



TRAIL TRACKS

the Trails Information Newsletter

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Editor: Stuart H. Macdonald

NEW YEARS 2004

American Trails wins prestigious national award

American Trails is honored to have been presented with the 2003 **Kodak American Greenways Award** for special outstanding achievement at the Mid America Trails and Greenways Conference, held in Indianapolis last September. It was bestowed in recognition of American Trails' leadership in supporting local, regional, and long-distance trails and greenways as well as for our work to provide increased trail opportunities for individuals with disabilities.

Since 1992, the American Greenways Program, sponsored by the Eastman Kodak Company in partnership with the National Geographic Society and The Conservation Fund, has supported more than 440 groups across the nation in their efforts to create trails and greenways.

Ed McMahon, Vice President of the Conservation Fund said "In making this decision, the judges felt that through your leadership, energy and dedication to the cause of heritage areas and trails, the vision of a national network of greenways and linked open spaces articulated by the President's Commission on Americans Outdoors, is well on its way to becoming a reality."

Photo (left to right): Marianne Fowler, American Trails Board; Dr. R. Hays Bell, VP of Eastman Kodak Company; Pam Gluck, Executive Director of American Trails; Hulet Hornbeck, American Trails Board; Edward T. McMahon, VP of the The Conservation Fund; (seated) Stuart Macdonald, American Trails Website Manager.



Join us October 21-24, 2004 for National Trails Symposium!

Calling all trail professionals, advocates, vendors and enthusiasts! It's time to brush up your proposals, schedule the dates, reserve your booth space, and prepare to nominate your best programs, projects and people.

Symposium partners, Texas Parks & Wildlife Department, Austin Parks & Recreation Department and the Texas Trails Network met this fall with the American Trails Board of Directors and over 75 local supporters and volunteers to launch plans for the 17th National Trails Symposium.

The planning team members are hard at work developing the most innovative, practical, diverse and inspirational conference yet to showcase "The Emerging Role of Trails in American Lifestyles." We expect that over 800 attendees from across the nation will join us to network, learn, partner, promote— and enjoy the Texas landscape and hospitality.

In February, the Program Team will issue the Call for Papers and Proposals, your opportunity to submit ideas and concepts for presentation at the Symposium. We will have a state-of-the-art Exhibit Hall to work with this year, with almost unlimited creative opportunities. To take advantage of the full range of benefits and receive maximum exposure, Sponsor/Exhibitors should note two upcoming deadlines: with submission of your signed contract and funds by February 29, 2004, Sponsor/Exhibitors will receive a 15% discount and a 10% discount if received by May 31, 2004. For full details on benefits, visit www.AmericanTrails.org/Austin.

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Reauthorizing Federal trail funds



Two bill versions seek to reauthorize TEA funds

House and Senate Committees have each passed versions of a bill to reauthorize the Transportation Equity Act (TEA), the multi-year authorization of funds for the Highway Trust Fund, which funds programs that include the Recreational Trails Program (RTP), Transportation Enhancements (TE), and the Aquatic Resources Trust Fund (Wallop/Breaux).

The bills passed by the Senate Environment and Public Works Committee (S. 1072) and the House Transportation and Infrastructure Committee (H.R.3550) take different approaches. The Senate bill, called SAFETEA, concentrates on policy and procedure and avoids setting spending priorities and amounts. The House bill, H.R.3550, called TEA-LU (Transportation Equity Act: A Legacy for Users), is more specific about funding and makes detailed apportionments of trust revenues to programs and spending categories, to a total of approximately \$375 billion, considerably more than the \$247 billion cost projected by the Administration.

Action on these bills will resume when Congress returns January 20, 2004 to once again attempt to pass the FY 2004 "omnibus" appropriation bill for more than one-half of government. It seems likely that Congress wants to pass a comprehensive reauthorization bill by the time the short-term extension of TEA-21 expires on March 1, 2004.

For more news, links, and analysis on SAFETEA and TEA-LU, see our website at www.AmericanTrails.org. Pick SAFETEA from the pull-down "Select a topic" menu.

Recreational Trails funds may triple

The Recreational Trails Program provides \$50 million annually to the States to develop and maintain recreational trails and trail-related facilities for motorized and nonmotorized recreational trail uses. The proposal in the House version of Federal transportation funding (TEA-LU) would substantially increase funding for Recreational Trails:

- \$ 70 million in 2004
- \$ 90 million in 2005
- \$110 million in 2006
- \$130 million in 2007
- \$150 million in 2008
- \$150 million in 2009

For more on funding for trails, visit our website at www.AmericanTrails.org. Pick "Recreational Trails Program" from the pull-down "Select a topic" menu.

TRAIL Act to enforce public lands regulations

H.R. 3247, the Trail Responsibility and Accountability for Improving our Lands (TRAIL) Act of 2003, would provide for stricter enforcement of public lands regulations. The bill would create "consistent fines and penalties governing the use of public lands" for Federal land management agencies.

The bill also provides that any fines collected could be used to cover the cost of any improvement, protection or rehabilitation of public lands as a result of the offense which led to the fine.

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National Trails Awards

National Trails Awards honor people and programs

The National Trails Awards Program is one way that American Trails recognizes the contributions of volunteers and professionals who are working to create a national system of trails for all Americans.

See the website at www.AmericanTrails.org for the full descriptions of the award qualifications, previous award winners, nomination forms, and procedures.

Nominations deadline is August 13, 2004. National Trails Awards for 2004 will be given in the following categories. Nominations should be made for actions that took place during the period from June 15, 2002 to June 15, 2004.

- ✪ **Trails for Health Award:** *New this year:* The award recognizes a community's commitment to improving access to trails and promoting their use and importance for increasing physical activity. The award is for commitment to long-term change through community design, trail planning, heightened awareness of active community environments, physical activity promotion, and increased trail use.
- ✪ **Lifetime Service Award:** For an individual demonstrating longstanding, significant, and exemplary service to trails planning, implementation, and recreation.
- ✪ **Partnership Award:** For a partnership among organizations, agencies, and others that contributed to positive public exposure for trail planning, design, or implementation.
- ✪ **Trails Public Service Award:** For agency workers, or elected or appointed officials who have demonstrated important support of trail planning, design, or implementation through leadership and/or legislation.
- ✪ **Outstanding Media Award:** For significant and sustained efforts to provide positive public exposure and education in trail use, planning, design, or implementation.
- ✪ **Trails and the Arts Award:** For outstanding public art projects, interpretive signs, or other creative structures associated with trail related improvements.
- ✪ **State-of-the-Art Technology Award:** For a product, process, or service that has met a vital need, addressed an important issue, or increased efficiency in trail work.
- ✪ **Planning/Design Award:** For problem solving through innovative methods on a trail project that included public participation and/or public agency involvement.
- ✪ **Corporate Award:** For a business or corporation that has demonstrated significant, sustained, and exemplary service to trails planning, implementation, and/or recreation.
- ✪ **Outstanding Trail Sharing Award:** For innovative and successful trail sharing efforts, programs, and systems.

- ✪ **Trail Advocacy Award** (one award per state): For successful efforts to influence public policy relating to trail planning, trail protection, trail development, or maintenance.
- ✪ **Trail Worker Award** (one award per state): For outstanding support of trail planning, development, or maintenance by a private or public sector individual.

For details about the American Trails Awards please visit www.AmericanTrails.org. Click on "National Trails Symposium," then on "National Trails Awards."

CRT Award nominations due

The Coalition for Recreational Trails is proud to announce the 2004 Achievement Awards to recognize outstanding trail projects funded by the national Recreational Trails Program (RTP). This is a great opportunity to show Congress the importance of the RTP and how these funds are being used throughout the country. Winners will be recognized at an awards ceremony on Capitol Hill in Washington, DC, on National Trails Day, June 8, 2004.

For the details of the 2004 CRT Awards please visit www.AmericanTrails.org. Click on "Nominate a project" in the "What's Hot" list.

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Austin, Texas, will host the

**Save the dates in 2004:
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We're on our way to Austin, Texas for the National Trails Symposium 2004.

Centrally located in Texas, this state capital has a temperate climate and is rich in history, culture and recreational opportunities — and to top it off, bills itself as the “live music capital of the world.”



Austin is often called a city within a park. Town Lake bisects the center of downtown and is surrounded by 10 miles of hiking and biking trails, with access to parks, nature centers and wilderness preserves. The Symposium will be held at the Austin Convention Center, in proximity to the trail and accommodations (see map). The conference host hotels — the Hyatt Regency Austin and Radisson Hotel and Suites — were selected for their quality and affordability and because their back doors open directly on this trail. Bike and boat rentals are available from the Hyatt. For more on this and other local recreation sites, visit www.ci.austin.tx.us/parks.

In the article that follows, Planning Team member **Butch Smith**, Senior Park Planner, Austin Parks and Recreation Department, offers a taste of this central feature of Austin and the Symposium.

For more information on the 17th National Trails Symposium, visit www.AmericanTrails.org. We'll let you know how to submit a program proposal and more about Austin and Texas trails. You can also nominate an outstanding person or program for one of the National Trails Awards (see page 5).

Social aspects of greenways: Austin's Town Lake Trail

By Butch Smith, Austin Parks and Recreation Dept.

The 10-mile long Town Lake Trail is one of Austin's favorite destinations, attracting over a million visitors a year. Located in the heart of downtown Austin, Texas, the trail winds its way through 344 acres of parkland. It loops around Town Lake, a linear water body created by the Longhorn Dam as it contains the Colorado River. The crushed rock trail is used for recreation, exercise, socializing, and to enjoy a beautiful natural setting in the middle of the city. It is truly the community commons that brings everyone together.

The Austin Parks and Recreation Department conducted a survey in the summer of 2003 to learn more about trail users, and how to improve their experience. Early one July morning, I stationed myself near one of the busiest trailheads to launch the survey. As I watched the many young and fit runners warming up, the thought came to mind that this trail has replaced the bar scene as a place for singles to get together.

But I also noticed people of all walks of life on the trail: older people out for a stroll, dog walkers, moms pushing baby strollers, bicycle riders, and friends walking along deep in conversation. In our fast-paced, automobile-based society, it is hard for people to come together and share their time. Evidently, people have found this opportunity out on the Town Lake Trail and they are enjoying the experience.

The age range distribution is amazingly equal among young adults, middle age, and older people. This corresponds to an earlier, community-wide telephone survey about user preferences for recreation. That survey indicated that trail use is the most popular recreational activity in Austin.

Most people interviewed feel comfortable using the trail alone, although many participate with a buddy. People don't feel quite as safe on sections of the trail that receive less activity. It is evident that the maxim about “safety in numbers” applies to the Town Lake Trail.

2004 National Trails Symposium

The majority of users on the trail are runners and walkers. There is also a significant number that ride bikes or walk dogs. A consequence of heavy activity on a multi-use trail is trail crowding and the inevitable conflicts that can arise. Although this is not a serious problem on the trail, user conflict is an issue that needs attention. Austin's approach to reducing trail user conflicts is to promote trail use etiquette.

The primary time for trail use on weekdays is both early and late in the day, i.e. before and after work. Of course weekends are the most popular, and use occurs throughout the day. Trail users regularly visit the trail on both weekdays and weekends. It seems that most people make trail use a regular part of their lives almost every day throughout the year.

There are many group activities on the Town Lake Trail. Runner's clubs often use the trail for training and camaraderie. New mothers gather to participate in organized exercise groups; evidently power walking or running with a high tech stroller is a way to both get fit and compare notes on child rearing. School buses often pull up to a trailhead with a group of students in order to use the trail as an educational field trip. Groups of volunteers can often be seen on and around the trail during a community service event.

On any given day, one can see high profile trail users on the Town Lake Trail. **President Bush** was a regular trail runner during his term as Governor of Texas (he reports that he now misses his time on this particular trail). **Former Governor Ann Richards** is a trail walker and current **Governor Perry** is an avid trail runner. Movie stars and popular musicians can



often be seen on the trail. At the same time, the trail is shared by business people during a lunch time run, serious athletes, tourists, kids, senior citizens— just about everybody rubbing elbows together. Out on the trail, social standing is not important. Everyone has the same status of human beings (and a few dogs) out enjoying life.

The Town Lake Trail is a place to share with people, or to be alone among people. Everyone enjoys the people watching, and it is a place to see and be seen or gather with friends and family. The trail gives a sense of shared experience and community. It is truly the heart and soul of Austin.

For more on the city of Austin and trails and greenways in Texas, visit the American Trails website at www.AmericanTrails.org and click on “National Trails Symposium.” We'll be continually adding news and details on the 17th National Trails Symposium.

National Recreation Trails News

New book on NRTs will highlight diversity of trails

American Trails is proud to be working with the authors of what will be a beautiful celebration of National Recreation Trails nationwide. Photographer **Charles Gurche**, and author **Kai Huschke** will highlight the voices of 75 of the trails in *Trailing America: Our National Recreation Trails*. They recently co-produced *Washington's Wilderness Areas: The Complete Guide* for Westcliffe Publishers.

The large format book will contain 150-175 photographs along with stories and personal essays to illuminate the varied dimensions and natural splendor of each trail. The appendices will provide a list of all designated National Recreation Trails, their locations, suggestions on maps, and reference material to guide readers to the trails.

American Trails, as the manager of the NRT website and online database, was asked by the authors to help them select trails for the book. We have been working with our NRT partners— the National Park Service and USDA Forest Service— as well as NRT trail managers, State Trails Programs, and trail organizations nationwide on the project.

In 1968 the National Trails System Act was enacted to preserve and maintain access to our nation's unique natural and historic places. The largest portion of the system, National Recreation Trails, is now in its 35th year, with over 900 trails traversing 9,000 miles in all 50 states. NRTs are not linked together physically, but through history, the land, and the people of today. From wilderness to cities to rural outposts to national parks, the National Recreation Trail program is an amazing national resource.

For more information see the NRT website:
www.americantrails.org/nationalrecreationtrails



On the Three Rivers Heritage Trail, by Mary Shaw

NRT photo contest winners show trails across America

American Trails is delighted to present the winners of the first **National Recreation Trails Photo Contest**. Our goal is to celebrate these great trails and make Americans more familiar with them. The award categories highlight the diversity of the NRTs. We thank the National Park Service and USDA Forest Service for their enthusiastic support.

- Backcountry Hiking Trails: Tahoe Rim Trail (California and Nevada) - *photo by Steve Anderson*
- Water Trails: New River Trail State Park (Virginia) - *photo by Linda Richardson*
- Equestrian Trails: Delaware & Raritan Canal Trail (New Jersey) - *photo by Lillian Shupe*
- Biking Trails: Ghost Town Trail (Pennsylvania) - *photo by Mary Shaw*
- Trail Sharing: Pioneer Trail (California) - *photo by Steve Anderson*
- Urban Trails and Greenways: Town Lake Trail (Texas) - *photo by Butch Smith*
- Rail Trails: New River Trail State Park (Virginia) - *photo by Linda Richardson*
- Mountain Biking: Maah Daah Hey Trail (North Dakota) - *photo by Chuck Haney*
- Snowmobiling Trails - no entries in this category
- Off-Highway Vehicle Trails: Carson Emigrant Trail (California) - *photo by Del Albright*
- Design and Engineering: Three Rivers Heritage Trail (Pennsylvania) - *photo by Mary Shaw*
- Historic Features: Great Allegheny Passage (Pennsylvania) - *photo by Mary Shaw*
- Training and Education: Tahoe Rim Trail (California and Nevada) - *photo by Shannon Raborn*
- Scenery and Natural Features: Maah Daah Hey Trail (North Dakota) - *photo by Chuck Haney*
- Signs and Trailheads: Suncoast Trail (Florida) - *photo submitted by Hernando County, Florida*
- Trail Construction: Vinal Creek Trail (Montana) - *photo by Bill Fansler*
- Special Facilities: Ernst Trail (Pennsylvania) - *photo by Mary Shaw*
- Interpretive and Nature Trails: Cherokee Nature Trail and Arboretum - *photo by Margie E. Douthit*

View all the winners and entries on the NRT website:
www.americantrails.org/nationalrecreationtrails



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Health and trails

Fitness aspects of trails gain national attention

By Stuart Macdonald and Rich Dolesh

American Trails is focusing on the issue of improving health through outdoor recreation, along with many others in the trails community, including the National Recreation and Park Association and the National Park Service. As public agencies have “discovered” the problem of an increasingly sedentary and overweight America, it is even more important for trails activists to get involved.

Active use of trails for positive health outcomes is being seen more and more by health professionals as an excellent way to encourage people to adopt lifestyle changes that will bring lifetime health benefits. To help make sense of the initiatives, funding opportunities, and other resources for trails and health, we are launching a whole new area on our website at www.AmericanTrails.org. You'll find links to federal programs, publications, and community partnerships with parks and trails advocates.

Asking the right questions

The promise of new alliances between public health officials and the outdoor recreation community seems very hopeful, yet there are many questions which are just beginning to be explored:

- How do we motivate people to get out and use trails?
- What are the most effective ways to let the public know about opportunities for trails, walking, bicycling, and riding?
- How do we measure, and how do trail users measure, positive health outcomes from regular and increased trail use?
- Can we make a case that increased funding to develop trails and greenways will save health expenditures in the long term?
- What kinds of trails are most useful and attractive for health and fitness seekers?
- How can we design better trails that encourage use by people who don't see themselves as “outdoor enthusiasts?”

The future of health and trails

Along with other trail groups we are exploring several comprehensive trails and health initiatives including development of training programs, informational and educational campaigns, and partnerships with programmers and trail managers who are interested in these innovative ideas.

- Publicizing trails and greenways across America that effectively promote health through education, publicity, and programs.
- Identifying design techniques that attract people to use trails.
- Identifying appropriate ways of using State trails program funding to improve the health benefits of trails.
- Developing workshops to showcase programs and techniques.
- Making the best resources on health available on our websites.

You'll be hearing more about this Trails and Health initiative. If you are interested in sharing ideas and finding out more contact Rich Dolesh of the National Recreation and Park Association at rdolesh@nrpa.org. For more on programs and communities that connect trails and health, visit www.AmericanTrails.org. Pick “Health & Trails” from the “Select a topic” menu.



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Active communities promote trails

Trail promotes wellness for Texas seniors

From the NPS Rivers, Trails, and Conservation Assistance Program

The Gem of the Hills Senior Citizens Community Center in Blanco, Texas celebrated the opening of a new multi-use trail. The trail will provide increased opportunities for wellness activities for seniors and is the first segment of an 18-mile trail system planned for the city.

The dual-loop trail includes areas for nature enjoyment, bird watching, and a variety of hiking activities for senior citizens and the local community intended to attract more people into an active lifestyle. The larger trail network will provide alternative transportation opportunities for school children, shoppers, commuters, and tourists throughout the scenic Hill Country community, and will be fully coordinated with a countywide trails plan.

For more information, please contact Steve Bonner, Community Planner, RTCA, at (512) 916-5163 or steve_bonner@nps.gov.

“Walkabout for Wellness” promotes health in Redding

By Amy Pendergast, Shasta County Department of Public Health

Shasta County Department of Public Health (SCDPH) worked with The McConnell Foundation and the Northstate Council on Physical Fitness and Sports in developing the first Walkabout for Wellness in 1998. This non-competitive event served as the grand opening festivities for the new Lema Ranch trails at The McConnell Foundation's headquarters in Redding, California. The goals of the event were to let the public know about this wonderful new trail system, to promote increased levels of physical activity, and to celebrate National Public Health Week. The event was a success with about 400 participants. Extensive media coverage focused on the importance of increased physical activity, encouraging people to walk the new Lema Ranch trails as a good way to become more active.

The following year, SCDPH coordinated a similar event with the City of Redding, Turtle Bay Museums and Arboretum by the River, and the Northstate Council on Physical Fitness and Sports to highlight a trail extension project underway. Both these events emphasized the importance of trails in our community and encouraged people to become more active by getting out and using trails. Activities were planned to encourage

those who are not currently physically active to come out and try the trails.

SCDPH's popular *Walk Redding* guide lists great places to walk as well as walking tips and information on starting a walking program. Many people who used the guide reported that they learned about new trails, walked at a new location, walked more often, and shared the information with a friend or relative. Other activities of SCDPH's Physical Activity Promotion Program are based on the Spectrum of Prevention, which focuses on multiple aspects for behavioral change, from individual knowledge and skills to policy and environmental changes that support active lifestyles.

For more information, contact Amy Pendergast at Shasta County Public Health Department at scphdch@snowcrest.net



The Indianapolis Canal Walk encourages exercise in the city's center.

“Hearts N' Parks” connects community parks to health

Hearts N' Parks is a national, community-based program supported by the National Heart, Lung, and Blood Institute (NHLBI) and the National Recreation and Park Association (NRPA). It is designed to help local agencies promote hearthealthy lifestyle changes among their residents. The objectives of Hearts N' Parks are to increase the number of children and adults who engage in heart-healthy behavior and to demonstrate the impact that community park and recreation programs can have on behavior.

Community organizations interested in signing up to become a Hearts N' Parks community should contact the National Recreation and Park Association at programs@nrpa.org or (800) 649-3042.

New bridge will be centerpiece

We have committed to adding 40 miles of trails, constructing several new and renovated trail heads, and providing direct connections to neighborhoods, regional shopping, and cultural and recreation destinations.

Redding, California builds a trail system

By Terry Hanson, Manager of Community Projects, City of Redding

The City of Redding is home to the national headquarters of American Trails and was a co-host of the 2000 National Trails Symposium. In 2000, Redding and its partners initiated an aggressive eight-year, \$30 million trails and bikeway capital improvement program.

Our partners in this endeavor are California State Parks, CalTrans, Bureau of Land Management, Bureau of Reclamation, National Park Service, California Boating and Waterways, California Wildlife Conservation Board, California Department of Water Resources, California Conservation Corps, Sacramento Watershed Action Group, Turtle Bay Exploration Park, private developers, Federal Highway Administration, and The McConnell Foundation.

Together we have committed to building 40 miles of trails, constructing several new and renovated trail heads, and providing direct connections to neighborhoods, regional shopping, cultural and recreation destinations. Sixteen miles have been completed while another seven are under construc-

tion. When the capital program is completed in 2008, the Sacramento River Trail will link to hundreds of miles of mountain bike, hiking, and equestrian trails at Whiskeytown and Shasta-Trinity National Recreation Areas.

The centerpiece of our new regional trail system will be the nearly-completed Sundial Bridge, designed by Santiago Calatrava, world renowned architect, engineer, and artist. The bridge crosses the Sacramento River connecting Turtle Bay Exploration Park with the newly developed 200-acre McConnell Arboretum. A celebration for the opening of the bridge and arboretum is planned for the summer of 2004.

This new system of trails and bikeways is viewed as both a necessary recreation amenity and a vital component of the multi-modal transportation system and helps to establish a sense of place. Trails and bikeways are an important part of who we are as a community. We wish to applaud our partners for their vision and commitment to our common goal. We also wish to thank American Trails for being an active participant in our bright future.

To learn more about Redding and the grand opening celebration for the bridge, visit www.visitredding.org, www.turtlebay.org, and www.reddingtrails.com.

The centerpiece of Redding's new regional trail system will be the nearly-completed Sundial Bridge, designed by architect, engineer, and artist Santiago Calatrava.



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—Ken Block, President, Cross Alert Systems

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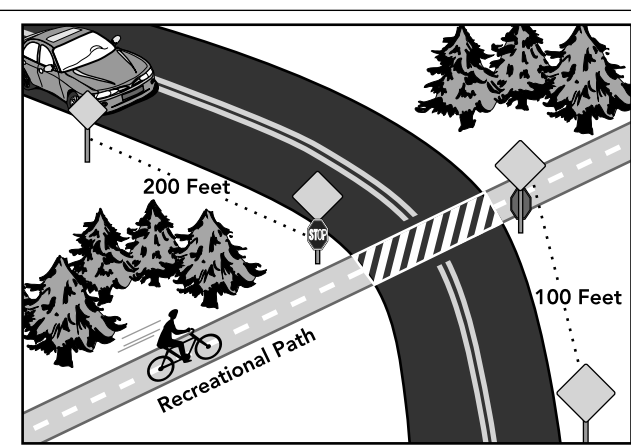
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Funding ideas from America's trails



Get creative! That's the advice that successful trails activists invariably give. Finding funds for trails and conservation projects is the ultimate creative challenge. Here are some successful examples of trail and greenway funding from across the nation.

\$ Kenda USA is raising money for mountain bike advocacy with a limited edition **IMBA Long Live Long Rides tire**. The Kenda Klaw XT is an aggressive tire with a folding bead, wide-spaced knobs, and the IMBA Long Live Long Rides logo emblazoned on the sidewall. For every tire sold, Kenda will donate two dollars to the **International Mountain Bicycling Association**. *Information: Pete Burhop, IMBA development director, peteburhop@imba.com or (303) 545-9011.*

\$ The **St. Louis Regional Bicycle Federation**, a group devoted to making St. Louis a better place to bike has received \$2,000 from the **William A. Kerr Foundation** to completely revise the www.stlbikefed.org website and to print 2,000 copies of *Bike Parking for your Business*. A second grant of \$2,000 from **Team St. Louis** will help printing and distributing the *Bike to Work Manual* and *Bike to Work Guide* publications. Team St. Louis has also given \$2,500 to for purchase of custom bike racks now being installed throughout the city.

\$ **Marsh Supermarkets Community Shopper Program** is donating 1% of the purchase price of any Marsh brand products to the **Cardinal Greenway** when shoppers register their Marsh Fresh IDEA card.

\$ The **Colorado Youth Corps Association** was chosen to participate in **Wild Oats Natural Marketplace's "Wooden Nickel" Program**. Wild Oats gives 5 cents back to customers for each bag when they reuse canvas, bulk or other shopping bags in lieu of a new paper or plastic bag. These customers can then donate their nickel refund to one of the "wooden nickel banks" in the store, instead of pocketing it. Each store now has a wooden nickel bank dedicated to CYCA. *Information: jalthaus@piton.org.*

\$ The first 50 people who start a new **Bicycle Colorado** membership will receive a \$10 gift certificate valid at either **Handlebar and Grill** or **Basil Doc's Pizza** in Denver. "These restaurants have donated the certificates because bicycling is important to them," said Dan Grunig, Executive Director of Bicycle Colorado. *For more information see www.bicyclecolorado.org.*

\$ **Teton Valley Trails and Pathways** on the Idaho-Wyoming border netted \$9,000 for its ski trails system at a November event that featured a **lobster feed, rock 'n' roll party, and silent auction**. According to board member Mac McCoy, this is a big accomplishment in a county with a population of only 5,000. *Information: www.tvtap.org*

\$ Employees from the **Grand Junction REI store** nominated the **Colorado Plateau Mountain Bike Trail Association** for a \$4,541 award, recognizing the trail group's valuable work. REI supports projects dedicated to caring for, encouraging access to and enhancing opportunities for recreation on public lands and waterways. The grant money will fund the printing of COPMOBA trail maps and buy tools for the building of trails in western Colorado.

\$ **Ohio & Erie Canal Towpath Trail** in the Cuyahoga Valley National Park is partly supported by the **Towpath Tag**, an annual, voluntary donation program that contributes to the maintenance and operation of the Towpath Trail. Visitors have donated more than \$130,000 toward this effort since the program's inception in 1997. *Tags are sold online at www.nps.gov/cuval/support/towptag.htm.*

REI and IMBA provide Stewardship Toolkits

Mountain bike groups coast-to-coast will soon receive a substantial boost for their volunteer trailwork projects, as a result of a \$25,000 grant from Recreational Equipment, Inc. (REI), in partnership with the International Mountain Bicycling Association (IMBA).

Toolkits will be awarded to 50 mountain bike clubs this year. Each kit, which will be used by mountain biking clubs to build and maintain trails, contains trail building tools, a clinometer, work gloves, T-shirts, and educational materials.

During 2003, IMBA's network of 450 affiliated clubs and 32,000 individual members performed more than one million hours of volunteer trailwork and built nearly 1,000 miles of new trails. IMBA and REI anticipate that the outdoor stewardship toolkits will motivate clubs to organize even more volunteer projects in 2004. A portion of REI's profits is set aside each year for support of conservation, outdoor recreation and environmental stewardship causes, with \$1.8 million to be awarded this year. *To view the full list of grant recipients and toolkit components, visit www.imba.com.*

Art on Trails and Greenways

Artful Ways: enhancing trails and greenways

By Charles Tracy, National Park Service

Art is one of the best ways to strengthen the connection between people and trails. Across America and elsewhere, artists are employing a remarkably wide range of creative strategies to support all phases of trail activities, from design and development to stewardship and interpretation. In particular, art can be an effective tool for telling a trail's story compellingly and memorably.

In 2004, American Trails will be launching **Artful Ways**, a new partnership with the National Park Service Rivers and Trails Program, the USDA Forest Service, Bureau of Land Management, and National Endowment for the Arts. Artful Ways will encourage creative ways of enhancing trail interpretation and trail-related facilities on National Recreation Trails using temporary and permanent site-based art. The first step is a first-ever nationwide survey of art on trails.

"I'm really excited with this new partnership," said Cherri Espersen, NRT Coordinator for the National Park Service, "Our first goal is literally to discover the state-of-the-art on trails. NPS has been involved with several cool trail projects using art, including dance, poetry, sculpture and video projection, but we know there's much more." The results of the survey will be featured on the American Trails website and used in developing course material for the national trails training partnership.



American Trails supports linking trails and the arts and recognizes achievement through its National Trails Awards. The Trails and the Arts award recognizes outstanding public art projects, interpretive signs, or other creative structures associated with trail related improvements.

Past winners of the award have been the Marjorie Harris Carr Cross Florida Greenway Land Bridge and the Ventura Public Art Program of Ventura, California. The Ventura program



commissioned seven prominent regional artists to create eight public art works that enhance the trail experience, and highlight local history and the unique identity of Ventura. Nominations for the 2004 award are being accepted; see page five for more information.

"I expect that Artful Ways will lead us in many directions, including a more meaningful experience of trails and the landscapes they travel" said Stuart Macdonald, publisher of the National Recreation Trails website for American Trails.

For more information on Artful Ways, and other art projects on trails, visit www.AmericanTrails.org and click on "Art & Trails" from the Topics menu.

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Long-distance walkers

As with any long-distance trail, it's the evening rewards that will make or break the experience. Missouri may not rank high among the exotic or posh, but for the walker, it was exceptional.

Walking the Katy Trail across rural Missouri

By Phebe Novic

Are you walking the entire trail?" asked the gentleman on a bike. After saying yes, he looked at us with a sigh of appreciation. "Well bless your hearts."

After the summer backpacking and hiking season is over, my husband David and I normally venture afar to the footpaths of Europe and Britain. Here we enjoy something different—hiking on a long-distance trail which does not require backpacking equipment. This experience differs much from what we are used to in the United States, in that the trails wind their way across the countryside, stopping at small towns and villages along the way.

This kind of hiking is big into rewards. While enjoying the changing scenery of farmland, forest, and mountain path, at the end of the day when you're tired and hungry, you round the corner and there it is—a cold beer, a hot shower, a hearty meal, and a soft bed.

In the morning you rise to the smell of rich dark coffee and a hot breakfast. Then you're off for another day on the trail, with of course, more rewards awaiting at the end of the day.

Sound good? You may not have experienced anything better.

Sometime last summer, we were given information on the Katy Trail, the longest section of rails-to-trails in the US, spanning 225 miles across the state of Missouri. Finally we had found it; a long-distance trail across the rural heartland of America. Of course there wasn't the lure of the vineyards of Alsace, the Black Forest in Germany, or the lakes

and dales of England, but in some ways that's what made it appealing. I mean, who was the last person who told you they were spending their vacation walking across Missouri?

With Brett Dufur's *The Complete Katy Trail Guidebook*, which included mileages and available lodging, we planned our 13-day walk and pre-booked all of our accommodation. We were now ready to walk.

The Katy begins southeast of Kansas City in the small town of Clinton. Known for the largest town square in Missouri, complete with drugstore, soda fountain, and barber shop, Clinton is a great point of embarkation. For several days, in early November, we walked the trail heading northeast through rural farmland before joining the Missouri River and pushing east to St. Charles. Every ten to fifteen miles, we strolled into the center of a small town, often next to the grain elevators.



Along the Katy Trail (Photo by Phebe Novic)

In most locations, trailheads and rest stops conveniently sit off to the side in the shape of an old depot with signs announcing such places as Clifton City, Mokane, and Huntsdale.

The Katy railroad may now be a trail, but pull into town and you'll say to yourself, "Did I hear the whistle blow?"

From Booneville east, bluffs rise next

to the trail which form a bank between the rolling countryside and the rich bottomland that runs next to the river. Here in the quiet and solitude, you can imagine Lewis and Clark and the Corp of Discovery as they made their way up the Missouri into the new territories of the United States 200 years ago.

Occasionally the Katy follows alongside the highway, something as walkers, we do not like. However, we enjoyed the feeling of being "cheered on" as cars, trucks, and motorcycles honked their

Discover America on a trail

horns and waved at us. Bikers did not receive this adulation. But then I guess the sight of two middle-aged walkers, complete with hiking boots and backpacks, walking across Missouri, was a bit of an anomaly.

For those who make the entire journey to St. Charles, the old railroad path provides a virtual hiker's highway. The trail is covered with a crushed limestone, giving the feel of a hardened dirt road. Elevation gain is not an issue and we dare anyone to get lost. But what makes it easy is also what makes it hard as the flat unrelenting surface takes its toll on the joints. The muscles required to begin, are still hard at work on the final leg into St. Charles. I've been to Everest Base Camp in Nepal three times, but on the Katy, I hit the Advil bottle with regularity.

Flatness however, is where the complaints end. For the willing walker the Katy offers a window into the rural heartland of the Midwest. White houses line Main Street. American flags hang from the porch and signs reading, "PRAY FOR OUR TROOPS," are set next to the sidewalk. Children ride their bikes in the streets and it seems almost every house, large or small, decorates the yard with pumpkins and hay bales to celebrate the autumn season.

It's fried chicken at Raymond's, a local football game in Windsor, a group of hunters (their buddies in Iraq), catfish in Hermann, visiting the local wineries, shopping at the Dollar



The refurbished railroad depot at Hartsburg, Missouri (Photo by Bob Searns)

General. Their roots here may be German, but life is pure American.

As with any long-distance trail, it's the evening rewards that will make or break the experience. Missouri may not rank high among the exotic or posh, but for the walker, it was exceptional. The Bed and Breakfasts were charming and intimate, yet provided us with the one thing that a walker treasures most—space.

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Walking the Katy Trail

Outside of a few hotels and on Saturday nights, we were the only guests at every B&B and in several instances we had an entire house or cottage to ourselves. The elegantly restored Hotel Bothwell in old downtown Sedalia, provided a step back in time. We even stayed at a Best Value Inn in Holts Summit, where the owner picked us up from the trail, took us to our spacious room, gave us breakfast in the morning, then drove us back to the trail. All for \$62.

Missouri, like most of the Midwest, has a total lack of pretense. It is what it is. Stop at Loretta's Place in Marthasville and five dollars will buy you a full buffet with an attitude. I was told a woman recently stopped there for breakfast and ordered eggs over easy. When they came, she said, "This isn't what I ordered." Loretta looked down and replied, "Just eat 'em, you'll like 'em."

A note on the door of a large farmhouse read, "David and Phebe, come on in and make yourselves at home. We'll be back later." Princess the Lab is the official greeter." So we did just that, and sat out on the back porch with Princess and listened to the crickets.

Isabella Bird, who so eloquently wrote of her journeys in the late nineteenth century, loved to travel to know what it was like to live somewhere. Said Daniel Boorstin, "She had an amazing capacity quickly to become a resident." When walking the Katy from town to town, this same ability will come from the encounter off the trail as you step in and out of the lives of those in Steedman, Treloar, and Pilot Grove.

Enjoying local culture, however, is not the only reward for the long-distance walker. According to *Natural Health* magazine, exercise is the best way to lose weight and more importantly to keep it off and stay healthy. Indeed, one of the best ways for the average person to exercise is to walk. Although we were excited to see many people riding their bikes on the Katy, we also know that for many, getting into biking still requires a lot of convincing. But walking is something people already do and most have access to everyday. It is easy to start, easy to maintain, and the heights you want to take it are unlimited— whether it's walking around the block, hiking in Rocky Mountain National Park, or walking across Missouri.

If you're new to long-distance hiking and want to try the Katy, I suggest you choose a few sections here and there and keep your pace to around 8-10 miles a day. Throw in a rest day to linger to enjoy the lovely wineries and shops. If you call Gary Creason's Shuttle Service (573) 694-2027, you can make arrangements to be picked up and dropped off where needed and have your luggage transferred to your next night's destination. This way you can just carry your daypack.



A great source of information with maps and a town-by-town service guide is the Interactive Katy Trail at <http://katytrail.showmestate.com>.

However, let me offer a word of warning. Once you've experienced this kind of travel— once you walk into a small town, a red sun setting in the west with the barn and silo silhouetted against the horizon, once you eat because you're truly hungry and sleep because you're tired— every trail or dirt road that disappears around the bend will beckon.

Over the past years I've enjoyed the footpaths of foreign lands, as I, like Isabella Bird, have sought to experience life in a different place. But to walk across my own country, the encounter being American to American, I've stored a great appreciation

for the color and contrast that makes this country rich and distinct. I've experienced Missouri. And through the pores of my skin, and especially the soles of my feet, I can truly attest... there's no place like home.

Phebe and her husband David Novic have been the owners of The Warming House, an outdoor store in Estes Park, Colorado, for 21 years. They are in the true sense of the word "walkers."

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The art of building crushed stone trails

By Tony Boone, Arrowhead Trails, Inc.

Arrowhead Trails, Inc. has built over 150 miles of natural surface trails since 1995. Their specialty is machine-built, 48" wide trails for mountain bikers, runners, and hikers. Even though 95% of their new construction is with native soils, they are receiving more requests for soft surface, accessible trails built with 3/8" minus crusher fines; or crushed stone, cinder or rock dust as it is called in other areas.

Whether it's a trail to school in an urban area or a core loop of your open space trail system, crushed stone trails provide a user-friendly, all-season surface for all types and ages of visitors. If built properly crushed stone trails can meet the American with Disabilities Act (ADA) Accessibility Guidelines. Accessible trails often service an incredibly diverse range of visitors including: hikers, bikers, runners, strollers, mobility impaired, visually impaired, and wheelchairs.

Accessible crushed stone trails should be designed and constructed at grades less than 8% grade to promote accessible use. Trail tread grades of up to 10% for short distances are allowed but difficult for most visitors seeking an ADA trail to enjoy. Overall trail grade averages of less than 6% will provide the most user-friendly experience and offer the most sustainable natural trail surface if compacted crusher fines are to be used.

Many parks and open space areas are constructing accessible, soft surface trails into their trail systems. In areas with long periods of rain or snow and clay or silt based soils, park infrastructure trails are often surfaced with concrete or crusher fines to minimize muddy trail conditions and reduce facility maintenance.

High clay content soils typically cause trails to be slick and muddy when wet. They also take longer

to dry out since their extra fine particles don't give up water easily. Trail treads surfaced with 4-6 inches of compacted fines over a landscape fabric can eliminate many of the problems associated with soils and climate. Landscape fabrics or geotextiles are also the key to preventing vegetation from growing into the trail and preventing commingling of the crusher fines with the natural soils.

Since crusher fine trails usually cost in excess of \$10.00 per linear foot it is important to construct them right the first time. Success relies on getting the right materials and installing them correctly. Mistakes often result in poor compaction, soft surface conditions, non-accessibility, and inevitably costly repairs.

Crusher fines in their purest form have no soil mixed in, they are pure crushed stone. Gravel and crusher fines differ from one another in that gravel is screened to remove the fines, which contain the natural binders/cements. Gravels remain loose because they have dead air space within the structures that allow them to drain well and resist compaction.

Crusher fines retain their inherent soil cements and binders which promote soil compaction. Fines that contain too many rounded particles (like some decomposed granites) are more difficult to interlock and often yield a loose and unconsolidated surface. Angular particles like andesite, dolomite, and certain types of granite can easily be wetted and compacted to meet the ADAAG.

A good indication of the strength of a rock binder is the hardness of the parent rock. The harder the source rock, the stronger the binders will be. Crushed rock contains the original rock cements and binders within the rock dust. These binders, combined with water and then compacted with a vibratory roller or plate compactor should produce a solid, compacted surface that resists significant deformation from hiking boots and mountain bike tires. We frequently see baby strollers and road bikes using our crushed stone trails.



uses finely crushed rock material

A sieve analysis for trails, using 3/8" minus crusher fines, typically describes the material with the following specifications:

- 3/8 inch sieve - 100% passing
- 1/4 inch sieve - 65% passing
- 3/16 inch sieve - 50% passing
- 1/8 inch sieve - 35% passing
- 1/16 inch sieve - 25% passing

If the surface of the trail becomes loose and uncompacted over time it can often be reshaped, wetted and compacted again, (as long as the fines have not sifted to the bottom and the larger particles floated to the top).

Poor compaction can be the result of a variety of influences such as: lack of fines to bind particles together, improper wetting and compacting, lack of angularity, lack of precipitation, trail grades greater than 6%, and/or inadequate amounts of natural soil cements in the parent material. Some "refreshing"

of trails material is required on a routine basis. Trail tread grades over 6% will require significantly more maintenance since they tend to unravel or erode over time.

In summary, the best crusher fines for trails exhibit three critical characteristics. The rock source is crushed into irregular angular particles that interlock and bind into a firm matrix. The material has particles ranging from dust to a specified maximum particle size in order to mechanically bind the matrix (ex. 3/8" minus). Lastly, the material must retain all of its original binders in order to be recompacted to a firm surface after shaping, wetting and vibratory compaction.

For more information visit Tony Boone's website at www.arrowheadtrails.com. For more articles and resources on crushed rock and other trail surfaces visit www.AmericanTrails.org and click on "Paving & surfacing" from the Topics menu.

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Utility corridors



Using transportation and utility corridors for trails

By James G. Carlson

We all see the rapid growth and development of our urban areas, while at the same time the public demands trail networks that access parks, public lands, and communities. The presence of linear utility and transportation corridors in and around these urban settings offers a tantalizing prospect for trail planners. These utilities can provide solutions to improve the economic vitality, aesthetic value, and the general quality of life for the communities they transect. Examples of these include utility corridors such as irrigation canals and electric power lines, and transportation rights-of-way.

One positive outcome can be a new relationship between a utility company and a public entity managing a trail on these rights-of-way, creating a whole spectrum of community benefits. While this relationship means some sacrifice on the part of the utility company and transportation entity, they receive real benefits as well. But their economic, liability and maintenance concerns need to be clearly understood and strictly negotiated as part of the construction of a public trail on their right-of-way.

Issues and Concerns

For utility company and transportation officials, it is the realization that recreational use of their corridor will continue to occur, unmanaged or managed, that creates receptivity to the idea of sharing their corridor with the public. But in any case, there are several major concerns posed by the proposition of managed recreational use of their rights-of-way:

- Greatly increased exposure to tort liability when entrants are injured on account of "attractive nuisances" and other potentially hazardous structures. This is especially true along open concrete lined canals where the water can be fairly swift and difficult to escape.
- Interference with regular operation and maintenance activities and the resulting associated increase in operating costs. Increased operation and maintenance cost are a critical concern especially for small utility companies with tight budgets.
- Increased crime such as vandalism of structures, dumping of garbage, OHV use. Protection of structures and facilities is another critical concern.
- Conflicts between maintenance crews and trail users.
- Increased encroachments of adjacent landowners.
- Public safety.
- A lack of a defined management entity. When the trail passes through multiple jurisdictions or municipalities, there will be differences in quality of maintenance and design throughout the length of the trail.
- Lack of funding sources.

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Trails on water and power lines

- Securing consensus among the landowners over whose property the easement crosses. Addressing adjacent landowners concerns can be a monumental undertaking unto itself.

These same issues face planners interested in developing trails along these valuable open space corridors. The initial challenge is to combine an active outreach initiative with sincere interest in the concerns of corridor managers. When affected groups are given appropriate measures of respect, credit and attention, they are more likely to become advocates of the project and less likely to be swayed by the opposition.

Legal Precautions

The risk of personal injury and the resulting claims/lawsuits from trail use can be reduced through conscientious trail design, construction and maintenance, but will never be eliminated from the equation. Given this, certain precautions can be taken which will greatly diminish the risks:

- Exposure to liability can be reduced via state Recreational Use Statutes. Their intent is "to encourage owners of land to make land and water areas available to the public for recreational purposes." While these statutes do not grant immunity and cannot prevent suit, they do limit landowner liability. Efforts to educate the public about the dangers associated with these rights-of-way are critical in creating a safe environment and reducing claims.
- A creative risk management program. A few of the actions a risk management program could include are: an intensive education program, signage clarifying potential hazards, public safety devices, safety feature standards, restricting time of use to daylight hours, and formal trail patrols.
- Indemnification and hold harmless clauses within the recreational use agreement.

Implementation Measures

Introduction of public trails along these corridors requires intensive active cooperation and planning between the trail or city agency and the utility company or transportation entity in order to minimize operation and maintenance impacts. Some of the measures that can help diminish these impacts include:

- Funding solutions such as seeking out a utility company who may be interested in utilizing the proposed corridor to improve and/or expand its system of delivery.
- Agreeing on an annual operation plan and reimbursing for additional operation costs.

- Establishing times for specific operation and maintenance tasks so the trail can be closed down.
- Establishing design standards such as separating trail from maintenance roads.
- Adequate signage and intensive education programs.
- Informal/neighborhood patrols.
- A policy providing that the needs of the affected company or agency should take precedence over the needs of the public when necessary; and the establishment of a coalition which oversees the whole length of the trail.

Private-Public Relationships

As local and regional economies across the U.S. are finding out, investing in trails and greenways stimulates and strengthens the economic vitality of local communities by enhancing property values, revitalizing businesses, creating jobs, and adding public revenues. But other returns are a strong sense of community, recreation opportunities, quality of life improvements, and a non-polluting mode of transportation.

Couple all these benefits with a successful private-public relationship with utility companies and/or transportation agencies and you have real potential for solving multiple problems within one corridor. The corridor managers become valuable and respected community members while increasing awareness of their interests, improving their risk management efforts, and giving a potential liability a managed, controlled, conscientious use. This mutually beneficial relationship with city and regional agencies can help share costs and in most cases reduce the burden of dealing with public use of their corridor.

James Carlson's thesis "Utilizing Irrigation Canals in Northern Utah for Recreational Trail Use: An Evaluation of Issues and Concerns" is available online at www.AmericanTrails.org in the Resources and Archives section under the Planning Statewide Trails heading. The study documents the issues related to planning recreational trails along irrigation canal rights-of-way and provides valuable information for anyone planning or advocating canal trails. The study was accomplished through interviews with canal company officials and research of related literature. It offers a primer on the liability, maintenance, safety, and design of proposed canal trails, as well as extensive literature review of adjacent landowner concerns.

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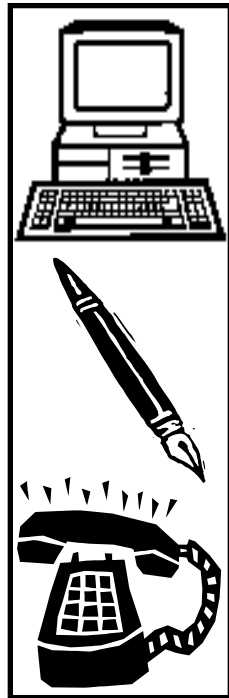
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American Hiking Society helps volunteers connect

The AHS Volunteer Vacations are opportunities across America in National and state parks, national forests, and historic sites. Each year there are thousands of positions in hundreds of locales. The 2004 resource list is now available.

For links to this and other volunteer resources visit www.AmericanTrails.org. Select "Volunteers" from the Topics menu.

Ski area sites welcome bikes as well as XC skiers

XCSkiResorts.com provides skiers and snowshoers a way to find cross-country areas in any region. Roger Lohr, site editor says that it is also a complete resource for planning a cross-country skiing vacation, and to compare cross-country ski resorts and facilities.

Ski Resorts with Mountain Biking: The National Ski Area Association at www.NSAA.org lists member ski resorts that have cross country trails and lift operated mountain access. International Mountain Bicycling Association and its member clubs are doing more work with ski resorts, which are often ideal places to provide downhill, freeride, and cross-country opportunities.

Training during 2004 for accessible trails skills

February 27, 2004 • Trails for All People: Accessibility on Arizona's Trails • Phoenix

The Arizona State Committee on Trails is hosting a workshop that includes ADA Trail Guidelines, Seniors and Trails, Accessible Parks, Universal Trail Assessment Process, Physical Challenges on the Trail, and Retrofitting Trails for Accessibility. • Contact: Annie McVay, Arizona State Parks, (602) 542-7116.

March 24-25, 2004 • Universal Trail Assessment Process Coordinator Workshop • Folsom, CA at California Trails & Greenways Conference

UTAP training teaches objective, accurate measurements of conditions on trails in outdoor environments. Land managers can use this information to identify maintenance issues as well as accessibility based on proposed ADA guidelines for trails. The assessment results can also help trail users determine whether a particular trail meets their interests and abilities. • Contact: Kathy Mispagel at Beneficial Designs: trails@beneficialdesigns.com or 831-429-8447 ext. 113.

March 26, 2004 • TrailWare Workshop for UTAP • Folsom, CA

For those interested in working with data generated through the UTAP, this course teaches using TrailWare software to efficiently analyze trail data. • Contact Kathy Mispagel at (831) 429-8447 ext. 113 or trails@beneficialdesigns.com.

May 13-14, 2004 • Universal Trail Assessment Process Coordinator Workshop • Harrisburg, Pennsylvania

• Contact: Pennsylvania Recreation and Parks Society (814) 234-4272.

October 20-21 and October 25-26, 2004 • Universal Trail Assessment Process Coordinator Workshops • Austin, Texas at the National Trails Symposium

Choose from either of these two-day sessions. • Contact Kathy Mispagel at trails@beneficialdesigns.com or (831) 429-8447 ext. 113.

Safety and support for our trails

American Trails launches Safe Trails Forum

Recently, trail users were saddened with news of a tragic bicycle collision on a bike path in the Metro Denver area (documented as a submittal to Safe Trails Forum below). There was also a recent disturbing story in a nearby area about a sexual assault on a trail. While violent crime and trail fatalities appear to be extremely rare, these two unfortunate events underscore the need for better gathering of accident, incident and crime information on urban trails and wilderness paths.

With thousands of miles of multi-use trails in North America's cities and many more on public lands, it is important to find feasible ways to reduce accidents and crime and to have reliable, objective data for better trail planning. Good information is also important to assure that there is sound data that can be shared with concerned citizens, agency officials, the media, and others that often inquire about trail safety and security. The goal is to continue to improve trail safety and to assure that the risks associated with trail recreation are kept in balanced perspective.

Some of the kinds of information needed include:

1. Location, type, and other causal information about accidents, crimes, and incidents on multi-use trails and wilderness paths.
2. Accident, crime and incident rates when compared to other factors such as levels of use, design, crowding and other variable factors.
3. Information about successful (and not successful) attempts at improving trail safety such as paving stripes, safety signage, enforcement, and user education.
4. Suggestions for improving trail user safety.

To that end, we are launching the Safe Trails Forum. We invite you to share your stories, your solutions, your efforts, and your suggestions. The Safe Trails Forum will be published both in *Trail Tracks* and on our website at www.AmericanTrails.org. Thank you for your participation!

Fatal Bicycle Collision on Denver Area Trail

A 60-year old cyclist was killed instantly when two bicycles collided on a paved bicycle trail near Denver. The accident occurred on a weekday in an area popular with trail users. It was during the day and the trail was dry and in good condition. According to police reports, a cyclist was traveling south along an 8'-wide concrete bicycle path at a very high rate of speed. Police say the southbound cyclist crossed over to the opposite side of the trail on an underpass. A group of three cyclists were headed north and called out to the southbound

cyclist. The southbound cyclist grazed the lead northbound cyclist and then struck the third cyclist head-on killing the victim instantly. The southbound cyclist was hospitalized and later charged by police.

Follow-Up Actions: Trail managers, police and city traffic engineers held a review of the event and proposed: signage calling for reduced speed in congested areas; a posted penalty for excessive speed (up to \$1,000 fine); possible widening of the trail, possible installation of a centerline, possible installation of bike traffic circles to "calm traffic" in congested areas. It was recommended that a bicycle trail engineer be consulted for the trail modifications. The group is also organizing a metro-area wide forum to review and share trail safety information.

Please share your ideas, experiences, and questions with us at info@AmericanTrails.org. Visit the Safe Trails Forum online at www.AmericanTrails.org. Select "Safe Trails" from the pull-down Topics list.

American Trails partners with InterGreen Outfitters

Through a new partnership with American Trails, InterGreen Outfitters offers you an opportunity to purchase high quality outdoor gear, gifts and clothing from our extensive online catalog.

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See the link on our home page at: www.AmericanTrails.org and click on the logo for InterGreen Outfitters Partnerships for Conservation: www.intergreenoutfitters.com.



Problem-solving for trails

Challenges to the proposed trail included 157 land owners and the need to forego Federal funding— but the support of elected officials brought the project to completion in record time.

Will to succeed speeds Perkiomen Trail work

Montgomery County, Pennsylvania, celebrated the grand dedication of the Perkiomen Trail last November, a magnificent 22-mile stretch of recreation for hikers, bikers and equestrians. Perhaps as impressive as the trail itself was Montgomery County's ability to acquire, design and construct it in just three and one-half years.

"Time was as important as dollars spent," said former Commissioner Chairman Michael D. Marino, who spearheaded the effort to complete the trail and vowed to have it completed before he left office at the end of December.

The trail cost \$9.7 million to build. Federal, state and other governmental programs will reimburse the County for nearly \$2 million of that sum. The County could have used federal funds to pay for the entire trail, but that would have taken at least 12 years and cost twice as much.

"By getting 200,000 to 300,000 people per year enjoying the trail for the five to 10 years it would have taken us to do the job with Federal money, we accomplished a lot," Marino said.

Those trail users created a groundswell of support that enabled County officials to make the hard decisions to push through opposition from those who didn't want it built.



In addition to strong political leadership and grass roots support, an element necessary to completing a project like this in such short order is clear plan for what the trail will be, where it will go and how it will be built, said John Wood, chief open space planner for Montgomery County.

The abandoned Perkiomen Branch of the Reading Railroad was purchased by the County in 1978. However, until 1996 various attempts to develop

the trail failed because of adjacent landowner objections and claims of reversions. In 1996 the County entered litigation against the adjacent landowners for the right to use the corridor for a trail. However, the court found that the corridor had reverted to 157 different landowners.

In 1999 a new slate of County Commissioners took office and Chairman Marino vigorously supported the trail project. His command: complete the trail before the end of his term of office in 2003. With the support of his fellow Commissioners and the help of staff and volunteers, he is right on schedule.

When a court appeal was completed in 1999, the Commissioners chose to forego continued litigation in order to move ahead with acquisition of the trail. The County reassembled the corridor by purchasing land or easements from 157 landowners of 215 parcels. Where necessary, condemnation was used to acquire property.

The choice was made that the trail would be done as a "design/build" project, so that sections would be opened as soon as right of way and design was completed.

Construction work was done by staff of the County Roads and Bridges and Parks Departments. It was also decided that no federal funding would be used for the main stem of the trail, since federal and DOT requirements would have caused years of delay on design, acquisition and construction.

The Perkiomen and Schuylkill River

Trails will be part of a planned 160 mile County-wide trail network— in essence a "new County park." With a new open space preservation and trail funding initiative proposed in 2004, Montgomery County is poised to build upon its role as the leader in Trail development for the 21st century in the Philadelphia region.

For more information on the Perkiomen Trail contact JCorcora@mail.montcopa.org.



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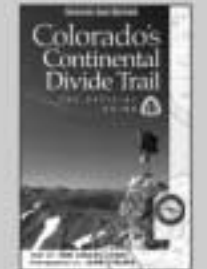
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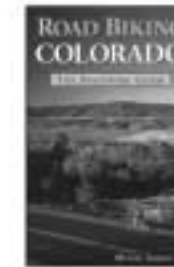
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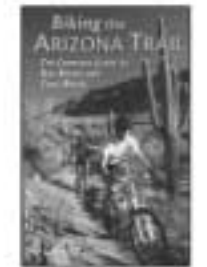
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