

2010 STATE TRAILS CONFERENCE HIGHLIGHTS

WASHINGTON STATE TRAILS COALITION

From Backyard to Backcountry and the Trails Between

October 22-23, 2010
La Quinta Hotel and Conference Center, Tacoma Washington

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2010 TRAILS CONFERENCE HIGHLIGHTS
TACOMA LA QUINTA HOTEL & CONFERENCE CENTER

CONTENTS

1. Three Minute Presentations 3
2. Welcome 3
3. Agency Leadership Panel 4
4. Legislative Panel 5
5. Keynote address: Rick Potts, NPS 7
6. Special Presentation 8
7. Idea Market Place 8
8. Backcountry Trails Track 11
 - America's Great Outdoors Initiative 11*
 - Trail Funds at Risk: Saving NOVA and RTP 12*
 - Outdoor Ethics Programs for the Backcountry 14*
 - Sustainable Trail Construction Techniques 15*
 - Lessons from Reiter Forest 16*
 - The Minimum Tool Analysis Workshop 17*
9. Backyard Trails Track 17
 - Making the Case For Active Transportation 18*
 - Partnering for Power 20*
 - Finding the Funding for Trails 22*
10. The Trail Between Track 25
 - Trails and Health 25*
 - Listening to Young People 26*
 - Building Relationships In Recreation 26*
 - Connecting Trails: Rural and Backcountry 26*
 - Connecting Trails: Local and Regional 27*
 - International Trails: What We Can Learn 28*
11. WSTC Business meeting 29
12. Keynote address: Tim Payne, Nelson|Nygaard 30
13. Conference Registrations 32

INFORMATION EXCHANGE
THREE MINUTE PRESENTATIONS

**Pete Beaupain, Washington State
Snowmobile Association**

Pete introduced three brief presentations by people with trail stories to tell.

1. Dr. Jane Moore, president of the ForeverGreen Council, announced

recognition awards for 2010 from the Council to:

- Don Partington of Lake Tapps for leading year-round volunteer work parties
 - Chambers Creek Properties, a division of the Pierce County Public Works Department, for developing more than three miles of paved recreational trail.
2. Art Tuftee, owner of Concept Construction, presented trail building techniques with miniature motorized machines and celebrated the accomplishments of volunteers from the Mount Vernon Trail Builders.
 3. Ken Wilcox, the owner of Skookum Peak Consulting, gave a pictorial description of the extensive trail system created in the Chuckanut Mountains south of Bellingham.

FRIDAY, 10/22/2010
WELCOME

**Rick Hood, President,
Washington State Trails Coalition**

Rick explained that this is the 12th annual state trails meeting since 1998 and probably the best opportunity for trail users of all interests to discuss issues common to all. It's a chance to renew acquaintances, meet new people, celebrate accomplishments, learn, and consider how best to move forward. The conference is planned by the Washington State Trails Coalition, a group of volunteers who meet regularly for the purpose of organizing these biennial conferences. WSTC is always looking for hard working resourceful people that are committed to trails. Those that would like to help plan the next conference, please

see Rick. While there are many dozens of people who make this conference possible, there is a core group that should be recognized: Lisa Anderson, Ernie Bay, Pete Beaupain, Jeff Chapman, Dixie Gatchel, Lisa Goorjian, Jayme Gordon, Sharon Grant, Lunell Haught, Rick Hood, John Keates, Michael Linde, Greg Lovelady, Fran Troje, and Reed Waite.

In addition, the following organizations contributed important resources to this conference: the state Recreation and Conservation Office; the National Park Service's Rivers, Trails, and Conservation Assistance Program; and The Mountaineers Books.

The next panel is moderated by the director of one of the smallest agencies in state government, the Recreation and Conservation Office. The impact of this agency, however, is very disproportionate to its size. Here to tell that story and launch the Agency Leadership panel is RCO director Kaleen Cottingham.

AGENCY LEADERSHIP PANEL: PROVIDING A FUTURE FOR TRAILS

**Moderator: Kaleen Cottingham,
Recreation and Conservation Office**

With 16 million acres of public land in Washington and strong agency leadership, trails have become a vital part of Washington's recreation scene. This panel was conceived to discuss the creative ways our major agency partners are dealing with disastrous budgets and working to bring about a positive future for trails through collaborative planning, public outreach, and more.

The Recreation and Conservation Office, or RCO, is a small state agency created by a voter initiative in 1964 to provide grant funding for outdoor recreation projects. Today, RCO manages 14 grant programs that range from preserving farmland to restoring wildlife habitat, from building soccer fields to adding safety features to gun ranges, to salmon recovery and, to your interests, we fund urban, rural and backcountry trail projects

Funding for these competitive grants comes from state and federal sources, user fees and taxes – many programs are “pay to play.” Over the past 40 years, RCO has administered about 6,800 projects for a \$1.5 billion investment in our great outdoors as well as current and future generations.

RCO has five grant programs that fund trails and we have invested more than \$150 million in trail-related projects and programs (1700 trail projects) since 1978. The Nonhighway and Off-Road Vehicle Activities Program, the Recreational Trails Program, the Washington Wildlife and Recreation Program's Trails Category, the Land and Water Conservation Fund and the Aquatic Lands Enhancement Account.

I also want to briefly mention volunteer opportunities with my agency. We have several advisory committees whose members not only help us assess projects for funding, but in the process learn firsthand about the types of grant applications that receive funding and where the latest trail improvements are proposed. These people not only make a big contribution to Washington's trails, but they also have something to add to their resume.

Peter Goldmark, State Lands Commissioner

Peter is the state's elected Commissioner of Public Lands which makes him the head of the Department of Natural Resources and primary manager of the department's more than 1,000 miles of trail and incredible outdoor recreational experiences.

Trails are important to our quality of life and the challenge of the upcoming 2011 legislative session, with over \$4 billion in projected deficit, is enormous. There is no doubt that the trails community will need to be proactive in supporting funding for trail based recreation.

DNR, however, has several proposals that should alleviate the budget stress. These include: sharing enforcement duties. DNR has about one enforcement officer allocated to each of its regions. A proposal that is gaining support involves coordinating-sharing patrol duties with Department

of Fish and Wildlife officers. Another proposal under consideration is to require restitution from people who damage state lands. Also proposed is a lifting of the Nonhighway and Off-Road Vehicle Activities (NOVA) Program's gasoline tax lid which artificially caps amounts that could be assisting in trail management and development.

Also under consideration is adoption of the "Explore Washington Pass" fee proposal which would help fund recreation on DNR and Department of Fish and Wildlife lands.

Rodney Mace, Forest Service

Rod is the Forest Service's Region 6 Assistant Director of Recreation, Heritage, Wilderness, and Wild & Scenic Rivers. With nine Forests located wholly and partly in Washington, the Forest Service has the most backcountry opportunities in our state. It manages 1,730 miles of trail in Washington and usually receives about \$3 million for trail management each year.

Forests in Washington have received almost \$3 million in federal stimulus funds which, with increased volunteerism, has done much to help reduce the many maintenance backlogs that have built up over the years.

Another significant occurrence for the Forest Service this past year was designation of the Pacific Northwest National Scenic Trail.

Dave Ueberuaga, National Park Service

Dave is the superintendent of Mt. Rainier National Park. Washington State's world class national parks provide some of the most incredible, iconic outdoor experiences that exist anywhere. These parks conserve our scenery, natural history, and wildlife, all while providing for the enjoyment of current and future generations.

The National Park Service has 11 units in Washington. Mt. Rainier has over 300 miles of trail, including the Wonderland Trail's 93 miles that circumnavigates the park.

During the flooding that hit the park in 2006, every stream crossing was wiped out.

At present, one of the biggest trail decisions under consideration is the future of the Carbon River corridor where 5 miles of road has been regularly damaged by floods. Current thinking is to transform this road corridor into a bicycle-pedestrian trail.

Don't forget the importance of advocating for your views on public policy in such matters as the Carbon River Corridor.

Rex Derr, State Parks

Rex, the director of the State Parks system, recently announced his intent to retire in November after more than 30 years with the Washington State Parks and Recreation Commission. For his exemplary public service in outdoor recreation, the audience gave Rex a round of applause.

The Washington State Parks system, the fourth oldest in the nation, will be 100 years old in 2013 and is composed of 120 developed parks;

The 2013 State Parks Centennial celebration has a significant trails component involving water trails, winter trails, long distance trails, vertical trails, and hiking trails.

Remember that trail corridors are valued for many reasons, including recreation, transportation, health, economic enhancement, utility easements, and scenic amenities.

THE LEGISLATIVE BRANCH: BUILDING TRAILS TO THE CAPITOL

Moderator: Dr. Ernie Bay, Foothills Rails-to-Trails Coalition

Elected officials and lobbyists have a front row seat to the challenge of balancing priorities against increasing recreation demand and multi-million dollar maintenance backlogs. They can also offer great insights into how our legislative process can work to benefit trails.

Senator Jim Kastama, District 25

Senator Kastama has a vision for Washington's trails that involves expansion and utilization. He

has bicycled around the world: Athens, Middle East, Europe, Greece, etc. and has learned that trails present more than an opportunity to recreate; they also serve as gathering and social places where people come together and interact.

Trail advocates need to:

- Innovate: Develop new ways of doing things. For example, plan social activities and events on trails, look into loaner bike programs where bicycles are made available on trails.
- Improve at strategic planning: See Robert Kaplan's Balanced Scorecard, a planning and management tool used to align an organization's business activities with its vision and strategy while improving communications and monitoring performance.
- Improve interactions with legislators: This should be easy. Make appointments. During session, call the legislator's assistant and request a 15 minute appointment. Between sessions, request a 30 minute appointment. If you're from out of district, find someone from the district to go with you. Keep the discussion local. These days, it is important to think in terms of jobs.

Questions and answers:

- Many state highway shoulders are dangerously narrow for pedestrians and bicycles, but federal stormwater standards make it very expensive to improve these shoulders. Should urban standards apply to rural roads? Why should the non-motor trail community pay for problems generated by the motor community?
Answer: The problem is that shoulder improvements usually adds impervious surface which increases water run-off. We need to look at innovative solutions such as pervious surfacing and perhaps re-classifying improved shoulders as closed to motor vehicles
- Q: What is the best way to communicate with a legislator: by email, mass letter campaigns, phone calls, personal meetings, etc.?
A: Engaging in one-on-one meetings is the

best and you need to keep at it until you're almost accused of harassment. Don't be too polite. Regular, personal, and diligent contact is important, especially before key deadlines and votes.

- Q: How do we advocate getting things into the governor's budget?
A: Not much consultation occurs with legislators in development of the governor's budget. This is why the legislature feels free to modify it. If trails do not appear in her budget, do not lose hope.
- Q: Local government has issues with pedestrian safety and related federal regulations. They add great expense, planning, and staff involvement. For example, stormwater regulations. Can the state legislature help?
A: Check with the associations of cities and counties. Other assistance is available. But, this is a volatile issue and the best solution could be to bring the parties together to discuss and chart a course.
- Q: What can be done about the gasoline tax lid that artificially limits the amount of taxes paid by recreationists that can flow to recreation projects?
A: Part of the issue is that revenues are declining, people are driving less, and cars are more fuel efficient. There is also the issue of the swept NOVA funds....
- Q: [Following-up on the previous question.] We had an agreement for the state to manage those funds and they stole the money. Where do you stand?
A: There are still severe financial problems. I did vote for the budget even though I disagreed with many of its provisions. We were and are in an emergency situation. Dedicated funds from many sources were swept, and the struggle continues. We're in a different game now. I do support keeping dedicated funds to their original purpose, but can't promise it won't happen again; the pressures and needs are great. Most legislative decisions are

politically based; often dependent on funding/donations. But, our trails constituents can make a difference by being organized, showing dedication, attending meetings, knowing the issues, and nagging. Don't forget about helping your candidate by door belling and putting up campaign signs. These can have a greater impact than campaign donations.

Jim King, Citizens for Parks and Recreation

There is a panel scheduled this afternoon to address the gasoline tax cap on recreational programs. Many of you are aware that the cap limits funding to boating, Nonhighway and Off-Road Vehicle Activities, and snowmobile projects even though the uncapped amount is based on taxes paid by recreationists. The problem is that the highway community has come to depend on the capped dollars and will fight to keep them. About the "swept" dollars, the reality is that most of the organizations (trail advocates, boating advocates, etc.) that want those dollars were not in Olympia when it happened. The Governor did not propose the sweeps; they originated in the House. The Senate resisted for quite some time. The governor is proposing that the dedicated funds be reinstated.

Personal emails and the toll free legislative hot line messages are still effective ways to communicate with the governor and legislators.

When attacks on recreation funds occur in Olympia, our few lobbyists are outgunned. We have only Doug Levy, Jonathan Guzzo, Jim King, and Terry Kohl.

Setback requirements under consideration with Department of Ecology, if passed, could really hurt our ability to build new trails along water bodies.

OPENING KEYNOTE ADDRESS RICK POTTS: TRAIL VALUES

Introduction: Michael Linde, National Park Service

Rick Potts is the National Park Service's Chief of Conservation and Outdoor Recreation Division. He oversees five national programs, including the

National Trails and Wild & Scenic Rivers Systems and the community partner-based Rivers, Trails, and Conservation Assistance program. His career spans a wide geographic area including the Appalachian Mountains, the tundra of Alaska, rainforests and coral reefs of Hawaii, and the Rocky Mountains of western Montana.

Rick Potts, National Park Service

In the early days of parks management the "...ologists" ruled: biologists, entomologists, archeologists, ecologists, etc. They had the college degrees, had the answers, and made the rules. Their attitude was that park guests needed to obey because the visitors were ignorant. At least that's what the "ologists" said, until, many mistakes later, they learned they didn't have all of the answers. Today, we see a different Park Service where visitors are welcomed into the decision processes, educated about the issues, and help make the decisions.

In the post September 11 world, many places have almost turned into armed bunkers. Except in our unique national system of parks and on our trails where visitors can still be free.

The health benefits of trails are well documented. Walking improves bone density, cardiovascular capacity, longevity, and brain function. Walkers have lower blood pressure and rates of cancer, diabetes, and stroke. Trails help us to think; there is no Internet and search engine to do the work for us. People on trails are more alert. In answer to a question, Daniel Boone once said, "I've never been lost, but I have been a mite bewildered."

Aldo Leopold, the father of wildlife ecology, is a personal hero of Rick Potts'. Part of his genius was that he made science fun and adventurous; trails would lead us to the blank spots on the map.

Our system of backcountry trails must be meaningful to the majority, or those trails will go away. We must be inclusive. The Americans with Disability Act sets the threshold bar, but it's the minimum standard. We need to be more inclusive.

Rick said that he has experience in running a pack string and learned to always be thinking about

succession and replacement. In looking over the plenary room, he said we needed to be thinking about breaking in some new colts. At some point, as Wallace McRae says in his poem "[Reincarnation](#)," we all pass on.

SPECIAL PRESENTATION

Presenter: Rick Hood, President, Washington State Trails Coalition

On the occasion of his retirement from state service, WSTC honored State Parks' Director Rex Derr. Through the years, Rex has been a huge trails supporter and has attended every state trails conference since 1998.

IDEA MARKET PLACE

Moderators: Michael Linde, National Park Service, and Lunell Haught, Haught Strategies

The Idea Marketplace is an approach for structured information sharing and promoting dialogue. At the trails conference, it began with audience members suggesting ideas and topics for discussion. Once consensus on the most popular topics was reached, members of the audience selected their favorite and then divided into small discussion groups. The following describes the selected topics and discussions.



Effective Methods for Recruiting and Retaining Volunteers

Session Leaders: Jeff Selby, Isaac Daniel

- Recruit from local organizations such as Boy Scouts and school organizations. Also, try setting up trail-side information "booths" and recruit local businesses.
- Find ways to make work parties fun. For example, create reward programs for hours served, provide great food, and randomly give away prizes.
- Give the volunteers some design license
- Ensure liability releases are well crafted and are signed by all volunteers



Controlling Invasive Species Session Leader: Dana Coggon

- Educate volunteers about weed control while improving connections to and coordinating with local weed control programs.
- Add tag lines to point of sale gear; for example, "Seeds in your seams?"
- Understand the challenge of "noxious weeds" and "invasive weeds." A noxious weed is an invasive species designated as harmful to agricultural crops, ecosystems, or humans or livestock. An invasive weed is a non-native plant that adversely affects the habitats and bioregions they invade economically, environmentally, and/or ecologically
- Define and prioritize the top invasive species issues
- Work on methods of controlling dispersal, such as equipment washing.
- Look into broadening the Leave No Trace program's curriculum to include invasives (<http://www.lnt.org/programs/principles.php>). Tread Lightly does have an invasives module (<http://www.treadlightly.org/page.php/invasive-species/Invasive-Species.html>).



Old and Forgotten Trails Session Leader: Bruce McAlister

- In the 1930s and '40s, the Forest Service provided maps of many of its trails. After WWII, due to management and funding concerns many trails were removed from the maps and gradually forgotten.
- Some of these trails, however, are quite spectacular. Criteria should be developed so they can be reassessed and perhaps some of them added back into the trails system. For example, those with significant management issues should be dropped; those that are very scenic may be worth reinstating.

- Examples: Olympic, Lake Lillian, Moose Lake, McCartney Peak accessed from the end of the Hurricane Ridge Road. Also, Bailey Range, Cream Basin, Mt. Ferry, and many others
- Many of these trails follow ridges and were built by the Civilian Conservation Corps. Some segments may still be found.
- The Olympic National Park benefitted from much trail construction by the CCC. It is also a great area for ridge trails.
- There were not as many CCC trails in the North Cascades, so there were fewer to be abandoned in that region.



Right-Of-Way Challenges: Stormwater Regulatory Requirements

Leaders: Linda Berry-Maraist, Barb Smithson

- Any increase in a highway shoulder (even by a foot) triggers the Dept. of Ecology-federal requirement to bring the entire highway up to the new stormwater standards. WSDOT standards do not allow for pervious paving and their facilities are regulated even in areas where NPDES requirements are not otherwise triggered. Some jurisdictions struggle with interpretation of the regulations, or interpret them differently. Also, regulations and acceptance of previous paving as a solution vary by location.
- Jennifer, of Parametrix Engineering, said that a separate shared use path does not generate pollution, so there should be no water quality requirements (regulations deal with both water quality and quantity.)
- The standards pendulum has swung too high. The American's with Disabilities Act required width and side clearances, fish passage and liability concerns have driven standards and costs higher, resulting in making new bicycle facilities increasingly and perhaps unattainably expensive. In many circumstances, new

bicycle facilities will be burdened with curing the environmental sins of old roads..



Promoting Trails for Transportation To and Through National Parks

Session Leader: Ellen Aagaard

- This type of paved, non-motor access is better in some national parks than others, for example, Tetons National Park.
- Mt. Rainier National Park is considering some changes, but don't look for them in existing/historical corridors.
- Issue: trail standards often do not match among the parks and some trail activities are not allowed in national parks (e.g., mountain bicycling).
- Issue: How can we support trail uses other than hiking, for example, bicycling, horse riding, etc.?
- Issue: Related to this, can we compromise on building standards for trails into parks?
- Issue: Can we increase options for disabled trail users? For example, consider the ways in which non-motorized access interplays with the importance of accessibility in National Parks, and how much and whom do we need to accommodate in order to provide that access? If, on the one hand, National Parks are arguably our greatest national treasure, and everyone in our nation within reason is owed the ability to enter, enjoy, and experience them, how do we balance the principle of equal access with making sure that one person's access doesn't interfere with another person's right to enjoy and experience the park as well? Of course, some types of access are too expensive or can't be provided for environmental protection reasons. Also, parks must provide access to all people, but not necessarily to all transportation modes.



Trails and Social Networking

Session Leader: Sue Abbott

- Why use social networking tools? To advertise events, programs, your web site, connect to youth, and establish mailing lists. The need to connect with youths makes use of these tools a must. The need to be listening, interactive, and responsive is making social networking the norm.
- Which tools are available? Facebook, MySpace, Twitter, blogs
- An agency's web site should be closely coordinated with social networking sites
- Issues
 - It's difficult to maintain both a web site and social networking sites; they each take a lot of time and coordination; there is some efficiency in having automatic feeds/notices sent to one type of account (Twitter, etc.) from material entered into another (blogs, Facebook, etc.)
 - It's difficult to measure the success of maintaining a social networking site and to know which types of content work best
 - Many agencies and organizations are not yet ready to dedicate resources to SNS, don't provide their employees access to such sites
- Solutions
 - Perhaps get volunteer youth to help maintain your site
 - Have an expert present a workshop or speak at an agency event, convene a related panel at a future conference
 - Reallocate/reorganize your resources.

Building A Coalition For Trails

Session Leader: Barbara Skinner

- Promote health benefits
- Note the success of Pierce County's Foothills Trail

- Outdoor/nature educational opportunities



Changing Negative Neighborhood

Views about Trails

Session Leader: Alice Hurd

- Property owners are afraid of vandalism, theft, and lower property values
- What works: momentum, many users on the trail, peer pressure, goodwill
- Liability: see the state's landowner liability limitation law and check out the pros and cons of an insurance umbrella policy issued to a parent organization/county



Routes and Trails

Session Leader: Ian Macek

How do signed and mapped routes support trail funding, trail creation, and trail use?

- The key is in planning an "active (human powered) transportation" *system*. Consider the links between local facilities, such as libraries and grocery stores, and shared use paths, such as sidewalks and bicycle lanes.
- Challenges include:
 - State level leadership and the political will to provide bicycle facilities
 - Integration between trail planning and the US bicycle route system
 - Differing funding sources and match requirements; aligning to provide flexibility and livability
 - Funding that supports routes in rural areas
 - Route gaps, standardization, adequate maps



How do we increase youth involvement in trail oriented activities?

Session Leaders: Ed Davis, Ken Woolery

- The goal is to get potential outdoors people unplugged, off the streets and into the woods. Ideas:
- Develop programs that target school children: Metro Parks Tacoma, Outdoor Adventure Program
- Chris Obrien, NW Youth Corps for 14-19 year olds; 1200 members; provide information on conservation, empowering youth through trails
- Work to engage youth as early as possible
- Get parents involved
- Don't need to go to the mountains to involve youth; city parks can work well
- Establish realistic goals
- Use activities: scavenger hunts, glee club, dance parties in the woods
- For older youth, or even those 20-30 years old:
 - Offer free stuff: shirts, food, no fees, coffee cards, etc.
 - Don't make the events too early in the day
 - Provide leadership skill training
 - Build on things that are already happening

BACKCOUNTRY TRAILS TRACK

Introduction: Jeff Chapman, Backcountry Horsemen of Washington

For many of us, the best trails require at least a day pack and some time riding in an automobile. Trailheads are often found at the end of single lane rural byways and dusty forest roads. To provide some insight into these trails, the following discussion focuses on such topics as the America's Great Outdoors Initiative, sustainable trail construction methods, and planning for heavy recreational use.

AMERICA'S GREAT OUTDOORS INITIATIVE

Moderator: Jeff Chapman, Backcountry Horsemen of Washington

This session addressed some of the topics affecting the trails community in the exchanges that took place following the April 2010 launching of President Obama's new initiative. The intent of the America's Great Outdoors effort is to promote and support community-level actions to conserve outdoor spaces that build on successes across the country. It has started a national dialogue about conservation that supports the efforts of private citizens and local communities.

Examples include: (1) Preservation of wildlife migration corridors while providing recreational opportunities for trail users; (2) Creating partnerships among recreational groups, conservation organizations, and federal agencies in creating solutions that advance common goals and interests; (3) Effective strategies for reconnecting Americans with their public lands.

Jeff was in Washington DC this past summer for Great Outdoors Week and witnessed the discussions developing around AGO. Plans were underway for a Seattle Listening Session which would include a youth forum. The AGO was a national discussion on the future management of public lands for both conservation and recreation as well as the role of our lands as a cultural asset and a means to preserve wildlife. Jeff then presented a short video developed for the AGO listening sessions.

Michael Linde, National Park Service

Michael Linde spoke to the concept for the AGO events and how they might fit into the President's agenda.

Rick Potts, National Park Service

Rick Potts expressed several thoughts on what may be in the November Report to the President. Considering the fundamentals from 100 years ago with regards to how wildlife management and sportsmen activities were handled, today requires

different interests to come together, including federal, state, and private land owners. Outdoor interests can no longer work alone or in small groups but must collaborate together to both preserve our lands and provide for recreation and sustainable commerce. Private land owners today can be encouraged via easements, tax advantages, etc to keep lands open and undeveloped for the future.

Rick pointed out how the AGO process was working and how there was still time to submit public comments/ideas even though they wouldn't be reflected in the November Presidential report. We needed to find new ways to get Americans to reconnect with the Outdoors.

Next, the conversation shifted to the effort to fully fund the Land and Water Conservation Fund at \$900 million from royalties on off-shore drilling. Michael discussed the stateside portion of LWCF and how this is used to fund non-federal recreation and parks. The federal side of LWCF was being used for acquisitions to consolidate federal parks and lands which could help both with recreation and with dealing with wildlife protections when faced with climate change.

The Seattle Listening Session for the AGO was discussed as well as how the youth forum at that session became a template for future sessions.

**John Mankowski, Governor Gregoire's
Natural Resources Policy Director**

An audience member from Okanogan County referenced the issue of land acquisitions by the state Department of Fish and Wildlife in that county. This led into a presentation by John Mankowski about the work of the Wildlife Council of the Western Governors' Association (WGA) (John is the Vice Chair for the Council) with respect to assembling existing data on wildlife migrations in a digital satellite mapping system for use by federal and state agencies.

The pilot project in our area encompasses parts of Oregon, Idaho, and Eastern Washington (Columbia Plateau). It is funded to a large degree by clean energy utilities in an effort to evaluate power grids,

wind farms, etc. It is too early to tell how the WGA wildlife migration efforts will interface with federal initiatives, and these jurisdictional issues need to be worked out so that good growth and land use decisions can be made. Ultimately, these decisions will affect community and recreational interests on our rural lands.



**TRAIL FUNDS AT RISK:
SAVING NOVA AND RTP**

Moderator: John Keates, Mason Co. Parks

Washington's oldest and arguably most important trail grant program was lost in the current biennium due to the global financial crisis. Its federal counterpart program, the Recreational Trails Program, is now facing the same fate and has many asking, "will these trail recreationist-supported programs be lost forever?" Should trail recreationists' tax dollars continue to support non-trail activities and can we ensure trail program funds are returned to trail recreation?

**Jim King, Lobbyist, Citizens
for Parks and Recreation**

The boating facilities grant program belongs in this discussion along with the Nonhighway and Off-Road Vehicle Activities (NOVA) Program because the boaters' funds were also diverted in the last legislative session. Recreational Trails Program funds are a little different. Although past appropriations have been delayed, the funds have come through. Even so, future appropriations are in doubt.

It appears that Rep. Jeannie Darnell was one of those primarily responsible for diversion of these dedicated funds. Most legislators understand that recreation is important, but a small group felt the stress of balancing a budget and went looking for help. The sweeping of these dollars shut down several programs supported by dedicated funds and jobs were lost.

The Governor said that those dollars would be back in her budget when submitted in December. The laws requiring the diversion will expire June

30, 2011, but it will be a battle to keep the money from again getting swept. For what it's worth, many legislators are members of recreationist organizations affected by the diversion.

Doug Levy, Outcomes by Levy

About the diversion of dedicated funds, the best advice is to begin by contacting the Governor; make your voice heard. The risk of losing the funds again is high because the deficit is high. We are beyond using argument such as, "trails are important and should be funded." We need to be smarter. For example:

Don't assume that legislators understand the importance of recreation and its links to today's priorities: physical and mental health, the health of Puget Sound, and jobs creation. Think about the importance of linking such central connectors as the Sammamish River and East Lake Sammamish Trails that would unite up 60 miles of trail.

Help your legislators by showing them the fruits of their past votes. Use graphics that tend to stick in their minds. Remember:

- **Champions:** there are 147 legislators in Washington State and you can't connect to them all. So, link to those in your district.
- **Put a human face on your efforts:** how have trails affected you and your friends and family?
- **Divide the programs into specific projects:** note the example of the Washington Wildlife and Recreation Program where advocates commonly show the effect of the funds.
- **Applaud legislators when they get it right;** show that you appreciate them. They get "the negative" regularly; they do not hold these positions for the money. So, say thank you.
- **It's best to contact them out of session.** Often it seems as though their world is divided into 15 minute meeting segments.

State Representative Bill Hinkle, Dist. 13

The 13th Legislative District in Kittitas Co. is one of Washington's main playgrounds with many

heavily used trails. At present, there is a movement to establish a park and recreation district.

I don't recommend that advocates use tactics that can be viewed as bullying, such as wearing aggressive colored coordinated campaign t-shirts, carrying signs, etc. That is, don't try to bully your legislators. It's good to show up in force, but don't bully.

The NOVA Program is based on a refund and should never have been swept, but the legislature is about to enter a tough session and it is very good at finding loose dollars and changing rules to get those dollars.

It is important to develop a personal relationship with your legislators. That means you should contact them two or more times each year. Remember, being a legislator is sometimes like drinking from a fire hose. We don't necessarily need to remember your name, but face recognition is important. Text messages are good: "Hinkle you're doing a heck of a job." Understand that much of what legislators hear is negative, so positive remarks go along way.

Jim King here is one of the best lobbyists because he's a lurker; he usually doesn't schedule meetings but knows how to catch legislators in the hallway.

Try to develop a good relationship with your legislator's legislative analyst. Find out what they like: coffee, candy, etc. Make them feel good when they see you.

Questions and answers

Q: What happens when a person supports a losing candidate?

A: (Jim King) You haven't necessarily burned a bridge, especially if you try helping in ways that are behind the scenes and not too visible: stuffing envelopes, door belling, give checks to both candidates, etc. But, don't be secretive or cowardly.

Some legislators want to de-fund WWRP completely. Not sure if that could happen this year.

Q: If you have a relationship with your legislator but your issue is statewide, where should your attention go next?

A: (Jim King) Go to those on the committee where your bill will be heard, also consider Ways and Means and the Capital Budget Committees; also, the ranking majority and minority leaders. (Rep. Hinkle) When visiting a legislator, always try to take someone from her/his district. Also, try to go with more experienced people and keep the meetings short. (Jim King) Make it clear who your lobbyist is so they know where to go for more information and whom to trust as being on your side. (Rep. Hinkle) Meeting with legislators after Thanksgiving and through the first two weeks of December is OK. Also, the first two weeks of November. Avoid last two weeks of December.

Q: What should we talk about in the first meeting?

A: Spend a few minutes letting them know who you are. Don't jump right into the white paper you've brought.

Q: What relationship do you have with Congressman Doc Hastings and Senator Maria Cantwell?

A: (Rep. Hinkle) I get along well with both, though not so well with Senator Patty Murray. (Jim King) Doc could gain an influential chairmanship. Norm Dicks has always been influential; he's a warrior. (Rep. Hinkle) It is important to talk to Patty Murray. The NOVA and RTP money is our money; it is different from other fund sources. (RCO Director Kaleen Cottingham) No surplus funds from these accounts are available, but RCO will have project lists, unfunded lists, ready early in the legislative session if funds do become available.

Q (J. Putnam) What would happen to last year's money if the lawsuit brought by the Washington Off-Highway Vehicle Alliance is successful?

A: (Kaleen, Doug) The judge would need to include a retroactivity clause in his decision. (Jim) It would be better to put this effort into being proactive and not looking backwards. (Bill H.) You might even consider promoting a

constitutional amendment that would protect this type of fund.

Q: What is the position of the legislature regarding dedicated funds?

A: (Bill) The budget belongs to the legislature and they are very reluctant to give up any of the power to appropriate. Remember, we have the legislature we deserve; we have the legislature we asked for. Two-thirds majority shouldn't be that hard to get in a cooperating legislature.



OUTDOOR ETHICS PROGRAMS FOR THE BACKCOUNTRY

In this session, the panel reviewed the Leave No Trace principles and programs and discussed the ever evolving aspects on funding, science, best practices, new recreation considerations, and passing on a responsible behavior skill set to the next generation of public land recreationists.

Jane Byram and Louise Caywood, Backcountry Horsemen of Washington

Jane and Louise stressed the importance of understanding other groups' use of trails and showed a video on the effects of hikers, dogs, backpacks, movement, shadow, and touch on trail stock. Understanding that horses have had 60 million years of evolution to develop a successful survival response puts new meaning into how trail users and horses should interact. Generally, it is best for hikers and other non-equestrians to talk/announce themselves to riders and, if safe, step off the trail on the downhill side. If there is too little room to step off the trail on the downhill side, back up. Do not touch the horse.

Courtesy is needed among trail users. There are many cases of off-leash dogs and silent bicyclists causing problems by overtaking other trail users. Education is best started well before getting on the trail. Websites are cheap and accessible sources of information. Set a good example for others and check out the "Authority of the Resource" technique for non-complying users. The Center for Outdoor Ethics has good resources, including

scientific research and may be found online at www.lnt.org.

A Leave No Trace video was shown to emphasize our responsibility of ensuring that we minimize our impact on our natural resources so others may continue to enjoy the outdoors now and in the future. Noted were changing standards for feed in wilderness areas, human sanitation, and increasing problems with dogs (and their owners).



TRAIL CONSTRUCTION TECHNIQUES FOR SUSTAINABLE SURFACES.

Trails are taken apart through the acts of man, wildlife, aging, and natural events. The challenge is in how to put these trails back together with a minimum of funding and labor. This workshop examined transport issues, funding, design standards/considerations, techniques, tools, and achieving longevity.

**Alan Carter Mortimer,
Washington Trails Association**

Budgets are stressed, so we must make trails that last and the key is good planning. In building or re-building a trail, it is important to consider:

- The type of use it will receive: hiker, trail stock, motorized, bicycle, or multi-modal.
- The desired experience. For example, consider both the destination and the journey. Backcountry trails are designed differently than front country trails
- Will the trail be used by people who are often less capable, like children or the elderly
- The amount of use the trail will receive.

Several elements are basic to good trail design:

- Grade: 10 percent and less will greatly reduce erosion and will hold up in most soil types
- A sustained grade of 30-40 percent will usually greatly increase maintenance. The Washington Trails Association tries to adhere to the Forest Service trail standards.

- Grade reversals and 5 percent out slopes help trails shed water.
- A full bench trail bed is best; that is, no tread fill on outer edge.

Trail maintenance considerations:

- Maintain a 5 percent out slope on most trails
- On particularly wet areas, maintain an out slope of up to 15 percent; construct these in approximately 10 foot sections in a semi-circle or bowl shape
- Water bars are an option but they tend to fill with debris which requires maintenance; if constructed with wood, it will eventually rot and require replacement
- A periodic change in grade (up and down) provides a location for water to shed off trail
- Various structures are used to raise trail tread above wet ground: turnpike, puncheon, etc.
- Fords are used for crossing streams; in some ways they are better than culverts because they do not block the water way and will not blow out.

**Mike Westra,
Evergreen Mountain Bicycle Alliance**

In laying out a new trail, consider the need for speed control and trail flow. Limiting sight lines will lower speeds. In high visibility areas, feel free to use steeper grades. Clear vegetation around turns and consider one-way trails. There are two basic options for trail flow, depending on your plan. One is for an open easily flowing trail; the other is for a tight and technical trail. Avoid abrupt transitions from one design to another.

Design for sustainability/minimal maintenance. A grade maximum of 8 percent works well for mountain bike, but 3-5 percent is better. Try to use frequent grade reversals. which makes for a more sustainable and fun trail. Also, minimize switchbacks by using use longer and wider climbing where possible. Wide, inward sloping turns with banked sides (similar to climbing turns)

work well. Try to incorporate a grade reversal at both ends of the “switchback.”

Maintenance considerations:

- Rolling grade dips are preferred over water bars
- Trail armor is usually preferred over steps when addressing steep segments of trail; the armor makes for a smoother surface
- If you can’t avoid steps, keep them at least 6 feet apart and use rocks to anchor
- Avoid culverts by installing armored dips

Resources: USDA/USFS Trails Construction and Maintenance Notebook and the International Mountain Biking Association’s “Trail Solutions Handbook”



LESSONS FROM REITER FOREST

Moderator: Mark Mauren, Washington State Department of Natural Resources

Lisa Anderson, Washington State Department of Natural Resources

Over the last two years, the Washington State Department of Natural Resources has been working with the public to prepare a Recreation Management Plan for the Reiter Foothills Forest in Snohomish County. This forest has been a popular recreation destination for decades. Unfortunately, unauthorized trails have appeared in some sensitive areas and have caused resource damage. The newly adopted recreation plan is an effort to provide recreation opportunities while protecting these areas. The plan defines and separates areas for managing motorized and non-motorized recreation. It includes environmental restoration work and enforcement as key components to long-term success at Reiter. This panel reviewed the many lessons learned by all stakeholders.

Karl Forsgaard, Non-motorized Community

There are many beautiful places worth visiting in the Reiter State Forest. It stretches from Wallace Falls to the Index Town Wall, with waterfalls that flow from the adjacent Wild Sky Wilderness. It is close to the Seattle-Everett population, and its low elevation provides year-round recreational use.

Decades of inadequate management of motorized off-road vehicle (ORV) recreation has led to extensive damage to the land, vegetation and waters, and has displaced non-motorized recreationists from these public lands. But a plan has been in the works. In November 2009, DNR temporarily closed Reiter Forest to all but foot traffic, the largest ORV closure in Washington in 20 years. During the closure, volunteers from user groups engaged in visible action and meaningful collaboration, assisting DNR in restoration of damaged areas, and in designing a new, more sustainable trail system.

Everyone agreed on the need for adequate enforcement. Designation of separate areas for motorized and non-motorized recreation and user advisory committees with proportional representation were established. A cultural shift appeared in the ORV community, as its leaders acknowledged that the past “tradition” of unmanaged, “dispersed” ORV recreation was not sustainable.

When Reiter is reopened to ORV use, volunteer “self-policing” will not suffice; the ORV community acknowledged this by opposing the reopening of Reiter in June 2010. The so-called “bad apples” can do too much damage, and illegal use can compromise the entire project. The enforcement plan must be articulated, and dedicated enforcement resources must be secured before developing and re-opening the area to ORV recreation.

Charlie Preston, Motorized Community

Over the last couple of years Charlie has become very involved in the Reiter Forest project. He sees the need for people to get away from the inter-urban life style. Getting away from the concrete

jungle is not only imperative but of the utmost importance for a healthy community. As the population continues to grow, more recreation areas will be needed. Unfortunately, the ORV community has continued to grow with nothing close to an equivalent growth in new recreational facilities. Further, as a result of the ever expanding urban growth, many urban riding areas have been closed. This trend has given rise to an increase in dispersed user built trails on public and private lands. These trails have caused some environmental and resource damage due to a lack of engineering and trail building knowledge on the part of the builders. Regardless, the need for new and properly designed riding areas is high. Reiter represents a new way of thinking in trail design for the ORV community, in part because it provides a smaller footprint than more traditional areas.

Consideration for the environment should remain the top priority in ORV trail design, but efforts should take into account that the trails can be both sustainable and challenging for the users. In this age of economic shortfalls and government cutbacks, the question we need to ask ourselves is not, *can we afford to build these facilities*, rather we need to ask, *can we afford not to build them?*



THE MINIMUM TOOL ANALYSIS WORKSHOP

**Introduction: Jeff Chapman,
Backcountry Horsemen of Washington**

Often overlooked by trail users is the process used to perform a Minimum Requirement Analysis / Minimum Tool Analysis (MTA) for use of non-standard tools, equipment, and transport in wilderness areas. This discussion involved how the MTA is developed and provided a primer on National Environmental Policy Act procedures. Also discussed were techniques developed by the Arthur Carhart National Wilderness Training Center in Montana.

Gary Paull, Mount Baker- Snoqualmie National Forest Suzie Graham, Olympic National Forest

Gary covered the decision process used by managers in determining whether to allow motorized tools in wilderness areas for trail maintenance. This includes such equipment as chainsaws, helicopters that touch the ground, rock drills, and excavators. The discussion involved an introduction to the Wilderness Act and Forest Service policy regarding motorized and mechanized uses. The Minimum Requirement Decision Guide, developed by the Arthur Carhart National Wilderness Training Center, was presented as a tool used by managers to assist in making these decisions. The process involves the Minimum Requirement Analysis / Minimum Tool Analysis and requires documenting how the tool(s) would be used with a minimum disruption to the wilderness character of an area.

Considerations include comparing manual tool use to power tool use, potential disturbance on wildlife, breeding seasons, etc. For example, there is a higher standard for authorizing a driven piece of equipment than a hand operated tool. The analysis helps inform the public that the Forest Service addresses wilderness impact concerns. Gary also discussed some of the items which may or may not be permitted in wilderness depending on how and where they are used, such as hang gliders and float planes.

BACKYARD TRAILS TRACK

**Introduction: Dixie Gatchel,
Foothills Rails-to-Trails Coalition**

Washington State is fully involved in the national “2010 Campaign for Active Transportation.” This effort intends to double the federal investment in walking and bicycling as mainstream transportation. If successful, this would give a huge push to our nonmotorized transportation initiatives. Congress is now debating reauthorization legislation that would help communities everywhere shift car trips to bicycle and pedestrian trips. The “Backyard Trails Track”

uses Active Transportation as a model to help convey how to advance trail projects close to where most of us live, in the “backyard” of our communities.

MAKING THE CASE FOR ACTIVE TRANSPORTATION

**Moderator: John Selby,
Foothills Rails-to-Trails Coalition**

“Burn calories not carbon” is the rallying cry for the Rails to Trails Conservancy grassroots campaign for more federal investment in active transportation. Learn what five communities are doing for the cause that would allow people to travel between places they work, live, play, learn and shop without needing a car.

Chuck Ayers, Cascade Bicycle Club

The Club helped coordinate the Seattle 2010 Campaign for Active Transportation in partnership with other organizations and the Seattle Transportation Department. The case statement aligned goal of the campaign to that of the city's Bike and Pedestrian Master Plans, its Climate Action Plan and its Complete Streets ordinance to improve community sustainability and livability by increasing active transportation mode split and reducing vehicle miles traveled.

Chuck cited the Center for Disease Control’s estimate that the health costs associated with obesity in the United States amounts to \$93 billion annually and is easy to identify by zip codes. Trails build community and build social capital. He also cited the Victoria Transport Policy Institute study showing that every bicycle-powered mile saves 24 cents in costs for infrastructure, gas emissions, and reduced congestion. Seattle’s Bike Master Plan cites the need to close gaps in trail connections and double bike lanes. The highway investment fund is broke. The big question is how bicyclists and pedestrians can get from where they are to where they want to go without using a car. Chuck urged all to get their congressional representative to co-sponsor Congressman Earl Blumenauer's H.R. 4722, Active Community Transportation (ACT). Washington Congressmen Jay Inslee and Jim

McDermott are among the 72 co-sponsors. Chuck pointed out that the ACT program is not limited to the communities that filed case statements.

**Dixie Gatchel,
Foothills Rails-to-Trails Coalition**

The 28 projects presented by Puyallup's Foothills Rails-to-Trails Coalition in the Pierce County Active Transportation Regional Network is working to create seamless networks of accessible trails, sidewalks, bridges and on-road biking facilities so we can walk or bike to places we work, learn, shop, recreate, or catch the bus or train. The Active Community Transportation (ACT) legislation (H.R. 4722) is the latest rendition of SAFETEA-LU, which will expire again in December unless Congress acts to extend or passes new legislation.

If ACT passes, The Federal DOT would establish a competitive grant program, averaging \$400 million a year to enable more than 50 communities to complete networks of active transportation infrastructure. RTC surveys indicate that the DOT fund was distributed in 2007 as follows: 79percent for Roads; 20 percent for Public Transportation; 1 percent for Bicycling/Walking. The same survey indicated how the public voted to distribute the funds: 41 percent to Public Transportation; 37 percent to Roads; and 22 percent to Bicycling/Walking.

We need our fair share for bicycling and walking and public transportation. The current priority for the Foothills Coalition is the long-delayed extension of the trail from South Prairie to Buckley: The Pierce County Council will vote on December 9 on a "do pass" recommendation from the economic development committee to initiate condemnation proceedings against the owner of the Happy Trails RV Park unless an agreement for purchase is negotiated with Pierce County Parks. We are also pushing for a rail-trail (Jeb3Way) extending from the intersection of E. Pioneer Way and the new Shaw Road Overpass, alongside the Southern Meeker rail spur, to connect with the East Puyallup Trailhead of the Foothills trail.

Cindy Green, Spokane Regional Health

Spokane formed the SmartRoutes Initiative to participate in the Rails-to-Trails Conservancy Campaign 2010 for Active Transportation. The campaign aims to provide pedestrian and bicycle facilities in the urban core area with bicycle lanes, signs, etc. The 2005 non-motorized transportation pilot program SAFETEA-LU funded four pilot communities \$25 million apiece to build and complete active transportation systems. The selected communities were Marin CA; Minneapolis MN; Sheboygan WI; and Columbia MO. Spokane was designated as the Control Community which meant they were not funded. However, they did get good data by participating in the preliminary assessment of the 5 communities. Spokane now has data on mode splits and other useful data.

Cindy urged us to seek all the data possible for making the case for active transportation. Spokane's participation in the RTC 2010 Campaign has enabled them to: organize a strong bicycle and pedestrian coalition that now helps make decisions on priority projects, leverage the need for a City of Spokane bike and pedestrian coordinator, encourage multijurisdictional planning and much more.

Other points in making case for AT: freedom to choose mode of travel; economic benefits such as tourism, small business development; health and safety (physical inactivity contributes to 4 out of 7 leading causes of death). Shocking prediction: 1 in 3 adults will have diabetes by 2050 if current trends in over weight and obesity continue, according to the Centers for Disease Control.

Lisa Goorjian, Vancouver-Clark Parks & Recreation Mel Huie, Oregon Metro

Lisa and Mel partnered for this presentation on the Bi-State Regional Trails System Plan, an outcome of Intertwine Alliance. The Intertwine is simply the name given to the amazing network of parks, trails, and natural areas in the Portland-Vancouver area. The impressive Intertwine network

epitomizes the power in partnerships in advocating for an all-encompassing trail network in the Vancouver/Portland Metropolitan region. The Bi-state Trails Plan was developed with local partners through a Rivers, Trails, and Conservation Assistance Program of the National Park Service. A grant from the National Park Service identifies and plans for 37 regional trails, some of which have significant portions already built. Vancouver is only 10 miles from Downtown Portland, and the cities share the Columbia/Willamette River watershed. The Intertwine Alliance participated in promoting several "park" sites on International PARK(ing) Day in September, a day that celebrates and calls attention to the value of parks with dozens of advocates setting up exhibits and activities to highlight efforts to grow and connect the network of parks, trails and natural areas that make up the Intertwine.

The Bi-State Trails Plan includes recreational and active transportation trails and is building the case for an integrated mobility strategy. Mel explained how Portland Metro invests in transportation projects by way of regional flexible funding (PEGO). A task force has been formed to provide advice on priorities for the 2014-15 programs which will spend about \$24 million on active transportation, complete streets (policies that encourage green transportation improvements), and green freight projects. Regional flexible funds come every two years from federal grant programs such as the Surface Transportation Program and Congestion Mitigation/Air Quality Program.

Lake Strongheart McTighe, Active Transportation Partnership, Metro

The Portland metropolitan area's Active Transportation initiative is based on a regional concept integrating trails and biking and walking projects in Multnomah, Washington, and Clackamas Counties to make active transportation a real transportation option. The vision is for a seamless, safe, and integrated system with connections to transit. At the current rate of investment it will take until 2198 to complete the active transportation network. A 3 percent

increase in the current level of funding would narrow that down by nearly 100 years. The Active Transportation Partnership is implementing a strategy that includes the following steps:

1. Organize leadership who will champion building the system and build political will
2. Build demonstration projects to show that biking and walking are effective transportation modes
3. Focus funding on prioritized projects
4. Develop the system by including bicycling and walking in transportation plans and developing funding strategies and packages
5. Reduce the costs of building trails with federal funding
7. Leverage other initiatives.

Metro partners with governments, businesses, nonprofits and other nature lovers to create the world's best network of parks, trails, and natural areas. In 2008, Portland was named the most "bike friendly city in America."



PARTNERING FOR POWER

**Moderator: Dixie Gatchel,
Foothills Rails-to-Trails Coalition**

Think you can do it alone? No way! This session provided information on how establishing mutually beneficial relationships with businesses, government, and volunteers benefits the cause.

Bryan Bowden, National Park Service

Bryan's position combines his Community Planner outreach function at Mount Rainier with the National Park Services' Rivers, Trails, and Conservation Assistance (RTCA) program. RTCA awards technical planning assistance grants to local community agencies and/or non-profit organizations working on their own conservation or recreation projects. Bryan's job is to meet with agency staff; elected officials; non-profit groups (e.g. tourism, recreation, environmental, economic,

historical preservation), business associations; and boards and commissions.

RTCA projects Bryan has facilitated include: the Elbe to Ashford Trail Concept Plan; the Eatonville Town and Regional Trail Plan; the Nisqually Watershed Stewardship Plan; the Pierce County Trail System with the ForeverGreen Council; the Pierce County Open Space Task Force; and the Green River Gorge Greenway Council.

Examples of Bryan's Community Planner work include: Mount Rainier Transportation road charette studies; Nisqually and Puyallup River Watershed Councils; Train to the Mountain Feasibility Study; Chinook and White Pass Scenic Byways; The Ashford and Enumclaw Visitor Information and Transit Centers; and Carbon River Heritage. Bryan recommended an excellent article about partnerships featuring the RTCA program that appeared in the Spring-Summer 2010 edition Of the Rails-to-Trails magazine.

Pat Johnson, Mayor, City of Buckley

Mayor Pat is also Vice-President of the Rails-to-Trails Coalition and a member of the Foothills Coalition active transportation "Dream Team". Pat uses her position as Mayor of Buckley and as a member of the Tacoma-Pierce County Health Board to advocate before local, county, state and federal bodies for completing and connecting a regional trail system. She says this will lead to healthier bodies, healthier communities and healthier economies. Pat spoke of the importance of trails as economic drivers and tourism magnets for Mount Rainier's other Gateway Cities such as Carbonado, Wilkeson, South Prairie, and Orting.

Orting, she pointed out, has experienced phenomenal growth with many new businesses, and the trail is an integral part of livability. The kids walk or bike to school; they use the trail for organized physical activities and community events. Orting initially opposed the building of the trail but now it is the centerpiece of the town logo. Buckley was the "birthplace" of the Foothills Trail, but the last to be connected. Pat lost a \$100,000 grant because Buckley was not connected to a

transportation corridor. Buckley is partnering with King County to build a bridge to span the White River and connect to the Foothills Trail in Enumclaw.

**Gerald R. "Jerry" Larson,
Foothills Rails-to-Trails Coalition**

Jerry uses his persona as Captain2Wheeler to promote trail safety and education. His presentation showed on-site examples of how the Foothills Coalition partners with other organizations to fulfill its mission of assisting Pierce County communities in the creation, maintenance and use of a connected system of non-motorized trails for healthier people from Mount Rainier to Puget Sound. Examples included Foothills volunteers on the job in partnership with the following: Pierce County Parks & Recreation (Adopt-a-Trail & Special Events); Pierce County Safe Kids Coalition (Safe Rider Citations); Run for the Salmon (City of South Prairie).

Jerry invited all to attend the next training program of Courtesy Patrol University beginning Saturday, January 8, 2011, at Hi-Cedars Golf Club, Hwy 162, Orting. Jerry also mentioned the BicycleRecycle which collects and refurbishes lightly-used bikes from the vendors and the dump.

Bikes are available at minimum cost or free, on a case-by-case basis. The courtesy patrol is active in joining in with the Foothills Coalition Board members, in advocating for trail issues and funding before state, county and city legislative bodies. The Foothills Coalition provides trail support for the Tacoma Wheelmen's Daffodil Classic; Pierce County Park's Foothills Dash; City of South Prairie's Run with the Salmon; City of Orting's Pumpkin Fest; and also many other events in Pierce County.

Diane Wiatr, City of Tacoma

The goal of Tacoma's Mobility Master Plan is to develop a comprehensive network of bikeways and pedestrian walkways citywide to enhance the comfort and safety of all users, while improving access to transit and to increase the non-motorized mode split within the city.

The Mobility Plan builds on previously completed work, such as the Scott Pierson and Water Ditch trails, by linking bicycle and pedestrian/transit elements from existing plans. These plans include the Tacoma Dome Trails Study, the Transportation Element of the Comprehensive Plan, and the Tacoma City Center Parking and Mobility Strategy. The Scott Pierson and the Water Ditch trails would be incorporated into this network. The plan calls for a strong public outreach process and aims to address the needs of citizens of all ages, abilities, skills, and confidence levels

Comments from local advocates, such as the Tacoma Wheelmen and the Tacoma-Pierce County Health Department, balance their needs and desires with the needs and desires of the city. The Long Range Planning Division and Public Works Department are partnering on this project, with the collaboration of a broad range of public agencies, advocates, and citizens.

Diane also mentioned the proposed Prairie Line Trail which will be a linear park linking planned redevelopment in the Brewery District to the University of Washington Tacoma, adjacent to the Tacoma Art Museum and down to the Thea Foss Waterway. It will also connect with the Water Ditch Trail.

**Brian Ziegler,
Pierce County Public Works and Utilities**

Among Brian's many wide and varied responsibilities and duties as director of 600 public works and utility employees is assuring that bicycling and walking, in accordance with the Pierce County Non-motorized Transportation Plan, is considered in the scoping and planning of all transportation projects. This process includes implementation of bike lanes and designated bike routes; sidewalks; unmarked paved shoulders; wide curb-lanes; paths and trails; and sometimes the placement of new bridges such as the Spiketon and Lower Burnett Bridges, connecting the Foothills Trail between South Prairie and Buckley which he accomplishes on behalf of the trail owner, the Pierce County Parks and Recreation Department.

The listeners agreed with Brian that fears for personal safety is the main reason that the majority of bicyclists and pedestrians avoid traveling unpaved or unmarked roads. The infamous Pierce County Bicycle Map will be replaced. The original, which was so popular, was withdrawn from circulation because of a liability complaint and successful lawsuit.

Brian is very personally concerned with safety because of his involvement in a bicycle accident that so severely injured him that he was given last rites. Happily, he survived unimpaired, and still loves to bike and walk. A prime example of Brian's experience in working within partnerships is the Chambers Creek Properties and the Chambers Bay Golf Course, which will be the site of the 2015 U.S. Open Golf championship.



FINDING FUNDING FOR TRAILS

**Moderator: Dr. Ernie Bay,
Foothills Rails-to-Trails Coalition**

Are you tired of hearing there's no money for trails? There is money out there if you know where to look. This session discussed the ways of navigating the intricate pathway to successful winning of grants, federal enhancement, and stimulus funding.

**Greg Lovelady,
State Recreation and Conservation Office**

Myths: Greg discussed the misconceptions, or myths, often held by grant applicants. For example: The secret to getting a grant is "connections" or currying favor with the granting agency (false). Winning a grant requires little investment on the part of the applicant (false). A good grant writer can make a poor project look good (false). Applying for many grants increases the chances of receiving funds (false).

Do's: Greg also discussed the Do's and Don'ts associated with grant applications. For example: Do speak to the fund source representative to receive recommendations and program descriptions. Do understand the deadlines. Do get

a listing of recently funded projects and compare how they match up with needs. Do discuss costs with the funding representative.

Don'ts: However, don't ignore deadlines. Don't start late. Don't ignore instructions. Don't ask for more money than is needed.

Organization: Form a team that includes people who can help with research, writing, editing, and other tasks. Pre-plan to determine resources (for example, donations) and whether a grant is the best way to address the needs. Find out which funding organization best matches up with the needs.

Writing the grant: Define the problem that needs fixing and develop goals and objectives. Develop a work plan that describes exactly what must be done and then develop a detailed budget.

Greg closed by describing the five trail grant programs administered by his office:

- Aquatic Lands Enhancement Account Program (for government agencies, tribes, parks and other districts);
- Land and Water Conservation Fund (for cities, counties, districts, state agencies, tribes);
- Recreational Trails Program (for non-profits; cities, counties, districts; state and federal agencies, tribes);
- Nonhighway and Off-Road Vehicle Activities (NOVA) Program (for cities, counties, districts, state and federal agencies, tribes); and
- Washington Wildlife and Recreation Program Trails (for cities, counties, state agencies).

Tim Payne, Nelson|Nygaard Consulting

Federal funds are declining rapidly: Tim warned listeners that the funding available from the Federal Transportation Fund, the American Recovery & Investment Act, and other economic stimulus programs is declining rapidly. The Highway Trust Fund is broke and on life support. In the past, revenue for the fund came from the gasoline tax but this method is no longer feasible because people are driving fewer miles and

changing to hybrid vehicles. Also, the tax is not adjusted for inflation.

The SAFETEA-LU Act expired in September 2009 and has been living only on continuing resolutions. The act has funded thousands of trail projects but will expire in December 2010 unless Congress again acts to extend it. The problem is that there needs to be a revision in the way the Highway Trust Fund is distributed. There is now a drive towards performance standards such as livability, sustainability, economic development, safety, and infrastructure preservation.

Tim said that if we want to meet our goals it is of prime importance that we learn how to leverage federal funding with private investment and partnerships. Don't assume matching funds will be readily available, or that federal funding will be available to pay a large share of projects' costs. We will need partners to be successful at the federal level. We must broaden our perspective on partnerships and we must leave behind the parochial divisions between funding sources.

Federal Funds of all types will continue to decline for the foreseeable future. This includes funds for transportation, recreation, parks, housing, conservation, and health.

Federal transportation funding: Funding for the six year surface transportation act ran out 2 years ago. On-going programs are supported by continuing resolutions, but at drastically reduced levels due to near bankruptcy of the Highway Trust Fund. The Obama administration has been against increasing the gas tax to fund the program, although there is rising sentiment that favors doing so. That, however, could take months or years.

Funding structure: The Administration is trying to drive funding programs into a few non-modal silos in which fund distribution would be *based on performance measurement and not formulas*. Over the past, now nearly two years, the criteria have fallen under the headings *of livability, sustainability, and economic development*. Leading members of Congress would like to *add safety and infrastructure preservation* to that mix.

Keys to funding trails: In this environment there are two keys to federal trail funding.

1. Partnerships: The recently announced TIGER 2 awards are instructive. Note that *spreading the wealth and political sensitivity is still very much a part of the Washington DC formula for distribution of funds*. Though the underlying evaluation of projects is based on the criteria noted earlier, there are projects funded with TIGER 2 grants that are not as congruent with the selection criteria as some of the non-funded projects when viewed from a national perspective. *To ensure "fairness" and "geographic equity," projects were selected from all over the country.*

2. Leveraging: Digging a little deeper, a \$38.5 million Arkansas project, \$15 million in Federal funds, involves six cities in two counties. The project completes a network of pedestrian/bike trails specifically pointed at providing access to jobs without autos. *The cities involved are home for the corporate headquarters of Wal-Mart, Tyson Foods, and JB Hunt, plus the U of Arkansas.* 14.2 miles have already been completed (not part of the current project) with a combination of local and philanthropic funds – the source of which are foundations formed by the major corporate entities in the communities. The balance of the project is largely funded by philanthropic organizations.

Leveraging and partnerships: In California, the East Bay Bicycle and Pedestrian Network project is largely a network completion project. The \$43.5 million proposal was submitted by a park district in the east bay and received \$10.2 million from TIGER 2. The project is closing critical gaps in a 200 mile trail network in a community of 2.5 million people.

This would be the equivalent of the Seattle Parks Department applying for funds to complete the link between Pierce and King County for the Foothills Trail and the Interurban Trail, the link between King and Snohomish Counties for the Centennial Trail and the Burke-Gilman trail, just to name a few notable missing links.

The message: we must think more broadly in our partnerships and we must look to a much smaller share of federal funding; in this case it is less than 25 percent of the project.

Among the Washington State projects selected for construction, no planning grants were selected. The South Park Bridge replacement has a bicycle pedestrian element; the other two projects do not mention “planning” in the summary pages. One focuses on creating jobs and the other on creating a new all weather road segment to decrease farm to market haul distance.

Lesson learned: If we want to compete for Federal money we must be much less parochial and find ways to leverage and broaden our partnerships.

The Administration has forwarded a \$50 billion proposal to Congress that would accelerate spending on transportation as a temporary measure pending adoption of a new surface transportation act: It has all the hallmarks of the TIGER Program, *with heavy emphasis on preservation of infrastructure, safety, community livability, sustainability, and economic development.* It contains a proposal for an infrastructure bank in which selection would be based on how well a project measures up in terms of performance.

Where this will go with Congress is unknown. While transportation investment seems to be a bi-partisan objective, there is little bi-partisan appetite to make a radical shift in how funds have been historically distributed. On top of that, there is no funding source identified for the \$50 billion in spending. Even among the most vigorous defenders of deficit spending, the spending deficit for the current federal fiscal year topping one trillion dollars seems to have dampened congressional enthusiasm for more spending without an identified funding source. Added to that is the nearly forgone conclusion that Congress will be conservative, if not be controlled altogether by more conservative voices. This leaves little positive outlook for any significant breakthrough in federal funding for the foreseeable future.

Kirk Kirkland, Tacoma Audubon Society, ForeverGreen Council

Kirk discussed the ForeverGreen Council’s request to seek Pierce County voter approval for a one-tenth of 1 percent sales tax increase. With some modifications, this taxing authority could be used in any Washington county. Several counties boarding Pierce didn't want the legislation or the increase in sales tax. If Pierce County voters approve the increase, the funds would raise an estimated \$10 to \$12 million annually to build and maintain regional parks and a countywide system of trails connecting Pierce County's 23 communities.

Current trail construction progress equals about two miles per year. To build an \$80 million county system involving 100 miles of trail, however, will take more than grants. Passing this legislation will require broad based support. A similar voter-approved tax passed in 2000 which funded accreditation of the Point Defiance Zoo, Northwest Trek, and increased park funding for Pierce County Parks, and cities and towns. The funds made it possible for the county to build and restore parks for the first time in 15 years.

Questions from audience for Kirk:

- Why did you choose the sales tax over a property tax increase? A. It is easier to get a majority of the urban vote; it is hard to get a majority of the rural vote. Also, the sales tax is more popular than the property tax.
- What about Conservation Futures? A. Depending on the county, Conservation Future funds may only be used to buy land for trails in open space areas, but not to build trails in urban areas or to maintain them. Thurston County added a utility tax for trails, bike lanes, and sidewalks and it needed only a simple majority of voters for approval. Many county taxes, such as property tax bonds, require a 60 percent voter approval. With some, it is possible to commit only to a 5 or 9 year bond.

**Kelly McGourty,
Puget Sound Regional Council**

The PSRC is responsible for:

1. Planning for regional, economic, and transportation growth
2. Administering federal transportation funds to priority projects
3. Managing regional data and forecasts
4. Providing a forum for regional issues
5. Developing and implementing a regional economic strategy.

The Region covers 4 counties; 82 cities and towns; the ports, tribes, transit agencies, state, etc. In May 2010, PSRC adopted Transportation 2040, a long-range multi-modal transportation plan. PSRC has received \$160 million annually through SAFETEA-LU programs such as Surface Transportation Program (STP); Congestion Mitigation Air Quality (CMAQ), and Federal Transit Administration (FTA). Funds are distributed every 2-3 years in a competitive grant process.

The policy framework for distribution of PSRC's federal funds is adopted before each funding cycle and is based on the VISION 2040 document which supports centers and the corridors that connect them. Ten percent of STP/CMAQ funds are set aside for non-motorized priorities; \$2 million is set aside for the Rural Town Centers and Corridors Program. In 2009, 23 projects, valued at \$11.1 million, were funded for non-motorized projects.

Transportation Enhancement Process: Eligible projects include historic preservation; scenic resources; environmental mitigation; and bicycle/pedestrian activities.

Federal fiscal year 2010-2012 funds: \$36 million statewide. \$19.8 million available in PSRC area; 88 projects submitted for \$104 million.

The basis for the 10 percent set aside for non-motorized transportation has been in place since 1992 and it's the only set-aside PSRC currently

has, reflecting our member agencies' support for non-motorized improvements.

THE TRAIL BETWEEN TRACK

Introduction: Pete Beaupain, Washington State Snowmobile Association

Some trail topics apply equally to paths in the distant backcountry and the asphalt and gravel tracks that meander among our homes and shopping centers. This is where the focus of this conference track lies: with topics that relate to all trails regardless of location.



TRAILS AND HEALTH

Moderator: Pete Beaupain, Washington State Snowmobile Association

The health benefits of even moderate exercise are well established, but how do we get more people on our trails so we can leverage the resulting health benefits into more support for trails? This panel provided answers.

Dr, Jane Moore, Washington Coalition for Promoting Physical Activity

In addition to promoting exercise, trails also help the local economy. Outdoor activity has more benefits than an equal amount of activity done indoors. The key to getting people to use trails is to make them safe and convenient.

Once people become active, they tend to stay active because they find it beneficial. The important thing is to get them to start.

Health impact assessments can be used to justify trails. For example, benefits have been shown to outweigh costs by a margin of 4-to-5 times. In addition to direct health benefits, the reduced pollution and collisions also contribute to the value of trails.

Liz McNett-Crowl, Skagit Valley Hospital

Active community environments are becoming more common. A key ingredient in this increase is

activists willing to do lots of the work and deal with government and funding agencies.

It is important to show the agencies that trails, once created, actually get used. Monitoring devices are available to record activity levels. Urban trail committees often provide helpful guidance to city trail planners. Committee members, however, need to be a diverse group of citizens, and not government officers or staff.

The Mount Vernon Trail Builders has taken on the task of creating trails in Mount Vernon's Little Mountain Park and they have been successful in getting many groups and individuals to work on trail building on Saturdays. A key element in building the trails has been the availability of a power wheelbarrow.

An associate group is the Friends of Little Mountain. They have the philosophy, If we create convenient opportunities, people will use them.



LISTENING TO YOUNG PEOPLE: WHAT GETS THEM ONTO TRAILS?

**Moderator: Sharon Grant,
Richland's Friends of Badger Mountain**

Today, there is a lot of competition for young people's attention. Yet there are programs that have a great deal of success involving young people in the outdoors. This panel discussed the challenges of turning young people into trail recreationists and involving them in trail maintenance. It described what makes some programs successful and the creative ways that teens have used their Senior Projects on behalf of the environment. Presenters were:

**Genna Birch,
Olympic National Park Youth Volunteer**

**Krista Dooley,
Washington Trails Association**

**Jon Knechtel,
Pacific Northwest Trails Association**

**Tim Sears,
Olympic National Park Youth Volunteer**

(Session notes unavailable)



BUILDING RELATIONSHIPS IN RECREATION: CONNECTING PEOPLE

DNR provides more than a thousand miles of public trails across 5.6 million acres of state trust lands in Washington. In this session the presenters shared some little known facts about the agency and discussed the variety of tools its employees use to communicate with the recreating public.

Different from the more traditional communication methods such as press releases, planning committees and focus groups, this session emphasized social media. Discussions included how new technologies have been integrated in the communication structure in an effort to deliver real-time recreation information to the public.

Mark Mauren, Dept. of Natural Resources

Aaron Toso, Dept. of Natural Resources

(Session notes unavailable)



CONNECTING TRAILS IN RURAL AND BACKCOUNTRY SETTINGS

**Moderator: Pete Beaupain,
Washington State Snowmobile Association**

This session provided information on how trail activists are getting it done and how they plan to continue their success into the future. The presenters represent those responsible for many trail successes, including the Olympic Discovery Trail that runs from Port Townsend to the Pacific Ocean near La Push. It is about 25 percent complete with the next 25 percent paid for and under construction. In the works is the Sound to Olympics Trail that would complete the gap between the Olympic Discovery Trail, the Mountains to Sound Greenway, and the cross-state trail.

Don Willott, North Kitsap Trails Association

The Sound-To-Olympics Trail will create a continuous path from the western shore of Puget Sound to the Pacific Ocean. The Bainbridge Island segment is focused on transportation and will be a shared-use non-motorized facility. For the most part, it will be a 10-12 foot wide paved path with an adjoining unpaved equestrian path. As much as possible, at major crossings the trail will be either above or below the road or railroad line. Also, when possible, there will be a green belt buffer between the trail and developed lands.

A bond election provided much of the money needed for the Kitsap County portion which is being used mostly to buy land. They own about 80 percent of the needed property. Unfortunately, there are no abandoned rail beds in the area that can be converted to trails. Many groups are involved, including the very cooperative Pope Resources Timber Company.

John Willott, North Kitsap Trails Association

Trails are very popular in the Kitsap area where officials are looking to hire a trails coordinator. Part of the county's master plan is to install trunk lines that would connect all Kitsap communities with local trails as well as a local/regional water trail.

There is also a proposal to give 7,000 acres of the Pope and Talbot forestlands to the county for development rights at Port Gamble. Many ideas are under consideration to make this Legacy project happen for the public and preserve the forests and trails on these now private lands.

Also, the Kitsap and Olympic Peninsulas' hiking, bicycling, and horse communities have come together and proposed a Sound to Coast Greenway, much like the Mountains to Sound Greenway. The Sound to Coast trail would connect the Eastside of the Puget Sound to the Westside on the Pacific Coast lowland trails and in preserved open spaces.

Josh Peters, Jefferson County Public Works

The Olympic Discovery Trail runs through Jefferson County up to Port Townsend. From Port

Townsend it continues to the southern tip of Discovery Bay where it joins the Pacific Northwest Trail (which was recently designated a National Scenic Trail). The ODT also connects with the envisioned Sound-To-Coast Trail system near this same point within Jefferson County. The county is allocating up to 25 percent of its transportation money to non-motorized transportation.

Rich James, Clallam County Public Works

In Clallam County, major trail projects usually receive better care when administered by the Public Works Department rather than the Parks Department. Public Works is almost always better funded, in part because it can access transportation funding for trails.

Planned to span Clallam County, from Port Townsend to the coast near Forks, the Olympic Discovery Trail (ODT) is a non-motorized, multi-user transportation/ recreation system. By 2011, over 60 miles of the trail will be complete, accommodating hikers, bicyclists, and equestrians.

To get a project such as the ODT up and running, a group of dedicated people willing to attend all related meetings is a necessity. In this regard, the local trails coalition, a volunteer organization, has been a big help. It has also contributed significantly in construction efforts.

When there is opposition to a trail project it is usually due to concerns about safety and security. Such concerns can almost always be addressed, at which time most opposition subsides. The state Recreation and Conservation Office has also helped by providing grants for additions to the county's trails.



CONNECTING LOCAL AND REGIONAL TRAILS IN URBAN AND SUBURBAN SETTINGS

For decades, a dream of trail recreationists has been to see meaningful progress on connecting Washington's primary trails. Twice, in 1974 and 1991, the state Interagency Committee for Outdoor Recreation (now Recreation and Conservation

Office) published plans that advocated for developing "...a state trail network...". In this panel, trail planning specialists discussed this dream, including the difficulties and solutions.

Grant Griffin, Pierce County

Robert Foxworthy, King County

Michael Mucha, City of Olympia

Ken Wilcox, Skookum Peak Consulting

As we start to work on reducing our carbon footprint, the usefulness of trails is becoming more visible. Government and utility organizations at all levels (ably assisted by non-government organizations such as WSTC and the Foothills Rails-To-Trails Coalition) are seeing the value in cooperating to create longer, interconnected trails. These are recognized as being useful for transportation, recreation, and health. Cooperation among counties, cities, and towns is becoming ever more common as the public's desire for trails has grown. Cooperation between parks and public works departments within these jurisdictions is also improving rapidly. County and regional trails departments can provide connecting corridors to link trails created by more local jurisdictions.

Trails are becoming an asset to the communities they pass through. In many cases, nearby residents, who at first resisted new trails are now enthusiastic supporters.

Utility corridors are sometimes useful to help create interconnected trail systems. These corridors often extend long distances and cross multiple trails, providing very helpful connections. In addition, associating trails with these corridors usually makes access easier for utility inspections and maintenance.

There are, however, limitations. First, utility companies put their corridors where they need them and not necessarily where trail users want them to go. They also often ask for compensation before granting permission to construct the trail, and may also ask that maintenance costs be shared. Utility corridors are often not particularly scenic or aesthetic because utilities typically prefer straight

and flat routes. In some cases, such as power line corridors, users are somewhat uncomfortable being around the utility's equipment or system.

We need to carefully plan trails on which different travel modes can easily co-exist. When user types range from bicyclists traveling 25 miles per hour to people who are disabled traveling in wheelchairs at a much slower rate, compatibility is hard to achieve. There have been collisions. All these groups get benefits from using the trails and should have the right to use them, but making it all work is not easy. King County has been working on this problem by devising construction standards for trails and persuading local jurisdictions to adopt them. That way, design parameters are uniform across an entire trail system.

King County currently is in the midst of a 6-year levy that is used for trail construction and maintenance and also acquisition of open space. The levy also includes that most rare of funding assets – maintenance and operations money. This levy is providing a majority of the current funding for trail activities in King County. Another significant source of trail money in Washington is the state's real estate excise tax. A third source is grants from the state Recreation and Conservation Office and both the state and federal departments of transportation. These grants often have restrictions on how they can be used, but they are much better than nothing.



INTERNATIONAL TRAILS WE HAVE LOVED AND WHAT WE CAN LEARN FROM THEM

Sharon Grant, Friends of Badger Mountain

**Jim Eychaner,
State Recreation and Conservation Office**

This session targeted the lessons we can glean from trails in other lands. For example, winding through France and Spain, the Camino de Santiago is expected to attract more than 250,000 walkers, cyclists, and equestrians in 2010. They will come from all over Europe to visit an ancient route that

is said to be a journey into time and spirit. Based in France, the Grand Randonnee standardized system of trails are signed and mapped walking routes found all over Europe. The 2009 Tour de Mont Blanc attracted thousands of runners from 54 countries. The Danube River bicycle touring route follows the river from its source in the foothills of the Germany's Black Forest to Vienna, Austria and beyond. Nepal offers multiple trail experiences that thread thru hamlets and high mountain passes.

(Session notes unavailable.)

SATURDAY, 10/23/2010 WSTC BUSINESS MEETING

Welcome

WSTC president Rick Hood welcomed those present and explained that everyone registered for this conference is a valid member of the Washington State Trails Coalition and is encouraged to participate in the business meeting.

By-laws Revisions Proposals

Rick explained that, as noted earlier in the conference, the following update proposals have been posted near the conference registration table and an ad hoc group of WSTC members has found them to be good changes. Additionally, he is not aware of anyone opposed to these changes. The proposals are:

1. Name: In the by-laws, WSTC is often referred to as the "Coalition." Change to "WSTC."
2. Mission: Change from "protect, promote trails" to "promoting an issue exchange/conference"
3. Membership duration clarification, item 2.3: Change "in good standing" to "until the start of the next conference."
4. Officers: Change "vice president" to "president elect."
5. Board: Add a member of the conference host committee to the WSTC board.
6. Elections, etc.: do not state elections may be held only on the second day of the conference;

have all board members elected at the same conference and not in alternate years; define "members in good standing" to mean registered conferees; state that bylaw changes must be posted in advance and voted on at the business meeting.

Approval of the above changes was moved by Don Partington, City of Bonnie Lake, and seconded by Ernie Bay. By voice vote the motion carried.

2011-2012 Board Elections

By voice vote, the following board members were elected and will take office on January 1, 2011:

- Sara Krueger, President Elect
- Don Crook, Comptroller
- Greg Lovelady, Recorder
- John Ernest Berry III and Rick Burk, Members At Large

As the current president elect, Pete Beaupain will become WSTC's 6th president on January 1, 2011.

2012 Conference Venue

Representatives of the City of Vancouver Washington, including Parks and Recreation Director Pete Mayer, requested that WSTC hold its 2012 state trails conference in Vancouver. The conference would be held in collaboration with Clark County and the City of Portland.

Pete explained some of the area's amenities, including readily accessible parks, trails and a new library; the Fort Vancouver National Historic Site; and the Lewis and Clark Trail Scenic Drive.

WSTC president Rick Hood enthusiastically thanked the city's representatives and said that a final decision would be made January 2011, after the new board was installed. A poll of attendees was then taken that showed strong support for bringing the 2012 conference to Vancouver. At this point, Ed Davis moved that 2012 conference go to Vancouver; Buzz Grant seconded the motion; the motion was then unanimously approved.

Financial Report

For this year's conference, comptroller Reed Waite said that he has 194 tentatively paid registrations. As plans for this conference began in early 2010, WSTC's bank balance was \$9,792 and it will almost certainly be a little higher when the books are balanced in a few weeks.

Reed also said he was working with others to ensure that WSTC's new signature cards would be on file with the bank and ready for the in-coming comptroller.

Other Business

Rick encouraged everyone who helped with the conference to give him a brief note with their name and job(s) so they could be properly recognized.

It was suggested that conference organizers consider involving more young people in future conferences. For example, such organizations as the Boy Scouts, Girl Scouts, Student Conservation Association, and AmeriCorps might be interested in participating. In addition, the Clark County Youth Commission may be included.

CLOSING KEYNOTE ADDRESS TIM PAYNE: WHY HERE, WHY NOW?

Introduction: Ernie Bay Foothills Rails-to-Trails Coalition

Tim is a professional transit practitioner with 32 years of on the ground experience. He is a specialist in all aspects of transit planning and his passion is helping build livable and sustainable communities.

He supports his passion through volunteer activities with the ForeverGreen Council, the Tacoma Wheelmen's Bicycle Club, and the Bicycle Alliance of Washington. He also enjoys hiking and understands the value of a well connected trail system. Tim understands the value of these facilities in more populated areas as important contributors to our transportation system.

Tim Payne, Nelson|Nygaard Consulting

Why is now a good time to concentrate on trails? Why here and why now? A good trails system in a community translates into an improved transportation system, better health for those who use the trails, more recreation options, and a better business/economic climate.

Funding: Money, however, always seems to be an issue. But if we think about it, highway mega projects cost billions while trails cost millions. (For comparison, a billion seconds is 31 years while a million seconds is about 12 days.) Our federal government spends less than 1.5 percent of its transportation budget on trail projects.

Climate change: We should be concerned about the issues related to the change in the global climate, such as the rise in sea level. About 40 percent of the carbon dioxide emissions come from motor vehicles, the same vehicles that we facilitate via our road programs. Technology can help us hold the line on carbon dioxide emissions, but that's about it and we need to do better

Non-motor facilities: We need to provide safe places for non-motor transportation modes. Unfortunately, in the United States our non-motorized trails infrastructure is lacking. For example, we need more trail connections, more opportunities for walking and bicycling.

Consider that our population is aging, obesity is on the rise, and the incidence of diabetes is also increasing, due in part to our poor diet, sedentary lifestyle, and facilities that reinforces that lifestyle. Note that as the rates of walking increase, the rates of injury decrease.

Trails and businesses: Portland is one of the top one or two "walk-able" and "bike-able" communities in the nation. There, 83 percent of local business owners believe that trails are beneficial to making a profit. Recreation can be big business. In America, 300 million people spend \$730 billion on trail related merchandise and services each year. This generates \$49 billion in tax revenue.



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