

**Nebraska State Trails Plan Update
Focus Group Meeting #1
September 18, 2002**

Meeting #1 was held in Beatrice, Nebraska in the Public Library.

Attendees:

Marty Shukert, RDG Crose Gardner Shukert
Mark Stursma, RDG Crose Gardner Shukert
Don Welds, Homestead Trail
Mark Engler, National Parks Service
Michelle Stryker, Nebraska Game and Parks Commission
Margaret Thomas, Beatrice resident
Martha Thomas, Beatrice resident
Duane Epp, Homestead Trail
Marri Johnson, Steamboat Trace and Five Rivers RC&D
Karen Anderson, National Parks Service
Scott Nelson, Nemaha NRD
Greg Morgan, Homestead Trail
L. Ronald Fleecs, Lower Big Blue NRD
Howard McNiff, Five Rivers RC&D
Kathy Newberg, Nebraska Horse Trails Committee
Barg Koelin, Nebraska Department of Roads
Jill M. Kuhel, Nebraska Department of Roads

Opening comments from Marty Shukert:

The current State Trails Plan, “A Network of Discovery” was published in July of 1994. Nebraska is now in a different place than it was eight years ago, when the longest trail was 1.8 miles in Kearney. It is now time to take stock of what has been accomplished and adjust our goals per our changing needs. The purpose of the focus group meetings is to look back and reflect on the progress that has been made; but also to look forward and identify new trail opportunities and determine the changing roles of the State Trails Plan document.

Open discussion by attendees:

Homestead Trail

The Homestead Trail is proposed for the abandoned Union Pacific Railroad line that extends south from Lincoln, through Cortland to Beatrice, then along the Big Blue River along the eastern edge of Wymore, and on into the State of Kansas. The trail is envisioned to be crushed limestone, but paved within communities. In Gage County, the Nebraska Trails Foundation owns the rural portions of the corridor and the City of

Beatrice owns the portion within its two-mile jurisdiction. In Lancaster County, the LPS NRD owns the rural segments and the Burlington Northern Railroad owns the portion located in southern Lincoln. Burlington Northern is planning to abandon this segment, which will be acquired by the City of Lincoln.

At this time, the only completed portion of the Homestead Trail is within the City of Beatrice. Prior to any other trail development, the ownership of rights-of-way will need to be transferred to public agencies in order to make them eligible for TEA-21 funding.

The Beatrice Chamber of Commerce has conducted a feasibility study for the Homestead Trail. Part of this study included public hearings, at which time many of the concerns of opponents were addressed. However, for the trail to succeed, it will require local support from communities. To gain this support, the communities and residents along the planned corridor should be informed of the economic and recreational opportunities associated with a regional trail of this type.

Steamboat Trace

When the Steamboat Trace corridor was originally considered, there was considerable debate about its' use as either a trail or an excursion train route. The excursion train idea, however, was doomed because of the extremely high maintenance needs of this corridor. When the trail was built, there were some segments that had to be narrowed and some area that were built off of the original rail alignment on spoil piles that had formed from erosion.

A trailhead was constructed at the southern terminus of the trail by OPPD at the Cooper Nuclear Power Plant. OPPD established a citizen's advisory group to help promote the trail. However, it is difficult to keep this (or any) citizen's group active. Boy Scout groups have been active participant in the construction and maintenance of the Steamboat Trace. Peru recently completed a trail-side shelter with restrooms and a camping area.

Usage of the trail has been increasing, but more promotion is necessary. A greater "web" presence is seen as a good way to promote the trail. The restaurant owner in Peru estimates that they serve an additional two meals a day because of the trail.

The Steamboat Trace permits pedestrian and bicycle usage only. Because of the very fragile (highly erodible) nature of the trail, equestrian use is not permitted. A five-mile segment, directly north of Peru, would accommodate equestrian use, but it was determined that this was too short a distance to attract equestrian users and was not developed as such. *The minimum trail length for attracting regional equestrian users was estimated to be around ten miles.*

Nebraska City is hoping to link the Steamboat Trace and the Lewis and Clark Visitor's Center via a 3.5 mile trail extension. However, there are serious topographic and railway crossing constraints that will need to be overcome.

Homestead National Monument

The National Parks Service is hoping to link the Homestead National Monument with the Homestead Trail. There has been extensive public involvement, which has revealed a high demand for a trail from Beatrice and Lincoln to the Homestead National Monument. There has been no formal planning of a route or trail type to date. The National Parks Service would like to work with communities and other agencies to make the trail happen. The National Parks Service would be best suited to assist with developing trail amenities such as restrooms, drinking fountains, parks, and signage.

One consideration for a linkage is the relocation of a section of Highway 4, allowing the conversion of the existing roadway to an educational/interpretive parkway. The converted section of Highway 4 would remain open to traffic, but would be devoid of “thru-traffic.” The parkway would have uniform informational signage, educational markers, and stopping points; all of which would help to make the journey to the Homestead National Monument “special.” This project would likely be funded through the NDOR and the National Parks Service, but could also be funded as a trail if designed to meet TEA-21 standards. *This project would be similar to the Lincoln Highway restoration project that is being done near Elkhorn, Nebraska.*

Other Regional Projects

- Brownville is planning a community trail.
- Fairbury is planning a community trail.
- Pawnee County has developed a map that designates minimum maintenance roads as trails.
- Beatrice recently completed Phase Two of the Big Blue Rive Trail. There are five phases planned. The completed portion of the trail is 2.7 miles long, ten feet wide, and constructed of poured concrete. Planned phases will complete linkages between the YMCA, swimming pool, High School, River, Homestead Trail, and two parks. There has been some controversy associated with the closure of Memorial Drive and the potential conversion of this corridor as a trail. Another potential linkage in Beatrice would be the connection of Southeast Community College to the trail system.

Future Opportunities and Direction for Trail Development in SE Nebraska

- An additional segment of the Union Pacific Railroad will likely be abandoned in Kansas near Marysville. This segment should be used to further extend the planned Homestead Trail.
- The Pawnee County Lake Project is at the feasibility stage. Trail opportunities should be considered if this project proceeds.

- Nebraska Byways and regional trails should be integrated in order to attract travelers to these routes.

- Highway 136, between Beatrice and Brownville, does not have paved shoulders and yet has considerable bicycle traffic. Bike lanes should be incorporated into the shoulders of this route.

Equestrian Issues

There are generally two types of equestrian trails: Parallel – where there is a separate path for horses alongside a recreational trail; and Shared – where multiple types of users, including horses, are permitted on a recreational trail.

- The Cowboy Trail and MoPac Trail are examples of shared trails. *(Horses not permitted on Cowboy Trail)*

- The Steamboat Trace does not permit horses because of its vulnerability to erosion and high maintenance needs.

- Parallel trails tend to be the preferred type for equestrian users.

- Horse rental is only available at Mahoney Park and Pioneer Park, currently.

- An informational book on equestrian opportunities in the State of Nebraska will be published later this year.

Equestrian Opportunities

Generally, equestrian users consider Nebraska to have far fewer opportunities than surrounding states.

- Current opportunities include Indian Cave State Park and the MoPac Trail. Future opportunities include Oak Creek and Rock Creek. *(Horses now permitted on Oak Creek and Rock Creek trails)*

- Rules of the trails need to be clarified.

- TEA-21 funded trails may include equestrian use. However, because of the “transportation” requirements of TEA-21 funded projects, a horse only trail would probably not qualify. *(This state must be verified. Horses may not be allowed on a TE funded trail.)*

- Bridge design must accommodate horses. A rubber matting can be installed over wood decking to protect both the bridge and horse. *(Horses have no problem with wooden bridge surface.)*

- The Homestead Trail, although not yet developed, is intended to be a shared use trail that will allow equestrian use.

Road Riders

- Highway 77 has a high volume of bicycle traffic.
- Road cyclists (narrow tires) will not ride on a crushed limestone trail.
- Long limestone trails get frequent local use in areas where there are short segments anchored by destinations. Longer segments are generally used for family or group adventures at a lower frequency.
- Longer trails, such as the Cowboy Trail, and rivers offer opportunities for outfitters to provide drop-off/pick-up services.

Trail Plan Update will Include:

- New concept of linking the trail experience opportunities with Nebraska By-way routes.
- Updated opportunities for new trail corridors, such as identifying recently abandoned railroad rights-of-way.
- Update will include a “manual” for planning trails.

Trends for Consideration

- Most bicycles sold today are not road bikes (do not have skinny tires).
- Trails offer level, wind-protected environment.
- Health Department now recommends at least one hour of physical exercise per day.
- The National Parks Service is promoting the concept of a seamless network of parks across the country, linked by trails.
- The American Discovery Trail needs greater emphasis and promotion.
- Opportunity for connecting Cowboy Trail with Katy Trail should be explored.
- TEA-21 funded projects must have a transportation element.
- It is always a good idea to contact Congress and Senate and remind them of the importance of trails.

Operational Issues

- Trail maintenance must be considered. “Our reach must not exceed our grasp.”
- \$1000/year/mile for maintenance of Steamboat Trace. Some of this is reserved for future use. Also, Steamboat Trace has higher maintenance needs than most trails.
- Steamboat Trace has 50 drainage crossing (no culverts). It would likely save money over time to pave these crossings. Other options may include using road millings as a surface material at highly erodible areas.

**Nebraska State Trails Plan Update
Focus Group Meeting #2
September 18, 2002**

Meeting #2 was held in Blair, Nebraska in the City Council Chambers of City Hall.

Attendees:

Marty Shukert, RDG Crose Gardner Shukert
Mark Stursma, RDG Crose Gardner Shukert
Paul Martin, City of Omaha
Gerry Bowen, Papio-Missouri River NRD
John Slader, NGPC
Joani Kleensang, NEAFQHR
Pat Meyer, Horse Trails
Pat Reznicek, Neb. State Snowmobile Association
Rich Crouch,
Ed Schopperth, City of Papillion
Trista Farrens, Gateway DC
Scott Bovlek, City of Blair
Harriet Waite, Blair Chamber of Commerce
David Nannen, Nannen P.T.

Marty Shukert gave a brief overview of the update process and the changes that have taken place since the publication of the current trail plan, in 1994.

Progress Since 1994

Approximately 100 miles of new trails have been constructed in Omaha and surrounding communities since 1994. The standard design for these trails has been ten foot width and concrete construction. Most of these trails were built on levee tops of the Papio drainage system. The focus is now shifting to east-west connections.

Pending regional trail development includes:

- Gerry Bowen, Papio-Missouri River NRD
- Rock Island Bridge,
 - L.P.South connections
 - Springfield connected to Platte River
 - Highway 50
 - Souths side of Highway 370 to Chalco Hill
 - TEA-21 Papio to Bellevue (has route issues)
 - East-west "Summit Trail"
 - Route established for Boyer Chute to B-I-R Trail, follows county roads north of NP Dodge Park and paved west county route to Boyer Chute with a mixed-use trail along it.

Scott Bovlek, City of Blair

- Deerfield Trail – connect residential neighborhoods to Downtown
- Highway 30 reconstruction will have a trail along the east side from auto dealerships to Lincoln Street.
- Grant application for trail connection from Dana College to Black Elle Trail
- Proposed parallel trail along street reconstructions
- Proposed trail linkage to High School

Dave Nannen: Nannen P.T. (Blair)

- connection to DeSoto Bend via old Railway Bridge

Ed Schopperth, City of Papillion

- 3 miles on Papio creek to Walnut Creek Recreation Area
- 96th Street to include trail
- Walnut Creek trail to connect Overland Hills via tunnel under Highway 370 to 96th Street Trail
- Hoping to develop more trails in parks within the city

Future Focus/Projects for the Next Ten Years

- ADT – more segments
- Omaha-Lincoln Linkage
- Omaha Bridge link to Council Bluffs
- Increased community trails
- Statewide Perspective: alternative transportation, links from community to community
- Blair:
 - Continue to develop trails according to master plan
 - Highway 75 corridor has good shoulders for cycling
 - Trail opportunity associated with the Missouri River
 - Trails linking Highway 30, DeSoto, and Missouri Valley

Equestrian Trail Opportunities/Needs

- Equestrian Trails:
 - Lake Cunningham has approximately five miles of horse trails.
 - Lake Zorinsky has about three miles of horse trails on the north side.
 - Hummel Park and Dodge Park are occasionally used for horse riding, but are not designed or promoted for equestrian use (may not even be permitted).
 - Cowboy Trail would not be “horse friendly” because of its close proximity to the highway and the lack of facilities as it passes through communities. (Rich Crouch commented that, “It is heartbreaking to see so much effort and money spent on the Cowboy Trail, when it is not available for horses.”)
 - Fremont State Lakes has an ideal horse trail site located south of Lake 20 (horses currently not permitted).

- Bushy Creek, near Fort Dodge in Iowa, is an example of an ideal horse trail/park.
 - Ponca, Mahoney, and Platte River State Parks have paid concessions, which discourages individual riders.
 - Horses are permitted at Walnut Creek, by Papillion.
 - Willow Creek, by Cunningham Lake is a nice place to ride horses.
- Multi-use trails accommodate different uses, but do not always accommodate all uses.
- Parallel Trail: all uses
 - Paved Trail: bicycles, skates, wheelchairs, walk/jog/run
 - Soft Trail: walk/jog/run, limited bicycle, equestrian
- General recommendations for horse trails:
- Horse trails need to accommodate trailer parking.
 - Horses cannot use paved trails, generally.
 - Out and back trails tend to be less appealing - a loop, such as a trail within a park, is preferred.
 - Motor vehicles and bicycles can spook horses. Shared trails with ATV's are not recommended. Likewise, horse trails should not be too close to active railroads or high traffic roads.
 - Ideally, horse trails will have a sandy/soil surface, a variety of riding opportunities (wide/narrow, flat/hills), and be scenic. Trails must also have support facilities such as parking for trailers, camping, water, and "waste" storage/removal.

Snowmobile Trail Opportunities/Needs

- Snowmobile users have many of the same needs as equestrian, including trail types and services such as trailer parking. There would not be a conflict with a shared trail because horses and snowmobiles would never be on the trail at the same time.
- Snowmobile riders would like to have access to the Cowboy Trail. The most appropriate locations are west of Valentine and between O'Neill and Valentine.
- Snowmobiles should not be categorized as ATVs. ATVs tend to prefer rougher terrain and park, versus point to point travel.
- Snowmobiles generate revenue through licensing fees.
- Minnesota and Wisconsin are examples where there are shared trails for ATVs and Snowmobiles.
- A rubberized covering for bridges is available that would protect them from being damaged by snowmobile tracks.

- A shared ATV/Snowmobile trail would be more utilized than a trail limited to only one user. Snowmobile specific trails would not be well utilized because of the limited snowfall in Nebraska.
- Cross Country Skiing would not be a conflict because it is typically done within parks, not on snowmobile trails.
- Traditional snowmobile destinations are Minnesota, Wyoming, Colorado, North Dakota, and South Dakota (Black Hills).
- Wilson's Island (located on the back side of DeSoto Bend) is an example where all types of trail users are permitted.

General Comments Regarding Snowmobile And ATV Trail Access

- Cowboy Trail required a large investment, but is not being used to its full potential. There are segments that could be opened to additional users, such as snowmobiles, horses, or even ATVs.
- Other states in the Midwest seem to have much more trail opportunities than Nebraska.
- When trails are being created and r-o-w is being acquired, there should be an increased effort made to provide opportunity for additional users.

What We Have Learned and New Trail Development

- Trail design is evolving. Intersection design, methods of access control, and width have been inadequate in some instances.
- TEA 21 funding mandates 10' minimum width and ADA accessibility.
- Asphalt trails do not survive freeze/thaw cycle of Nebraska winters very well.
- Increase in trail use and different types of users (trikes, rollerblades, recumbents) has necessitated wider and wider trails.
- Riverfront trail in Omaha will be 12' wide.
- Zorinsky Lake trail is 8' wide and is too narrow. It may become necessary to limit the hours of "speed" bikes.
- Emergency services has had difficulty responding to emergencies on trails because people cannot accurately provide their location. Mile markers posted along trails may help this situation, in addition to providing useful information to trail users.
- A trail etiquette brochure is needed.

- Issues of liability include: negligent design, expectation of maintenance, and implication of terms such as share-the-road versus bicycle route.
- Community support for trails has increased over time. In the past, there was a mixed response to trail development, some for and some against. Communities would support if Federally funded, but generally did not want to pay out of pocket.
- Omaha and Lincoln are now very supportive of trail development because they have learned the value of trails.
- There is an increase in private trail development. Some companies are creating trail systems within their campuses for employees. Some neighborhoods are requiring trails in their covenants.
- Trails have different contexts. There is not one type of trail that fits every need.
- The Trails Plan update will focus more on community trails planning. The majority of trail development and trail expenditure has occurred within communities. The majority of trail users are walking, running, and bicycling. Another focus of the update will be to combine trail projects with the Nebraska Byways program.

**Nebraska State Trails Plan Update
Focus Group Meeting #3
September 24, 2002**

Meeting #3 was held in Kearney, Nebraska in the Kearney Public Library.

Attendees:

Marty Shukert, RDG Crose Gardner Shukert
Mark Stursma, RDG Crose Gardner Shukert
Robert Bitar, Kearney Trails Committee
Robert Feir, City of Beatrice
Delphine Sanks, Hike/Bike – Kearney
Pat Compton, Hike/Bike – Kearney
Anita Hertner, APHA Chairman, Pres. Bufalo Belles Saddle Club
Lloyd Castner, Columbus
Bill Hogeland, City of Alma
Raylene Stephens, Harlan County Tourism
Bruce Clymer, City of Gothenburg
Anne Anderson, Gothenburg Chamber of Commerce
Steve Paustian, City of Grand Island
Gene Hunt, NE G&PC Ft. Kearney SHP
Marla Ortegren, Central City
Sandra Ellefson, Central City
Barbara Beechner, Kearney Trails Committee
Merle Illian, Red Cloud
Jeff Seyler, Kearney ATV Interests
Beverly J. Kimball, Kearney Trails Committee
Jan Wagner, Equine
Monte Arnold, Equine
Julie Arnold, Equine
Laura Roybal, PLRR Visionaries
Linda Gannaway, Visionaries

Marty Shukert gave a brief overview of the update process and the changes that have taken place since the publication of the current trail plan, in 1994.

Progress Since 1994

Nebraska is in a different place than it was when the current plan was adopted in 1994. At that time, the longest trail outside of a community was the 1.8 mile trail at the State Recreation Center in Kearney. There has been a significant increase in community and regional trail development across the state. Nebraska now ranks in the top third of states with regional trails.

It is now time to reflect upon and inventory what has been done and what has been learned.

Meeting Focus

1. Update on trail development in the region
2. Trail needs/opportunities in the region
3. Share experiences: what works, what doesn't

Kearney: Hike & Bike Bridge and Trail

- Trail has been used for different purposes over the years. The bridge across the Platte River is regularly used for crane (bird) viewing, which is a major tourism attraction.
- New signs are planned
- Plan to connect to Cotton Mill Trail, but surface material is still being debated.
- Hope to connect to Windmill State Park. The R-O-W has been acquired, but there are constraints associated with the State Wildlife Refuge.
- There are historical opportunities associated with this area that should be linked with the trail system.

Kearney: City Trails

- The biggest challenge the city faces is keeping up with new development. To effectively build trails, a plan must be instituted prior to development.
- City is planning a circumferential trail that will connect to Cotton Mill and the schools.
- There has been a shift in attitude over the years and now there is widespread support for trails within the community.

Marty: "The bulk of TEA-21 funding has been within communities. We will be focusing more on guiding communities and providing information for developing various types of trails within communities."

- Trails need to be promoted more – it is currently difficult to know where trails are located. Signage is very important. The signage programs utilized by the Scenic (Nebraska) Byways should be replicated.
- Multi-modal uses should be increased. Large projects such as bridges, roads, and overpasses need to have trails incorporated into their design. R-O-W for trails needs to be acquired prior to development, during the plat approval process. It is helpful if trail supporters are appointed to Planning and Zoning Commissions.

- Trails with a transportation function are more competitive for receiving funding. If bridges with trail facilities are in place, trail projects that use that existing infrastructure are also more competitive for funding.

Grand Island

- Mayoral support has been critical for getting trails developed in Grand Island. It is now “politically correct” to support trails in Grand Island.

- Grand Island currently has eight miles of trails.

- Getting children to school safely has been a key issue.

- 30-40 miles of easements have been acquired for trail and shelterbelt development outside of Grand Island. To accomplish this, it has been important to coordinate with the needs of farmers. Most of this land is flat, but approximately six miles are really scenic. The intention is to develop a dual trail to accommodate equestrian and pedestrian use.

- Shoemaker Trail: city took two residents to condemnation and won – paid them less than they were originally offered.

- Crane Trust: owns potential trail property along the river from Grand Island to Alda. Potential trails would link College Park, Wood River Diversion Canal, and Mormon Island.

- Grand Island has approximately 22 miles of trails planned within the city and 30-40 miles planned outside the city.

- Ultimately, would like to see a trail connecting Grand Island and Kearney – but there is a concern for who would be responsible for maintenance.

- Trail maintenance is dependent upon the type of materials used. The TEA-21 standard is Portland concrete at 6” depth, which requires very little maintenance once installed. Loose material trails require considerably more maintenance. Regional trails necessitate that arrangements be made for maintenance. This may include agreements with other cities, counties, NRD’s, or other organizations. The Cane Trust is an example of an organization that can be part of a joint responsibility effort. (*ASHTO standards for surface materials are generally recommended.*)

- Adopt-a-trail programs are also a good method of securing trail maintenance with little expense. Equestrian groups are generally active in trail maintenance.

- It is often necessary to convince adjacent property owners that trails are “good neighbors.”

- Associating trail networks with historical landmarks is a good way to increase interest and cross-market.

- Signs are an important component of a trail system. Signs can be used to educate trail users of trail rules. Trail maps should be coordinated with trail signs to increase awareness of trail amenities (such as historic sites or park facilities) and provide improved directional information. *(Federal funding does not cover signs/amenities, except for safety. 6" concrete is not a requirement – this was used in Omaha on the levees because the trails needed to accommodate heavy trucks.)*

Beatrice

- Have primarily used Transportation Enhancement (TEA-21) funding for trails. Trails are therefore constructed per TEA-21 requirements, such as concrete with 6" depth. Other funding sources allow more flexibility in design. The city has applied for water conservation funds, but the appraisal process is very difficult.

- It would be beneficial if grant information is included in the plan update.

- Council support has been very helpful.

- Big Blue Trail: First two of five phases have been completed.

- Phase 1: Chatiuque Park to Riverside Park
- Phase 2: High School to Aquatic Center
- Phase 3: Additional links to/from Aquatic Center
- Phase 4: Tunnel under Highway 136
- Phase 5: Harpell Park

- There is an active group of opponents within the county.

- An active trails group has raised nearly \$100k.

- The City cannot participate in the development of the Homestead Trail outside of the city limits.

- Railroad originally asked for \$9 million dollars for corridor, accepted \$0.5 million. Railroad keeps fiber optic easements and potential revenue sources.

- 4.5 miles of concrete trail have been completed.

- Walking route maps are available from the Chamber of Commerce.

- Getting public support for a trail project early in the process is vital for success.

Gothenburg

- City has had a trails committee for two years.
- Proposed trail to connect Lafayette Park with Golf Course and will be located on NPPD property. The joggers did not want a concrete trail, but without concrete the trail is not competitive for grant funding. The dispute over surface material has killed the momentum of this project. A parallel trail, with different surfaces, is a possible solution, but maintenance concerns and costs are prohibitive. The project requires a bridge over the canal, which needs to be funded before the project can begin.
- The Lake Helen Trail was originally a dirt path created as a Boy Scout project. Maintenance problems and high demand led to it being paved with concrete.
- The Railroad Station is an opportunity for a trailhead, visitor's center, and office. (See Katy Trail as an example.)

Trail Surface Materials

- Asphalt is not a good surface material for Nebraska's climate. The freeze/thaw cycle destroys it in a short amount of time.
- Crushed limestone limits the use of a trail. It is a poor surface for disabled users, narrow tired bicycles, and skaters. It is a good surface for walking, running, and some bicycle types. One drawback is the availability of crushed limestone. The only source in the region is Weeping Water, Missouri.
- Wilderness trails are not TEA-21 eligible, but are viable for some levels of service.
- Cinder (fly ash) trails are less available than in the past because power plants, which originally supplied cinder, are now more efficient.
- Recycled tire drains well and is a comfortable surface material, but it is very expensive.
- Omaha did a cost-benefit analysis on surface materials for trails and concluded that concrete is the only viable surface material. However, many of the trail corridors within Omaha are in highly erodible environments, which increases the need for concrete. *(This is not a complete statement – Omaha needed to accommodate heavy trucks on trails for maintenance purposes on the levees. Most trails only need to accommodate emergency vehicles.)*

Equestrian Concerns

- Preferred surface is limestone or crushed surface such as cinder.
- Parallel trails can work well, but riders need to train their horses not to get “spooked” by other user types.

- There are many problems associated with riding horses through communities, as is necessary on regional trails.
- Concrete and Railroad rock (large rocks) are generally bad for horses.
- Horse trails:
 - Ft. Kearney to Wildlife Refuge
 - Audubon
 - Cotton Mill Park

Trail Promotion

- “Ski Maps” as an example of a map to promote trails.
- “Eco Tourism” market
- Iowa State Bicycle Map, put out by IDOT; Iowa Natural Heritage Foundation (non-profit organization) publish “Iowa by Trail.”
- Nebraska needs a good statewide trails map. (contact NTC at nebraskatrails.org)
- Should get different groups to join forces to increase funding availability. One possibility is to expand function of lodging tax funds. *(This funding can be used now.)*

Trails in Formation

Red Cloud to Franklin

- Effort is currently at “ground zero.”
- Effort has been made to contact railroad concerning BN abandoned corridor, but there has been little response. Recommendation to contact: Ross Greathouse (475-7712); Rails to Trail Conservancy (rtc.org), and BN Public Affairs office.
- This corridor goes beyond local significance because of the historical opportunities associated with the location. Additional assistance from the State should be made available to promote this project.

Central City

- Are in the process of forming a committee. *(Nebraska Trails Council can provide seed money for getting trails committees started.)*
- Trail routes still need to be defined.

Alma/Harlan County

- Currently revising a ten-year plan for Methodist Cove camping area.
 - Phase 1: 1.7 miles of trails
 - Phase 2: 0.8 miles of trails
 - Phase 3: Extend trails east from Methodist Cove
 - Phase 4: Connect to Republican City (and on to Franklin and Red Cloud)
- The Corps of Engineers has been supportive.
- There is opportunity to extend a trail west to Orleans via an abandoned railroad corridor.
- Walking paths are located adjacent to football field for nature study.
- Harlan Lake does have horse trails. Horse groups have offered to help maintain these trails. Parking is available, but some maintenance (water pump) of facilities is required.

General Comments

- Nebraska Horse Council is publishing a trail guide for Nebraska
- Trails located parallel to state highways on state R-O-W is perfectly appropriate.
- A pond near Red Cloud would be a good opportunity for park development. It would need access along Highway 136.
- The American Discovery Trail should be promoted more.
- Link Nebraska Byways with trails.
- Local control at many facilities, such as nature conservancies, dictates the level of promotion/acceptance of trails. Visitors Centers would be good locations for trailheads.

**Nebraska State Trails Plan Update
Focus Group Meeting #4
October 3, 2002**

Meeting #4 was held in Wayne, Nebraska in the Council Chambers of City Hall.

Attendees:

Marty Shukert, RDG Crose Gardner Shukert
Mark Stursma, RDG Crose Gardner Shukert
Mike Murphy, SIMPCO
Sharon Perdue, Springfield
Dennis J. Smith, City of Norfolk
Gary Oloff, Bellevue
Joyce Oloff, Bellevue
Ken Berney, Lower Elkhorn NRD
Brent Brown, City of South Sioux City
Jim Shanks, Nebraska State Snowmobile Association
Lowell D. Johnson, City of Wayne
Donna Godwin, Scenic Byways/Lewis & Clark

Marty Shukert gave a brief overview of the update process and the changes that have taken place since the publication of the current trail plan, in 1994.

Progress Since 1994:

The '94 plan was the first State Trail Plan for Nebraska and it corresponded with the beginning of ISTEA. Nebraska was at a "different, more primitive place" at that time. The longest rural trail at that time was the 1.8 mile Hike and Bike trail at Kearney. Opposition to trail development was common, and there were many attorneys claiming that trails were a liability.

Now, many community trails have been developed and Nebraska boasts the longest rails to trails project in the nation. In so doing, Nebraska has catapulted itself from the bottom to the top third of states with trails.

Many communities have found trails to be anything but a liability, instead finding great value and reward in their investment. It is now time to revisit the plan and develop new strategies for the next ten years.

Meeting Focus:

1. Update on trail development in the region
2. Trail needs/opportunities in the region
3. Share experiences: what works, what doesn't

Norfolk

- The trail around the lake was half completed ten years ago, but was never widely used. The completion of the loop around the lake in recent years has increased its use dramatically.
- A trail linking the YMCA and the High School was recently completed.
- Planned trails include:
 - An 8' concrete trail along Paswalk Street from 1st Street to 14th Street. (1.5 miles)
 - 2.0 miles along a flood control levee. (Funding approved in 2002)
 - Link between the YMCA and the College.
- Urban trail in Norfolk have been concrete construction.
- Typical users are bicyclists, pedestrians, dog-walkers, and some rollerbladers.

Equestrian

- There is a need to expand equestrian trail opportunities in Nebraska.
- The Cowboy Trail would not be a good equestrian trail, unless additional overnight facilities were created, including camping, restrooms, water, and horse facilities.
- In Oklahoma, facilities are listed in parks and along trails.
- A good distance for a day's ride is 10-12 miles.
- We have been more successful at building trails than trail facilities (applies to all types of trails). Trails tend to lack camping grounds, trailheads, parking, and signage. The Katy Trail in Missouri is a good example of a well-supported trail system.
- Current trail ride locations are: Rock Creek, Halsey National Forrest, Fort Robinson, Waibonsie (Iowa), Indian Cave State Park, and Branded Oak.
- The Pappio Trail south of Springfield would be a good location for trail riding, but it is unclear if equestrian will be permitted.
- Equestrian trails in Lincoln are not well known.
- There is a new trail by Pierce.

- An equestrian guide to trail in Nebraska would be helpful.

South Sioux City

- South Sioux City currently has 6.5 miles of trails (took 18 years to develop).
- A three-mile trail link was recently completed from Crystal Cove to the tri-state trail system along the Missouri River.
- Proposed trails:
 - A trail linking South Sioux City and Dakota City, via Dakota Avenue is being considered.
 - The Highway 35 project should include a trail, which would link South Sioux City to Norfolk, and the Cowboy Trail.
 - In conjunction with the Lewis and Clark Bicentennial, a trail along 29th Street that aligns with the Sargent Floyd Monument and links with the Sargent Floyd Underlook Trail.
 - Utilize the Vets Bridge as a Missouri River crossing.
- Future trails should link: Crystal cove Lake, Playgrounds, walking trails in woods, Outdoor Pool, Ballfields, and the business district.

Wayne

- City of Wayne has eighteen miles of trails planned, two of which have received funding. Construction of those two miles will begin in 2003.
- Would like to see a trail constructed in conjunction with the Highway 35 project, linking Wayne to Norfolk and South Sioux City.
- Currently, the Wayne State College has the only trail system in Wayne.

Cowboy Trail

- A 2.2 mile extension to the Cowboy Trail was completed along the Elkhorn River, linking the Cowboy Trail to Ta-Ha-Zouka Park. This trail extension was constructed of concrete and the right-of-way was donated by local industries, which also constructed a wetlands in conjunction with the trail.
- The primary users of the Cowboy Trail seem to be bicyclists and walkers. It is used, but not in the volume that was expected or hoped for. *Marty commented that paving the section between Norfolk and Neligh, the most populated section of the Cowboy Trail,*

would likely increase trail use, because more user-types would be accommodated. The eastern portion of the Cowboy Trail is well maintained and compacted. It is possible to ride narrow tired bicycles on it, if it is dry.

Pierce

- A plan was developed for a trail at Will Creek Lake near Pierce. Phase 1 of the plan is to develop a 4.5 mile link from Pierce to the Lake, thus making it eligible for TEA-21 funding. The intended surface material for the trail is crushed limestone.

State Snowmobile Association

- Would like better access to State Parks for snowmobiles.
- Are willing to enter into partnerships with other associations.
- Do have funding available and will support shared use trails.
- Meet four times a year.
- Currently, there are no trails in Nebraska for snowmobiles.
- ISTEPA funding prevents snowmobile use on the Cowboy Trail (?)

Highway 35

- A consultant is currently working on the future alignment of the Highway 35 expressway between Sioux City and Norfolk. The cities along this highway are encouraging the designers to include right-of-way for a trail within this corridor. Construction of the expressway should include grading and bridge access for the trail. However, actual trail construction can occur at a later time. This project can connect the Cowboy Trail to the Iowa border.

- Ideal location for a trail within a highway corridor would be at the edge of the right-of-way.

- If trail is included in the design of Highway 35, it would be the first trail master plan by NDOR.

Nebraska (Scenic) Byways

- A strategic regional trails concept is to “utilize the scenic byways as a spine for regional trail.” This concept will reinforce both efforts. South Sioux City is a portal to two scenic byways, and Nebraska does staff a person at the Iowa Visitor’s Center in Sioux City.

- The enhancement of trails along the Missouri Riverfront will help to attract travelers from across the river and from I-29 to Nebraska and the Scenic Byways.

Needs and Opportunities

Equestrian Trails:

- Indian Cave State Park and Wabash Trace are examples of a shared use trails (horses/mountain bikes) that works fairly well. Trail users need to be courteous and respect the needs of others. Horses spook easily, which can be dangerous. Shared use trail must be wide enough to allow different users to get out of the way of others.
- Halsey National Forrest is an example of shared use trails (Horses/ATV) that is not ideal. Horses and motor vehicles are not very compatible on the trail, but do require many of the same support facilities, such as campgrounds and trailer parking.
- Shared use of horses with bikes/pedestrians is reasonably good – need room to get out of way; with snowmobiles is very good – different seasons; and is relatively poor with ATVs – horses get spooked.
- Many state parks in Nebraska do not permit equestrian use. Nebraska does not cater to horse riding like surrounding states.
- Most wildlife management areas permit horse riding, but do not have any support facilities.
- Fairgrounds make excellent support facilities for equestrian use because they have camping and large animal facilities.
- City of Valentine is an example of a community that is very accommodating to trail users of all kinds. The hotel along the Cowboy Trail permits trail users to use restrooms/showers. The City Park permits camping and the Fairgrounds are open for equestrian/camping.
- An information guide will be helpful.
- A riparian/equestrian trail along canoe/kayak routes would be complementary.

Canoe/Kayak

- We have not had any contact from these user groups. It is likely that this group does not view stream/rivers/lakes as trails.

Trail Planning

- It is very important to plan trails into new development. It is very, very difficult to insert trails “after the fact.” Highway 275 was a missed opportunity for trails. Hopefully, it is not too late for Highway 35.
- Many communities without natural corridors are incorporating trails into street projects.
- Design issues/experiences:
 - Colored pavement can be an effective marker.
 - It is much easier to incorporate a trail into or along a street when grade is relatively flat.
 - Residents will give up portion of yard for street projects, but typically not for a trail.
 - Trails can be on-street: Bike Lanes, Bike Routes, and Bike Friendly Streets (signage, sewer grates, continuous sidewalks). It is not always possible to have 10’ trails with 2’ shoulders.
 - A wide range of surface materials are available for trails. In South Sioux City, the “Eco Path” has a hard surface material made of recycled garbage. It is a poured material made up of wood, rubber, glass, metal, and etc. (This trail will eventually be connected to the tri-state trail.)
 - The lake Trail in Norfolk is 6’ wide, which is too narrow. Six feet seemed more than adequate ten years ago when the trail was first designed. Now, increased trail use and changes in user types requires wider trail. In this instance, it may be easier to create a parallel trail, rather than trying to widen an existing trail.
 - Early fears of problems with trails, such as litter, have never materialized.
 - Wood surface on bridges is acceptable to horses, but not snowmobiles.
 - Competition for trail funding has increased dramatically over time.
 - The number of rail lines being abandoned is decreasing. As a result, the Rails to Trails Conservancy is now promoting parallel trails within low volume railroad corridors.

**Nebraska State Trails Plan Update
Focus Group Meeting #5
October 14, 2002**

Meeting #5 was held in Valentine, Nebraska at the Holiday Inn Express Conference Room.

Attendees:

Marty Shukert, RDG Crose Gardner Shukert
Mark Stursma, RDG Crose Gardner Shukert
Stuart Schneider, National Parks Service
Patti Barney, U.S. Forest Service
Linda Peterson, NSSA
Kimberly Dvorak, NSSA
Dean Jacobs, Cherry County Tourism/Valentine Chamber of Commerce

Marty Shukert gave a brief overview of the update process and the changes that have taken place since the publication of the current trail plan, in 1994.

Meeting Focus:

1. Update on trail development in the region
2. Trail needs/opportunities in the region
3. Share experiences: what works, what doesn't

National Parks

- Master plan includes goal of linking Fort Niobrara to the cowboy Trail.
- Trails that need to be improved and marketed:
 1. Smith Falls State Park – primitive, 1.5 miles.
 2. Government Canyon – old road
 3. Borman Bridge State Wildlife Management Area – 0.5 miles
- River valley owners are willing to sell easements for multi-use trail.
- Nature Conservancy– potential for Norden Bridge Trail. Area has some good hilly trails, but Conservancy lacks staff/\$ to manage large numbers of visitors. A solution may be a cooperative agreement with National Parks Service.
- Fort Niobrara recently refurbished a 0.9 mile self-guided nature trail that is well used.

Valentine

- City of Valentine owns some land by the City Park that could be developed with community trails.
- Would like to see more local trails developed to increase tourism opportunities within the community and region.

U.S. National Forests

- Patti is also a member of NOVA (Nebraska Off-road Vehicle Association) – Bessey has off road trails for vehicles.
- ATV's and Horses are permitted anywhere on National Forest property. This is not highly advertised because of the potential negative impact on the land and the lack of ability of the Forest Service to patrol/manage large numbers of people.
- Are seeing large numbers of ATV users in the National Forest. On the weekend, may have eight ATV's per campsite. With 55 campsites, over 400 ATV's may be in the park at a time. An average weekend sees 300-400 ATV's.
- Only other ATV trails are Genoa Headworks (Loup Power District) and Sutherland.
- Many riders are traveling from Omaha and Lincoln.
- Is very difficult to enforce rules for ATV's because they are not licensed as motor vehicles in Nebraska. As such, cannot enforce speed limit, helmets, or define locations where permitted.
- Forest Rangers and local law enforcement are overwhelmed by volume of ATV riders.
- Halsey to Bessey Trail is one year old and is well used by the local population. It is 1.5 miles long, is paved, and is used for hiking and bicycling. (There have been requests for ATV use on this trail. Law enforcement has a hard time regulating ATV use due o lack of laws. Also, they are exempt if they are or claim to be using the ATV for agriculture.)
- Would like to extend trail over the Middle Loup River via the historic Halsey Bridge to access a campsite. However, the bridge is not long enough to span the entire river and requires construction at each end.
- Conflicts exist between ATV and equestrian users – noise spooks horses.
- Halsey National Forest attracts around 200 equestrian users on a good weekend – but they avoid the forest at times of high ATV use. There needs to be more respect across users. However, it is difficult to educate users of others needs. National Forest Service lacks funds and staff to enforce rules – if they were developed.

Snowmobiles

- There are not trails for snowmobiles. Are mostly ridden on private land.
- Are permitted on National Forest Land.
- Are not as hard on the land as ATV's.
- Are registered in Nebraska voluntarily.
- Lack of snow is the greatest problem. Snowmobile trail would need to be designed to hold snow longer.

Cowboy Trail

- NSSA would like to see snowmobiles permitted on segments of the Cowboy Trail. The Atkinson to Valentine segment has very little use (especially in winter). Snowmobiles would only be on the trail when there was snow, which would protect the trail. Snow would also make it much less likely that other users would be on the trail.
- ATV users would also like to use the Cowboy Trail, but would be more damaging to the trail surface and would have greater conflict with traditional trail users than snowmobiles.
- "This is cowboy country – the Cowboy Trail should be open to more than hikers and bikers."
- Concerns:
 - Obvious conflicts between ATVs and non-motorized trail users. There are mixed-use trails of this type in other states, but those states are better able to regulate ATV rules. This is funded through mandatory registration fees.
 - Reaction of adjacent land owners, especially ranchers.
 - Stipulations of funding sources.
 - Trail maintenance.
- Seasonal and/or scheduling specific times, when alternate users (ATVs, Equestrian, or Snowmobiles) permitted at certain locations along the Cowboy Trail. Location may change frequently to reduce wear on trail.
- The Cowboy Trail itself does not appear to be a major tourism attraction. In Valentine, trail use is primarily incidental. Visitors use it to access the bridge or take a quick walk/jog.

- Slow completion of the trail has hampered interest. There is not enough volume of users to support businesses dependent upon trail users.
- Marketing efforts should be combined to reach more people. A brochure could be developed that describes scenic tours that can be taken by driving, hiking, or biking.
- City of Valentine has a plan to create local trail linkages between parks, schools, and Cowboy Trail.

Canoe/Kayak Trails

- Develop the Niobrara River as a canoe/kayak trail between Fort Niobrara and Rocky Fort.
- Middle Loup River has canoe/kayak opportunities.
- State could develop access points at bridges on rivers. This would provide public access to rivers, without disturbing privately owned land.

Lessons Learned/Comments

- Linear trails are more tolerable/attractive if there are “destinations” at the ends (and along the way).
- Cowboy Trail will be more of an attraction, once it is finished. Communities along the trail need to offer services and amenities to support it.
- Funds for trail maintenance are limited. User groups and organizations are good sources of hands on help.
- RC&Ds are good sources of information for funding opportunities.
- There needs to be a strategic focus on what should get developed. We should only build what we can afford to maintain.
- The more users permitted on a trail, the larger the pool of providers for funding and maintenance. The Cowboy Trail, at least out west, needs more than two constituencies. It should be treated more like a State Park.
- Department of Corrections can be a source of labor for trail development/maintenance. CAPS (Correctional Alternative Placement Services) has been used by private landowners for surveying.
- Many communities recognize the need/importance of trails, but lack the organization (staff, funding) to do it. Opportunities become limited by availability of staff/support. Communities, counties, organizations, and friends of trails need to work together.

**Nebraska State Trails Plan Update
Focus Group Meeting #6
October 14, 2002**

Meeting #6 was held in Alliance, Nebraska at the Public Library.

Attendees:

Marty Shukert, RDG Crose Gardner Shukert
Mark Stursma, RDG Crose Gardner Shukert
Shana Brown, City of Alliance

City of Alliance

- City is planning to implement the trails component of the Parks Plan. The planned trail link City Park, 1st through 25th Streets, and the Lake.
- City is considering the abandonment of its on-street trail program in favor of off-street trails.
- Gravel trails by football field are highly used. The planned concrete trails will support this system.
- There are many snowmobilers in Alliance, but they tend to travel outside of Nebraska (in search of snow) to ride.

Regional Opportunities

- Connection of city trails to Carhenge.
- Regional trails are not very feasible because of the great distances between communities in the region.

**Nebraska State Trails Plan Update
Focus Group Meeting #7
October 15, 2002**

Meeting #7 was held in McCook, Nebraska in the Council Chambers of City Hall.

Attendees:

Marty Shukert, RDG Crose Gardner Shukert
Mark Stursma, RDG Crose Gardner Shukert
Darcy Eckhardt, McCook Public Works
Martin Conroy, City of McCook
Connie Discoe, McCook Gazette
Dick Trail, McCook City Council
Andela Taylor, Cambridge Economic Development
Roger Wilson, citizen
Dale Cotton, McCook Army Airbase/Historical Society
David L. Wilson, W Design Associates
Marilyn Brandt, citizen
Harold Beebe, citizen
Robert Stecker, citizen

Marty Shukert gave a brief overview of the update process and the changes that have taken place since the publication of the current trail plan, in 1994.

Progress Since 1994

At the time of adoption of the current trail plan in 1994, Nebraska was in a very different place in terms of trail development. The City of Lincoln had a relatively extensive trail system and Omaha's trail system was emerging, but few other cities had trail systems. The longest regional trail was the 1.8 mile hike and bike trail at Fort Kearney, but the Cowboy Trail was being considered and the American Discovery Trail route was changed to include Nebraska.

Nebraska was only starting to think about trails. However, the passing of ISTEA (now TEA-21 and soon to be TEA 3) made funding available for trails. With this, trails evolved from ephemeral concepts to obtainable goals. Cities are quickly learning that trails are, dollar for dollar, one of the most rewarding recreational commitments a community can make.

Meeting Focus:

1. Update on trail development in the region
2. Trail needs/opportunities in the region
3. Share experiences: what works, what doesn't

Individual Ideas/Comments

- Develop more trails along highways and railroads to minimize traffic conflicts between bicyclists and vehicles.
- Educate drivers about the rights of cyclists on public roads. Likewise, make cyclists aware of the needs of traffic – especially trucks.
- Road riding routes around McCook include Highways 83, 34, and 6.
- Colorado is a good example of a state committed to trail development.
- “Beaten path” trail along the Republican River is on private property, but public use is currently tolerated by landowner. This trail should be made public, improved, and made part of the recently improved Barret Park.
- Develop a trail or scenic route that passes historic farm sites and airplane event sites.
- Increase awareness of the Willow and Swanson nature trails that were developed as Youth Conservation Corps projects. These trails are in need to maintenance.
- ATV and horse riders in the area go to Halsey National Forest or Little Grand Canyon (north of Waneta).
- Medicine Creek Recreation Area has seven miles of fire break that could be used as a horse trail. This area has a very scenic lake and would be a great location for bike trails.
- A former Cambridge graduate is doing a study on early heart disease in Furnace County. Exercise is critical for good health. Health Clubs are more attractive to younger people, with higher incomes. Trails create opportunities for exercise for the typical population.
- Standard 10’ trail with 2’ wide shoulder is not necessary for all trail contexts. Trail facility must be designed to meet expected function.
- Cambridge trail connection to commercial district highly used by different segments of population.
- City recognizes the need for trails. The biggest question is how to pay for it?
- Vegetation should be left in place along walking trails, as much as is reasonable, to create interest.
- Horse riders in the area mostly ride on private property and county roads.

- McCook trail system should be developed to link Barrett Park and Kelly Creek with neighborhoods and downtown.
- Crushed limestone has limited availability and does not make a good urban trail surface.
- Phased trail development is possible. Yankton, South Dakota developed a loose surface trail with the intention of paving later. However, gravel does not make a good trail surface and it does not get compacted by typical trail users to make an effective sub-surface material for paving.
- Most trails are funded through TEA-21 funds. This program requires 20% matching funds and the funded trails must have a transportation element. However, trails are still considered recreational (no illusion that they are strictly for transportation). For example, a trail that leads to a park is considered to have a transportation element because its use will conceivably reduce car trips. Competition for TEA-21 funds is increasing. Trails with strong the transportation elements that are part of a comprehensive trails plan tend to be more competitive at receiving funding.
- Question: “Is the ‘IT’ permitted on trails?” Answer: Not sure. It is designed to be used on sidewalks, but motorized vehicles are not permitted on trails. However, it is unlikely that anyone would ever question the use of an electric wheel chair on a trail.
- Question: “Does the Game and Parks Commission permit snowmobiles on trails?” Answer: Not usually. It’s difficult to fund snowmobile trails with TEA-21 because they lack the necessary transportation component. However, this plan is focusing on more than just federally funded projects.
- There is a lot of interest in ATVs, but there is a lack of places to ride. Mostly because they are too hard on the environment to be permitted on public land and insurance/liability is too high for use on private lands.
- New trail development typically costs \$150,000 – 200,000 per mile for 10’ wide, concrete.
- Surface material requirements depend on location. Asphalt is acceptable in north and south, but does not survive freeze/thaw cycle of Nebraska. Nebraska standard is 6” depth of concrete.
- Information on the adaptation of public streets to public trails should be included in the plan update.
- If a proposed trail benefits children/schools – community activism is increased. Getting children/youth involved in trail development increases their sense of “ownership” which minimizes destructive behavior/vandalism.

Trail Master Plan

- A trails master plan allows the State Trails Committee and NDOR to see all the components and functions of a proposed trail – which makes incremental funding more likely.

- Process of preparing a trails master plan includes:

1. Visioning – define community values
2. Identify opportunities, key linkages, and resources
3. Develop standards for all segments
4. Cost- Phasing

Historic U.S. Route 6

- Develop/market original segment of Route 6 on east side of McCook as a “destination roadway.”

- Is a uniquely constructed, historic roadway.

Coordinate Trails with the Nebraska Byway System

- Byways are eligible for Federal Highway funds.

- McCook was not included in the program because of a lack of local advocates during the selection, not because of merit.

- Hope to extend the Highway 136 Byway designation to McCook

- Byway/Trail coordination concept is to attract travelers to Byway corridors by including trail opportunities as part of the attraction.

Regional Opportunities

- Beaver Valley area has wide shoulders and low traffic along Highway 89.

- Road to Medicine Creek is currently very dangerous for bicycling because of narrow roadway and high truck traffic. This corridor has a high demand for recreational access because it leads to a water amenity. Shoulder should be widened to accommodate bicycles and improve traffic safety.

- Some areas will never have exclusive trails. Roadways should be designed and vehicle drivers should be educated to accommodate alternate users, such as bicyclists.

- Marketing! Many resources are currently a secret to the traveler.