule of work and Park officials are more familiar with the capabilities of, and can better direct, volunteer groups such as MORE.

"Knowledge is power and we (MORE) believe that this investment by the Maryland Park Service, coupled with a higher level of coordination between the agency and volunteer groups, is going to pay dividends for decades," emphatically stated Dan Hudson, one of MORE's lead trailbuilders. "As consumers of the parks' "product" of trails, we all need to work together to make sure the cost of maintenance and upkeep doesn't keep rising and that means

more environmentally sustainable trails that better handle increased use."

"The status quo risks access to these great parks for our children and grandchildren," adds another MORE leader, Austin Steo, "and therefore it's necessary to make the investment of volunteer stewardship now. The state's dedication of resources toward this same end demonstrates that we all envision the same, better future for trails in our state."

With these and other progressive plans being developed and supported by the Maryland Park Service, the State of Maryland again approved a large grant to the Mid-Atlantic Off-Road Enthusiasts for 2007 to keep up the good work in improving the State's parks, forests, and trails.

An advertisement for Interpretive Graphics, Winsor Fireform, and Novalloy Fossil GS/DF. The background is a black and white photograph of a forest with tall, thin trees. The text is arranged in a clean, professional layout. On the left, a white box contains the text "INTERPRETIVE Graphics SIGNS & SYSTEMS SOLUTIONS THAT WORK". On the right, the text "WINSOR FIREFORM NOVALLOY FOSSIL GS/DF" is prominently displayed. Below this, smaller text lists services: "INTERPRETIVE SIGNS • HISTORICAL MARKERS • COMMEMORATIVE PLAQUES Planning • Design • Graphics • Fabrication". At the bottom right, the phone number "801-942-5812" and the website "www.InterpretiveGraphics.com" are provided.

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National Recreation Trails

Show off your trail by entering the NRT photo contest

Looking for great photos of National Recreation Trails

AMERICAN TRAILS IS SPONSORING the 2007 contest for photographs of National Recreation Trails across the country. Our annual contest provides awards in several categories and shows off entries (and previous winners) on the NRT website. The goal is to highlight the diversity of the NRTs and to make more Americans familiar with these great trails. The deadline for entries is October 31, 2007.

We're looking for good photos of trail users as well as special facilities, art on the trails, management issues, construction, and volunteers. We also want to see entries that cover the many types and uses of National Recreation Trails throughout America. All contest entries can be seen at www.AmericanTrails.org/nationalrecreationtrails.

Photos of any designated National Recreation Trail are eligible. Check the online searchable database for a list of NRTs in your state and for more information on individual trails. If you're not sure if a trail is an NRT, or if you have questions about the contest, contact American Trails at (530) 547-2060 or NRT@AmericanTrails.org.



Kids and caterpillars on the Rivanna National Recreation Trail in Charlottesville, VA (photo by Diana Foster)

Email your entries to NRT@AmericanTrails.org or send by postal mail to American Trails, P. O. Box 491797, Redding, CA 96049-1797. Details are on the website at www.AmericanTrails.org/nationalrecreationtrails.



Trails nominated for NRT designation in '07

FORTY TRAILS IN 22 STATES have been nominated for designation as National Recreation Trails in 2007. New designations are announced each year in time for National Trails Day. Over 900 trails have already been designated on federal, state, local, and privately owned land throughout the country.

National Recreation Trails recognize existing trails that connect people to local resources and improve their quality of life. Nominations come from federal agencies, states, communities or private interests that wish to highlight trails of local and regional significance.

See the list of trails that have been nominated for designation as National Recreation Trails in 2007. Visit www.AmericanTrails.org/nationalrecreationtrails.

Check and update trails information on NRT Database

ONE OF THE BENEFITS OF National Recreation Trail designation is the online database of trail information. Help us keep your record up to date by visiting the NRT Database and checking the contact information for the trail manager and public information. You can also provide more information on highlights and details of the trail.

Visitors and the general public can also learn about the trails, get details on access points, and find out what activities and facilities are available.

Access the online National Recreation Trails Database at www.AmericanTrails.org/nationalrecreationtrails. You can download the update form or send an email with new information to NRT@AmericanTrails.org.

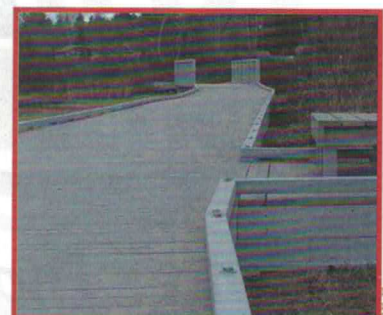
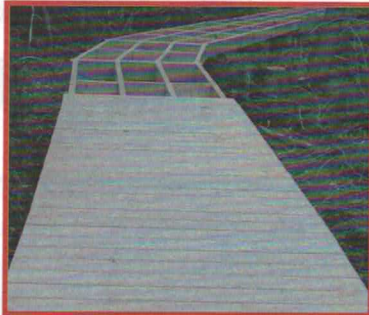
For more on the National Recreation Trails program see www.AmericanTrails.org/nationalrecreationtrails



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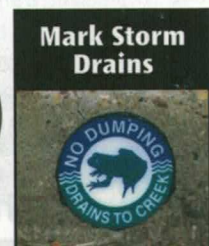


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Resources on the Web

Website Contest is a great way to highlight your project

OUR ANNUAL AMERICAN TRAILS WEBSITE CONTEST is open to individuals, trail groups, agencies, and businesses who are developing good information sites via the Internet. See details at www.AmericanTrails.org. Awards will be made in a variety of categories to recognize trail-related websites of all sizes and types.

It's easy to enter or nominate your favorite website for recognition:

- Deadline for nominations is July 31, 2007.
- Enter by e-mail from our website.
- Nominate an entire website or single area.
- Links to all nominated sites will be publicized and added to the American Trails website.
- Winners in each category will be featured online, in print, and throughout cyberspace!

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Visit www.AmericanTrails.org and click on "American Trails Website Contest" to see all the details, entry forms, and winners and nominations from last year.

Share your photos and ideas with Cool Trail Solutions

TRAILBUILDERS: we need your Cool Trail Solutions! Have you ever wondered if your trail design and construction issues have already been creatively solved by others? The National Trails Training Partnership and American Trails are doing just that at www.AmericanTrails.org, and we'd like to see your ideas and projects, 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! Some topic ideas are:

- The future of trails and greenways
- Ideas and new concepts
- New ways to apply technology to trails
- Personal experiences
- More effective advocacy
- The value and benefits of trails
- Improving our trail systems
- New activities uses for trails
- Spiritual dimensions of trails

You can access the Cool Trail Solutions from the American Trails home page: www.AmericanTrails.org. Use the "Quick Jump" menu or click on the "Resources" icon and select "Cool Trail Solutions."

Your articles and studies can find a home in cyberspace

HELP US BUILD THE LARGEST online library of trail-related resources! Your article, study, thesis, and project description may be exactly what another trail supporter is looking for. The "Resources & Library" section at www.AmericanTrails.org is categorized by topic and is easily searchable. We can use text documents or PDFs. We can also link to your web page if it's already online.

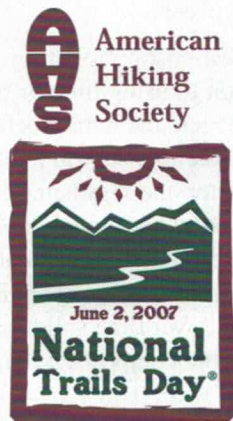
Send any electronic materials you'd like to make available to the nationwide trails community, or links to your documents, to trailhead@AmericanTrails.org.

Events and Opportunities

More training opportunities and news for trails and greenways

Help celebrate trails in 2007 with National Trails Day events

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For more information visit the American Hiking Society website at www.AmericanHiking.org.

Equestrian conference to share trails experiences

Southeastern Equestrian Trails Conference

• July 19-21, 2007, Knoxville, TN
Organized by the Back Country Horsemen of East Tennessee and the Blue Ridge Trail Riders with financial support from FHWA's Recreational Trails Program. The conference, attended by trail managers and activists from across the country, addresses the future of the natural and cultural heritage of the equestrian trail experience. For information: www.southeasternequestriantrails.com.

On the conference calendar

TrailLink 2007

• August 8-10, 2007, Portland, Oregon
Come to TrailLink 2007 to learn how to be a leader in the active transportation movement. Strengthen your case for investment in trails, biking and walking in your community with cutting-edge research and examples of the mobility, public health, economic, climate and community benefits of active transportation systems. For registration see the Rails-to-Trails Conservancy's website at www.railtrails.org.

Mid-America Trails & Greenways Conference

• December 9-12, 2007, Chicago, Illinois
Eight Midwestern states sponsor this conference, featuring interactive educational sessions and mobile workshops on trail and greenway development and operations, building active communities, sustainable trails, water trails, winter trails and more. Share your experiences, learn from each other, and continue connecting our trails and greenways. Visit www.openlands.org or call (312) 427-4256.

See online calendar for training

LOOKING FOR CLASSES AND WORKSHOPS? Make your first stop the online Trails Training Calendar at www.NTTP.net. The National Trails Training Partnership brings you hundreds of training opportunities from across the country: trail design, organization building, land protection, environmental issues, trail crew leadership, management of OHVs, equestrians, bikes, and many more topics.

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Trails Across America

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

Wetlands boardwalk hosts environmental education

By Tom E. Spear, Schrader Co.

IN EARLY 2001 THE CITY OF WOODINVILLE, WA began a project to restore habitat in an 18-acre park while providing trails and recreation facilities. New development included a skate park and a playground and picnic areas.



The biggest challenge was left for last: development of a gravel/boardwalk trail system that would meander through the very environmentally sensitive areas of the

park and would include viewing platforms overlooking the creek and restored areas of the wetlands. Some 1,470 feet of the proposed system would touch the wetlands while the remaining 1,725 feet would lie outside. The four viewing platforms and the boardwalk itself would all require special and creative construction techniques to avoid impact on the wetland and Little Bear Creek itself.

The trail system would be used as an outdoor environmental classroom for local students and the public, featuring interpretive signs as well as four viewing platforms to observe salmon spawning/migration and the wetland areas.

Composting toilets provide great service to trail users

By Alex Linkow, Clivus Multrum, Inc.

THESE DAYS, IT'S NO LONGER ENOUGH for trail planners and crews to design and maintain first-class trails. Often, there is pressure to provide first-class restroom facilities as well. However, as you know, a variety of issues

often make doing so difficult. For instance, trails in remote areas may be miles away from existing utility lines. And with no water, sewer, or electricity in the vicinity, constructing a large facility with flush toilets is often unthinkably expensive.

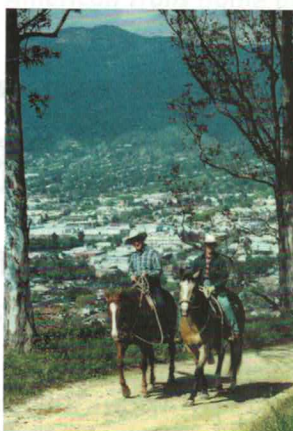
Composting toilets are a natural fit in remote areas. In addition to using little or no water for flushing, these systems recycle the nutrients in human waste. Instead of sending waste to a central treatment plant or leaching it into groundwater, these systems contain waste onsite and treat it through natural biological decomposition. In the composter, solids and liquids are separated by gravity. Organisms such as bacteria and fungi break down the waste and destroy pathogens, and over time solids and liquids are transformed into safe, stable compost end-products.

Griffith Park: equestrian trails in the heart of the city

By Lynn Brown, Equestrian Trails, Inc.

THE CITY OF LOS ANGELES does not call to mind horses and trail riding. Yet, bordered by Burbank and Glendale, hidden in the heart of one of our largest cities is a well-kept secret. This unexpected delight is Griffith Park, 4,000 acres with 55 miles of dirt trails.

When the land was donated to the City by Col. Griffith J.



Griffith in 1898, the hilly terrain was considered worthless for developing. Now a priceless piece of the shrinking open space in this city, much of the park remains in a natural state of a wild California habitat. Over the years, the state and local politicians have recognized the unique aspects of this urban park by providing continuing horse access points even as the surrounding cities have crowded around Griffith Park.

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

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Improving trails for all users

Using current sustainable trail designs will also help make your trails accessible

By Mike Passo, American Trails Board

IMAGINE, IF YOU WILL... the federal government has passed a new set of guidelines, however, you are in the position that you needn't do anything differently than you currently do because your current practices meet nearly all of the requirements of the new guidelines. In your dreams, right? Maybe not!

If you have been designing, building and maintaining your trails according to the principles of Sustainable Trail Design, then your trails by and large will comply with the Proposed Accessibility Guidelines for recreation trails that are currently being considered for adoption by the United States Access Board.

Recently, the proposed accessibility guidelines for trails have taken a big step towards adoption by all of the federal land management agencies. The proposed guidelines have worked their way through the Office of Management and Budget (a process that has taken over seven years to complete). The proposed guidelines will soon be put out for public comment for a period of 90-120 days.

The great thing about these proposed guidelines are that they very nearly match current sustainable trail design recommendations. Let's compare and contrast sustainable trail design with accessible trail design...

Grade

Sustainable design criteria suggest that a trail should rarely exceed 10% in grade. Trails over 10% inherently have problems with water management. Water tends to want to travel



Watch slopes and drainage to improve sustainability

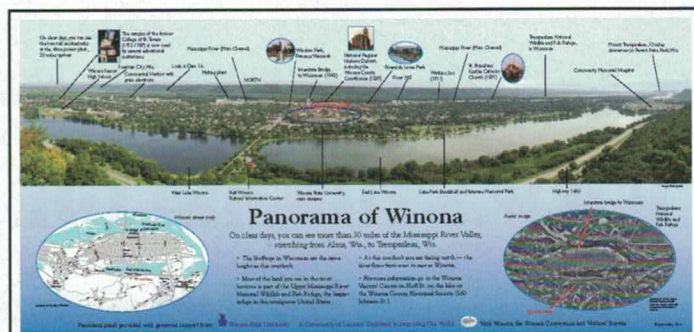
down the trail instead of flowing across the trail. This leads to washout erosion on the trail tread causing increased trail tread maintenance and decreased long-term sustainability. The current proposed accessibility guidelines require grades of 5% for any distance, 8.33% for up to 200 ft, 10% for 30 ft, 12% for 10 ft, and 14% for 5 ft when required in the bottom of a drainage structure.

Surface

Sustainable design criteria suggest a surface that is firm and stable in order to accommodate usage without degrading the tread surface. Proposed accessibility guidelines require a firm and stable surface.

Width

Sustainable design criteria suggest a prepared tread surface of 32 inches in width. The beaten path may be narrower,



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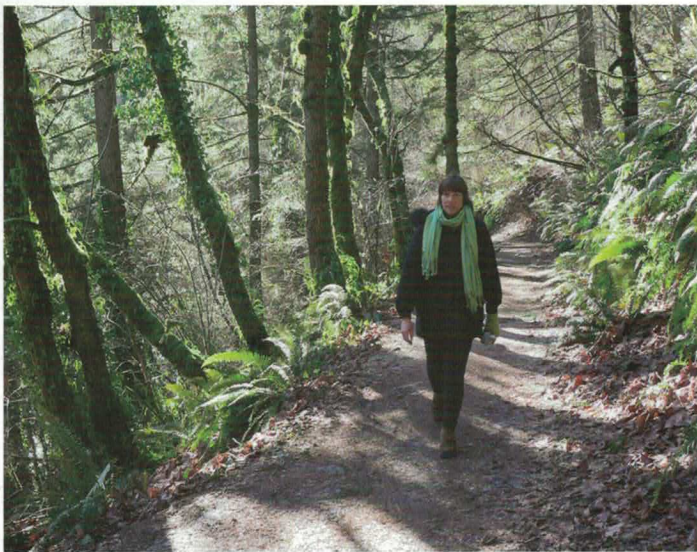
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Close attention to grade, surface, width, and cross slope can improve a trail for all users

however, the prepared tread width should be at least 32 inches wide to allow for traffic that inevitably tends to push the edges of the beaten path due to passing trail users, group trail use and inadvertent use of the fringes of the trail. Proposed accessibility guidelines require 36 inches with exceptions to 32 inches in width.

Cross Slope

Take note that the only significant discrepancy between sustainable and accessible design occurs in the area of cross slope. Sustainable design criteria suggests a minimum of 5% cross slope on the trail tread in order to ensure sheet flow of water across the trail. Cross slopes of less than 5% allow water to stay on the tread surface, which allows water to pick up velocity when grade increases. This leads to washout erosion on the trail tread causing increased trail tread maintenance and decreased long-term sustainability. Proposed accessibility guidelines require a maximum of 5% cross slope, with an exception of up to 10% when required in the bottoms of drainage structures.

Grade Reversals and Curvilinear Alignment

Sustainable design suggests that trails should contain frequent grade reversals and follow a curvilinear alignment. In other words, the trail should have “ups and downs” and curve around trees, rocks, etc. This design creates an interesting trail for trail users and provides excellent opportunities to move water off the trail tread. These design elements keep steeper sections of trail restricted to short distances and

provide ample opportunities for resting intervals between each up and down, which are also key elements of the proposed accessibility guidelines. Most folks would agree (whether you have a disability or not) that a trail with “ups and downs” is much better than a long, consistent uphill (or downhill) slog.

Any trails or portions of trails that cannot be built to these recommendations should then be signed in order to allow trail users to choose for themselves whether the trail meets their individual accessibility needs.

So, continue to build and maintain your trails according to current sustainability recommendations. You are building your trails right, and will continue to build your trails right, even after the adoption of Accessibility Guidelines for Recreation Trails.

See www.AmericanTrails.org for more information on accessible trails as well as surfacing and construction techniques.



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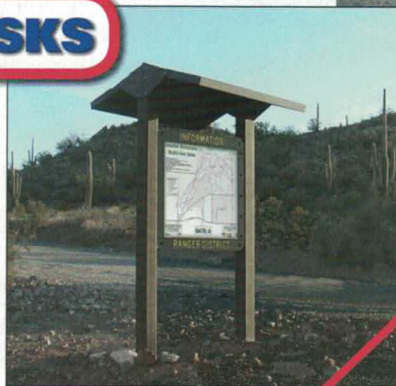
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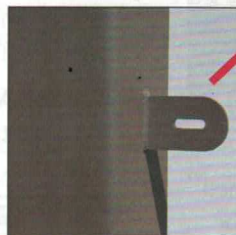
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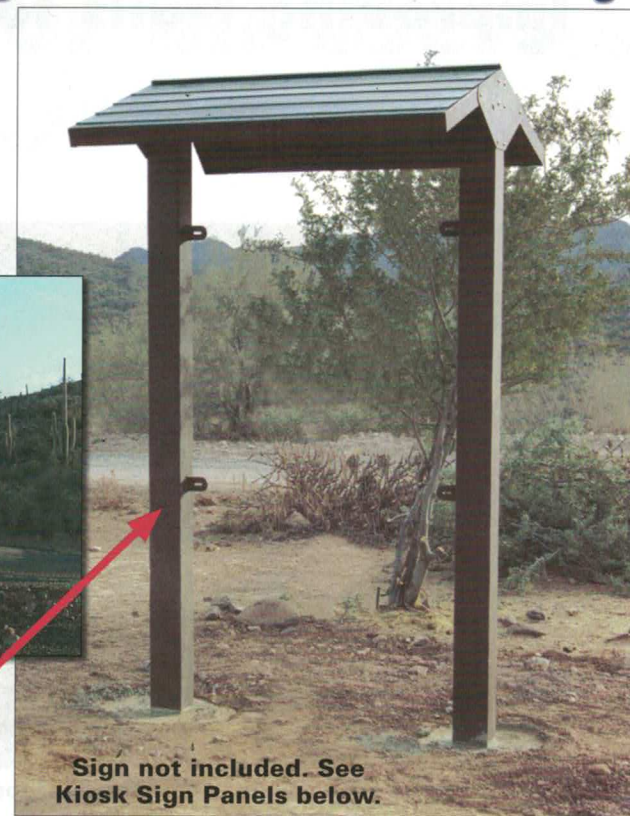
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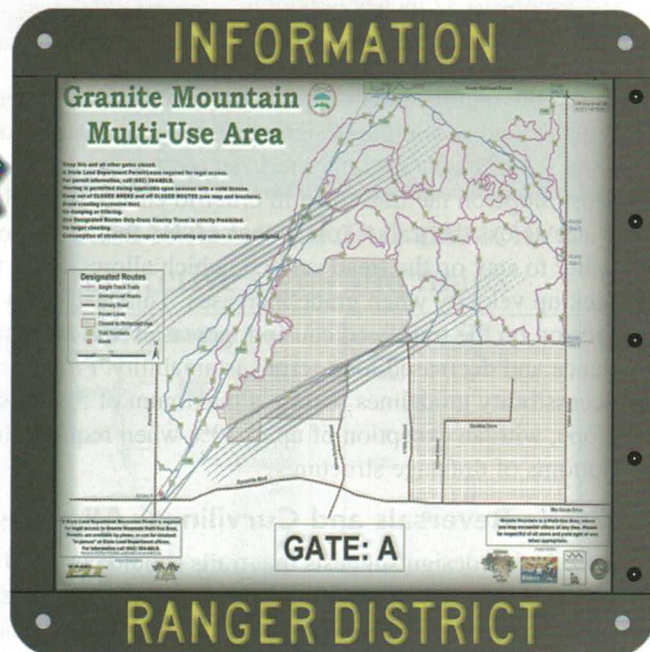
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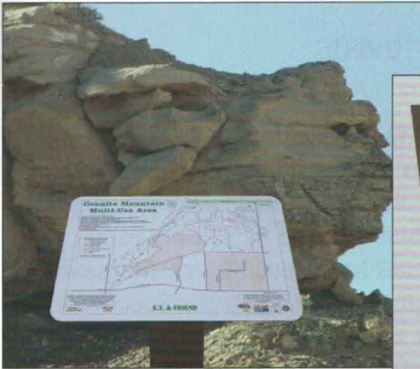
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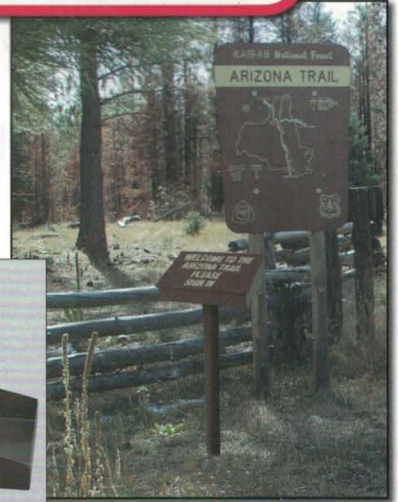
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Book Reviews

Details of some new books that will be of interest to trails activists

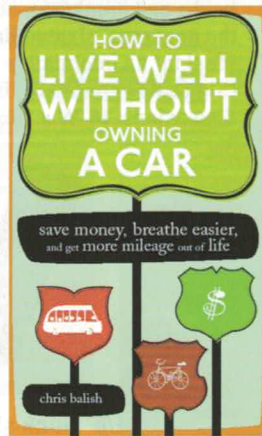
Walking the Walk

Review by Terry Whaley

Invest \$12.95 and a couple of hours on this book and there is a good chance that you will be convinced to tweak your lifestyle a bit to save yourself thousands of dollars. At least that was the inspiration and experience I gained from reading *How To Live Well Without Owning a Car* by Chris Balish.

Being in the trail business often leads to seeking, educating, and promoting lifestyle practices that are softer on the environment. Since I enjoy the challenge to stretch a dollar, and I despise every dollar I've spent on vehicles, this book really cleared the path to a new vision.

After reading the book, which coincided with several hundreds of dollars in needed car repairs, my wife and I decided to attempt the "car-lite" lifestyle challenge in Chris's book. Currently four months into the "experiment," we have saved the replacement cost of a second car, reduced annual insur-



ance cost by \$970, and reduced monthly gas/oil/maintenance by \$255. Every person has to find the formula that will match their schedule and commuting needs. We use a combination of car-pooling, public bus, and bicycles (weather permitting). The bike commutes have added to our fitness routine where before it was just lost time in a car. Success is not without compromise, and some creative scheduling of work and meetings may be needed. It also affects your routine and independence, but so far the payoff has been worth it.

Being a dollar stretcher I initially checked the book out of the local library. So sold on the message and information in Chris's book I have since purchased three copies, and have three more on order, all of which have been given to friends in hopes that they become inspired to try going "car-free."

In his review of the book Ed Begley, Jr. said, "Chris Balish's book can help environmentally conscious Americans live their values. If you're concerned about pollution and global warming, follow the program in these pages. There can be life without a car. And a good life at that!"

If a softer impact on the environment is not on your agenda read the book and take a look at the softer impact it can have on your wallet.

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MN publishes trail guidelines book

The Minnesota Department of Natural Resources has a new publication called *Trail Planning, Design & Development Guidelines*.

The 300-page book addresses trails of all kinds: summer and winter, multi-use, paved, and natural surface. Low cost and “low-tech” solutions are highlighted, covering a wide range of soil and site conditions, riparian area concerns, and climactic extremes. Trail project planning, funding, permitting and environmental review steps are also discussed and references provided.

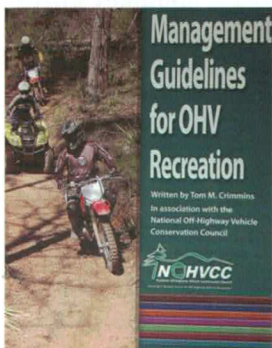
The project received support from the Federal Highway Administration’s Recreational Trails Program, and input from the International Mountain Bicycling Association.

The book is available for \$19.95 from (800) 657-3757 or www.minnesotasbookstore.com.



Management guidelines for off-highway vehicles released

Review by Stuart Macdonald



One of our efforts at American Trails is to encourage different interest groups to learn from each other. A great example is the new book *Management Guidelines for OHV Recreation*. Hikers, equestrians, and bikers should all read this book for its approach to creating and sustaining trail systems.

The author, Tom Crimmins, draws on his experience in recreation management to create a concise “how to” guide that covers all the major issues with motorized recreation. It would be an ideal text for a college-level course on recreation or public land management. The emphasis of the book is on planning for positive and efficient management. As one example, Crimmins advises first “developing the vision” by looking at the potential use and

creation of opportunities, along with facilities needed and finally a logical management plan. The concept of Active Management promotes effective outreach with trail users and involving them in stewardship.

Other topics that all trail user groups as well as land managers will find useful are:

- Avoiding fixation with existing trails
- Making the transition to designated routes
- How trail design affects long-term management

Thanks to support from the Recreational Trails Program of the Federal Highway Administration, the book is only \$10 postpaid from the National OHV Conservation Council at (800) 348-6487 or trailhead@nohvcc.org. A pdf file of the book is also available at www.AmericanTrails.org under “Off-Highway Vehicles” in the Resources area.

IMBA book covers bike management

More than 50 experts contributed to *Managing Mountain Biking*. Strategies are clearly described with the aid of 270 color photos and 25 helpful illustrations; success stories provide real-world examples of overcoming user conflict, minimizing environmental impact, managing risk, and providing challenging riding. Edited by IMBA veteran Pete Webber, this new book expands on *Trail Solutions: IMBA’s Guide to Building Sweet Singletrack*. The book costs \$35 from www.imba.com or call (888) 442-4622 to order.



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The Naked Truth

She wondered why the trail crew was crouched behind the trees

By Roger Bell, Bellfree Contractors, Inc., and Vice-Chair, American Trails

The Pacific Crest Trail is varied,
Its users an interesting lot
We've built many miles of this legend
Memories and tales that I've brought

To these pages to enliven some visions,
There's one I especially hold dear
Deep Creek in San Berdo Forest
A true tale without any peer

Near its outlet in Mojave Narrows
Is a place hippies used to be seen
A well-loved hot springs hang-out
By the trail...if you know what I mean

The thing that defined this oasis
And definitely distracted our crew
Was the absence of bathing attire
What were we supposed to do?

But gawk at the natives parading
Tho' we tried not to overtly stare
We couldn't help noticing one gal
Out hiking while utterly bare

Quite well endowed could describe her
Tennis shoes and freckles as well
But we had almost lost interest
Except for the tale I will tell

I think there were six of us working
Cleaning up some impeding rock
We'd set some shots and were hiding
When she started her daily walk

I said I'd go, tell her to wait
To protect from the blast to come
When I did she only sped up
I wondered if she was just dumb

I told her "We're about to shoot"
But she said, "I don't care."
I begged her to stop, but she wouldn't
Annoyed that I'd come out to stare?

So down to the blast spot she strolled
Noticed the crew crouched behind trees
She asked, "Why are you hiding?"
As if casually shooting the breeze

"We're ready to blast!" said Harvey
And that finally got her attention
I guess my warning was gibberish, but
At last she grasped our intention

I kid you not, this is a true tale,
It's one moment we will always recall
The saga of the naked hiker
Who learned to heed the blaster's call!

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- ♦ Arkansas River Trail – 17 miles of scenic trail along the beautiful Arkansas River
- ♦ The Big Dam Bridge – longest bridge in the world built specifically for pedestrians and bicyclists
- ♦ The Ouachita National Recreation Trail – 223 miles of solitude and beauty
- ♦ Arkansas Game & Fish Commission's Bell Slough Nature Trail – 2.5 miles of birding bliss
- ♦ The Mississippi River Trail – coursing along America's backbone, the Mississippi River, and connecting to nine other States



It's only 'natural' that you attend the 2008 National Trails Symposium and get on board for another fantastic conference!

For up-to-date information on the Symposium, visit www.AmericanTrails.org/2008. For more information on Little Rock, visit www.littlerock.com and www.rivertrail.org.

George's Sendoff

By Hulet Hornbeck

“The State of California and the nation has lost a great man who has left a tremendous legacy to the public in the thousands of miles of trails and hundreds of square miles of open space. America will miss him.”

— Derek Blount



George Cardinet was approaching 98 years of age when he died January 19, 2007 in Mexico City. One week later on January 26 in Saint Bonaventure Catholic Church in Concord, California, George's spirit was sent on its way. The priest had to hold up the service for a time. Dr. Juan Rodriguez of Mexico City led George's saddled riderless horse and a troop of 18th century "soldado cuerda" leather soldiers. Then a costumed teenage girl drill team, formed by George when he was 92, accompanied the casket to the nave of the church.

The first purely trail legislation that I can find dates from 1945. George encouraged then California Governor, Earl Warren, to guide and pass the California Riding and Hiking Trails Act of 1945. The concept was soon forgotten but not in George's Contra Costa County where 18 miles are signed and used.

George was in Washington, D.C. numerous times leading the legislative enactment under Lyndon Baines Johnson of the 1968 National Trails System Act. In 1971, when conflict or inaction was delaying federal implementation of this world precedent legislation, he helped form the National Trails Council (forerunner to American Trails). "Fight your battles in private; advocate in public."

In 1976 he was off and running in forming and leading a costumed trail ride from Mexico to the Presidio in San Francisco to commemorate the 200 years of the United States and the 200 years of the Spanish-Mexican colonization of then upper California. The placement of this very significant national event is the Juan Bautista de Anza National Historic Trail Legislation of 1990. George received personal honor from Hillary Clinton for this Millennium Trail in 2000.

The trail's identity increases annually. I am very confi-

dent when I say this event would have been lost to history had it not been for George Cardinet.

In 1964 we realized that parks, open space, and trails were going no place in either Contra Costa County or Alameda County. There was also an East Bay Regional Park District covering a small portion of Alameda County, with a live-wire new general manager, Bill Mott. This is what was done: by a majority vote the county was annexed to the district and a land and trail acquisition department was created.

Again, probably a first such entity exclusively for buying land and trails for the public use and enjoyment. Now George had one more tool for his trail program. In 1937 when the enabling legislation for the East Bay Regional Park District was written in Sacramento no provision was made for trails. George and I went to the legislature with the full support of the district and the power of eminent domain was given to the district so that a trails system could ensue. Never misused and always used proudly and for the public benefit, the power exists today.

George was a patriot and loved the marching music of John Philip Sousa. The ceremony of George's life concluded with "The Stars and Stripes Forever." Here is an epigram that for me summarizes his life and effort. The French poet and path-finding pilot, Antoine de Saint-Exupery, flew from France to French North Africa and on to South America in 1930. He wrote, "If you want to build a ship, don't drum up the men to gather wood, divide the work, and give orders. Instead, teach them to yearn for the vast and endless sea."

See photos and more about George Cardinet at www.AmericanTrails.org. Go to the "Quick Jump" menu and select "Advocacy."

Life adjacent to a rail trail

Offering trail opponents a chance to spend the night next to a trail

By Craig Della Penna

IN THE MID 1990s, I AUTHORED my first book on rail trails and it was around this time that I started to get more involved in the advocacy end of the rails-to-trails movement. At that time, my wife and I were living in a suburban community in western Massachusetts that right after WWII, went from farms to sprawled-out subdivisions. Sadly, with single-use zoning in effect, it is a place where many residents have to spend nearly a gallon of gas to get a gallon of milk.

We were so smitten by the healthy lifestyle possibilities that came with living near a rail trail, that we started to look for a new place to live that was near a rail trail. Besides, as an advocate, it was important for me to not just “talk the talk,” but to actually “walk the walk” so to speak. We also were looking to live in a community that still had a vibrant and functioning downtown. A tall order to say the least.

Well, one night while coming back from meeting with an embryonic group of rail trail advocates in New Hampshire, I decided to stop off in Northampton, Massachusetts, or more specifically, Florence— a village within Northampton. I wanted to see if any houses were for sale near the rail trail. Low and behold, there was. I stumbled upon an old revival style farmhouse that was barely visible from the street, hidden behind years of neglected brush and over-growth. The best part was that it sat just eight feet from the rail trail.

We called the realtor the next morning, toured the place and found it to be in even worse condition than it looked from the outside. Nevertheless, we saw the potential and jumped right into a bidding war with three other bidders. We prevailed and in September of 2001, we moved in and started to restore the 1865 house. During the restoration, we decided to go one-step further and open a bed & breakfast. We call it Sugar Maple Trailside Inn. SMTI is the first bed & breakfast

in New England that sits next to a rail trail— and also heavily markets to the bicycle tourism industry.

Our house was one of the closest houses ever to have a railroad built next to it— and it is certainly one of the closest houses to a rail trail. In addition, as an advocate, it is a just a perfect place to offer up complementary room nights to people fearful or concerned about the rail trail in their community. We make only weeknights available to trail opponents however because we want these people to wake up to the laughter of children biking to school— as they remember, but probably don't see anymore in their community.



Craig Della Penna in front of his trailside bed & breakfast

To call these facilities bike-paths is a misnomer. In fact, to call them recreation trails is a misnomer, too. They are true transportation facilities. The city has come around to this realization as well, because a few years ago they began plowing the trail in the winter. Now it can be used for the transportation of kids. So many of them walk, bike, or blade to school that I hazard a guess and say one or two school buses aren't needed because of this safe route to school.

Many people living in suburban-style developments, as we used to, probably feel a longing that cannot easily be explained. I think it is the longing for neighborhoods like those many of us grew up in. Places where you knew your neighbors, places with porches, certainly places with sidewalks.

Craig Della Penna and his wife Kathleen operate the Sugar Maple Trailside Inn: www.Sugar-Maple-Inn.com. He is also Executive Director of Northeast Greenway Solutions: www.greenwaysolutions.org. Craig is also a REALTOR® specializing in the sale of residential property next to or near rail trails and greenways all over Massachusetts: www.CraigDP.com.

See www.AmericanTrails.org for more information on rail trails as well as studies on trail users and adjacent landowner concerns.

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Market that trail!

What if you built a great trail—and nobody came?

By Terry Whaley, Executive Director, Ozark Greenways

YOU HAVE DREAMED OF THE TRAIL, patiently acquired easements to route the trail, raised funding for the trail, developed plan specifications and a bid package for the trail, built the trail, and even invited the public to a dedication that blessed the trail with balloons, bands, and bikes. So what else is there to do?

For a growing number of us there is the great new discovery into the mystery world of trail marketing. While our local neighborhood trails come with a built-in local audience, the more regional trail projects really require a bit more attention to truly maximize their full potential for attracting visitors or tourists to the region.

The fear is that you build your great trail from here to there, with all the great scenery and opportunities, but no one shows up because they are unaware of its existence. Also included in the formula is that most regional trails can handle a visitor capacity well beyond their local user load. Is it your job to market and promote the trail to reach its full potential as a tourism attraction for the community as well?

Well, why not? Think of it as an adventure in the new uncharted world of advertising. Our product has evolved to the status of other consumer needs. After a year and a half of discussion with local Convention and Visitors Bureaus and state tourism directors, special event promoters, and even the traveling user, here are a few nuggets of marketing information that will increase your success:

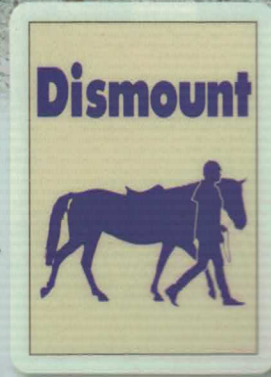


- Create a logo or icon that represents your trail—and brand the trail with this image.
- Identify your trail's unique niche— local history, art, nature, fitness, events.
- Build and use a marketing arsenal including brochures, websites, kiosks, newsletters.
- Cross-promote to a wide variety of users including cyclists, bird watchers, history buffs.
- Host special events and invent a signature event for the trail.
- Develop and submit a variety of feature articles for regional publications about your trail.

And the number one buzzword that people are seeking is "Itinerary Trip Planning." An itinerary tells them where to start the trip, what to see and do in route, where to eat, sleep and visit, as well as specific information on distance, difficulty, and time that the trip will take, whether it is a few hours or a multi-day trip. The more you can assist a visitor in the planning and comfort level, the better your chances of getting them to your trail AND coming for a return visit.

While this has been a topic of great discussion at both state trail conferences and the National Trails Symposium, it is a topic that remains very challenging. The typical response for our friendly professionals in the tourism field is "show us the numbers and then we will promote your trail." This is because they need numbers of visitors to sell their advertising, which is what Convention and Visitors Bureaus live for.

For more information on the Ozark Greenways trails visit www.ozarkgreenways.org.



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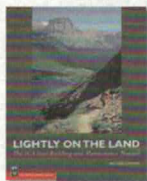
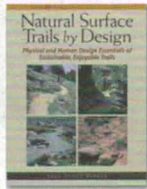
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