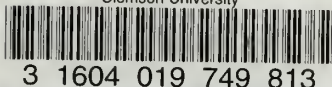


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River and Trail Conservation Assistance National Park Service

Program Brochure

Rocky Mountain Region

FEB 13 1991

1991

Setting a Vision for Greenway Conservation

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The Rocky Mountain Region of the National Park Service (NPS) provides river, trail, and greenway technical assistance across the six-state inter-mountain region of Colorado, Montana, North & South Dakota, Utah, and Wyoming. We work with many state and local governments and nonprofit agencies in joint efforts to improve and conserve rivers and develop trails and greenway corridors. Accelerating energy costs increases the number of communities improving local alternatives for recreation and transportation. Many communities are also complementing existing seasonal tourism opportunities with year round opportunities, and some are pursuing inter-community connections via greenways with their neighbors to develop complete tourism packages.

The NPS supports a concept for daily access to interconnected greenway corridors for all Americans. Conservation corridors provide settings for rest, study, contemplation and for friendships to develop. These corridors unite neighborhoods and communities. They provide regional spine linkages which complement existing national, state park, and local open space systems. While easing transportation problems, these corridors offer many opportunities so that each American can quickly access a greenway or conservation corridor and enjoy the natural resources unique in the local area. These settings provide growth opportunities for families, parents and children, the elderly, the physically challenged, boyfriends and girlfriends, and teachers and students.

A Vision



..... What role will you play?

President's Commission

The President's Commission on American's Outdoors in 1986 addressed many topics of concern to Americans. In particular, the report described the need to provide river and greenway corridors near urban areas. The commission identified many techniques to meet this need. Whereas the commission identified the need for igniting a prairie fire for local action, it also identified the federal government as a leader in providing vision and technical assistance, as well as bringing together the various greenway and conservation interests to discuss alternatives for corridor conservation.

Benefits

Greenway benefits are extensive. Everyone is aware of the health benefits of a regular program of jogging, walking, bicycling, and/or hiking to increase cardio-vascular fitness and reduce the risk of stroke and heart disease. Greenways also provide opportunities for tubing, rafting, canoeing, kayaking, fishing, and environmental education. They provide habitat for wildlife, channels for air and water drainage, and reduce pollution running into our streams and sky. With these social and environmental benefits, one might assume that environmentalists, educators, and recreators might be those most interested in greenway development.

Project sponsorship however, indicates that most interest in greenways is coming from business leaders and groups from downtown improvement associations, to chambers of commerce, visitor bureaus, and realtors.

Business leaders and local government officials are interested in greenways because they typically increase property values, generate additional retail sales, and bring more non-local dollars into their communities. Government officials also point to increasing property values and subsequent increasing property tax revenues, increased sales and sales tax revenues.

Actual Measured Benefits

There are many statistics which demonstrate greenway values. For instance, users of the recreational pathway in Summit County, Colorado were surveyed in 1989. Eighty-nine percent of the users were nonresidents and the average trail user spent \$39.95 per day (up from 78% and \$28.84/day respectively in 1987). Visitors to the whitewater Gauley River in West Virginia spend between \$60.24 and \$180.85 per visit depending on whether they stay overnight and hire a guide service or go by themselves on a day trip. A study of property values near greenbelts in Boulder, Colorado found that housing values increased an average of \$4.20 for each foot of distance they were closer to a greenbelt.

Assistance Process

The River and Trail Conservation Assistance Program is designed to assist in preparing river and trail conservation plans. River and trail conservation assistance projects are undertaken at the request of a government agency, a private nonprofit organization or a member of Congress.

By assisting states, local governments and private groups, the National Park Service fosters and supports river and trail conservation activities throughout the United States. Projects range in scale from statewide river or trail assessments, to plans for a single stream, or an urban waterfront, to local and regional trail planning. Additional activities available include a variety of river and trail conservation workshops, consultations, wild and scenic river designations, Congressional river studies, Nationwide Rivers Inventory amendments, environmental reviews, and National Trails System planning.

In assisting local governments and landowners the program encourages river conservation, trail development and greenway establishment through local actions while maintaining private ownership of riparian lands and trail corridors. This program encourages comprehensive local planning and decision making. Our assistance is authorized under section 11 of the Wild and Scenic Rivers Act and section 8 of the National Trails System Act.

Our Staff

Our staff has experience in many areas to assist our cooperators with conservation projects. Each person on our staff has a particular background and experience that well qualifies them for our work. We have helped design the planning process for specific areas, assisted with plan development, planned public involvement methods and assisted with public involvement, provided nonprofit and fundraising assistance, furnished advice on greenway design, provided coordination on multi-agency projects, assisted with the design and layout of planning documents, designed public interest surveys, estimated benefits and costs of projects, helped write planning reports, sponsored training workshops, provided assistance assuring accessibility for the physically disabled, provided assistance on geographic information system planning techniques, and helped design interpretive trails.

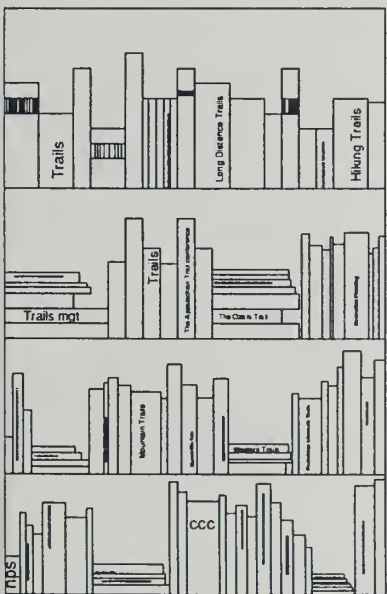
Types of Assistance

Greenway Plans

Greenway plans result in the multiple use conservation and/or preservation of a specific linear corridor such as a river or a trail. The greenway planning process is designed to include public forums which address the future use of rivers and their related land areas and potential trail corridors. The process brings local, state, and federal government agencies, private organizations and landowners into a cooperative partnership to identify common goals and develop joint strategies for corridors.



Information Exchange



Conservation Workshops and Consultations

The NPS provides training and advice on river and trail conservation methods including methods to identify resources, define issues, set goals, focus on priorities and develop plans for action. We also offer guidance on building public support, developing publications and fundraising.

Statewide Assessments

The NPS helps states identify and comparatively assess the relative economic, environmental, and recreational significance of streams statewide and/or statewide trail needs through a cooperative, multi-organizational planning method. Each assessment is tailored to the specific needs and conditions of the particular state. Assessment participants identify the area's most significant natural, cultural, and recreational resources through appropriate state, local government, and private input. Assessments should lead to implementation strategies and actions that conserve river resources and develop trail networks as well as monitor the rate of loss or conservation of these resources over time.

Statewide rivers assessments have been completed in approximately half of the states. In each case they are highly valued as a single source of information on the relative values of every significant stream in a given state. In some cases, only natural, cultural and recreation values are evaluated and compared for each significant stream. However, the NPS encourages the evaluation of relative economic values. The statewide assessment of the combined values provides a comprehensive database which finds many uses in state decisionmaking and private sector planning alike.

Statewide trail assessments are similar to statewide rivers assessments in that they evaluate the relative values of significant trail corridors in a state. Additionally, trails assessments focus on recommended regional trail linkages to create networks of interconnected corridors.

Utah and North Dakota Project Highlights

Park City Rail-to-Trail Plan, UT

The State of Utah, Park City and the National Park Service are cooperating in developing a non-motorized multiple use trail along an abandoned railroad right-of-way connecting the Wasatch Mountain communities of Park City, Coalville, Echo and Phoston. Park City, a historic silver mining community, is known for its three world-class ski resorts and its summer recreation opportunities. The city and surrounding area provide a wide range of recreation for the populous Salt Lake City metropolitan area. The multiple use corridor will provide significant trail links to the Jordanelle Reservoir (under construction), and Echo Reservoir as well as existing trails in Park City. The trail will also provide potential connections to the Mormon Pioneer National Historic Trail and the Great Western Trail. The right-of-way was donated to the state by a salvage company as a result of negotiations led by Park City between the salvage company and Union Pacific Railroad. In 1990, the Utah Legislature appropriated funds to support the initial planning phase for Utah's first rail to trail project.

Virgin and Santa Clara River Greenway Plan, UT

The Virgin and Santa Clara Rivers are the two major rivers in southwestern Utah. This 76-mile greenway trail will connect twelve communities between Gunlock State Park and Zion National Park. It may also connect to the Great Western Trail which is currently being planned. The Five County Association of Governments, WalkWays West, several local communities and the National Park Service are cooperating on this effort. An advisory committee and executive committee have been formed to guide the planning effort. Several corridor communities have also formed a committee to represent their interests, to work cooperatively with landowners, to adopt a trail route for their segment, and to provide information on the greenway effort to their citizens. The first segment of the greenway system opened in early 1991 through the diligent efforts of the Hurricane and LaVerkin committees.

North Dakota Statewide Rivers Assessment

The North Dakota Rivers Study was a cooperative effort of the North Dakota Park and Recreation Department, Economic Development Commission, Forest Service, Game and Fish Department, Health Department, State Historical Society, Geological Survey, Division of Tourism Promotion, Water Commission, Land Department, Highway Department and U.S. Fish and Wildlife Service. The National Park Service, River and Trail Conservation Assistance Program provided guidance for this effort which evaluated and comparatively assessed the relative geologic, hydrologic, botanical, zoological, cultural, fishing, recreational, water quality, forestry, waterfowl, large game and ecosystem values on North Dakota's most significant streams.

All streams were objectively assessed by state personnel knowledgeable in the resources evaluated. For each resource value, streams were ranked as having local, regional, statewide, or greater than statewide significance. All resource value ratings were subsequently combined to reflect the overall value of each stream from a statewide perspective. In addition, a random sample of North Dakota residents was conducted to measure residents' perspective of the importance of different river features; the importance of various management measures which could be applied to the state's streams; the level of support or opposition to the conservation of natural, cultural and recreational values of North Dakota rivers; the level of recreation use and variety of recreational activities engaged in, on, or along the state's streams; the variety and magnitude of expenditures made by residents in pursuit of river recreation; and the types of enhancements which would most improve the visits of residents to their streams. A December, 1987 publication documents the project.

River and Trail Conservation Assistance

Project Criteria

Projects submitted to the National Park Service (NPS) compete regionally and nationally for funding. The following criteria apply to all projects considered for funding:

- * **Project Initiation** — All projects must originate at the request of a state or local government agency, private non-profit group or member of Congress;
- * **Cooperative Effort** — All projects must involve the active cooperation of the appropriate level of public and private interests;
- * **Public Involvement** — The project must have broad public and private support and include opportunities for public involvement;
- * **Results/Action** — Projects should be designed to focus on achieving results and initiating public and private river or trail conservation actions within a realistic time period. All proposals must have definite benchmarks to be achieved during the project year;
- * **Task Division** — All projects must include a memorandum of understanding between all the cooperating organizations which specifies the goals and objectives to be achieved, roles and responsibilities for each cooperator, including tasks to be accomplished, products and schedules;
- * **Cost Sharing** — All projects must include cost-sharing between cooperating agencies. Cost-sharing arrangements may involve cash and/or in-kind services. The project may **not** be completely funded and staffed by the National Park Service;
- * **Cost-Effectiveness** — Projects must use limited funds in an efficient manner. Projects will be evaluated on relative cost versus scope (both resource priority and population impact), amount of local interest and support, actual on-the-ground results anticipated, the amount of previous help given and track record over the past five years;
- * **Use of Funds** — Funds made available for this program must be obligated in the fiscal year in which they are appropriated. They may be used to reimburse the National Park Service for expenses and salaries expended on a project or, when not available in the Service, for expertise obtained through cooperative agreements or contracts. Funds appropriated for this program may not be used as grants; and
- * **Appropriateness** — Projects should avoid using National Park Service staff to do work that is more appropriately done by others. Direct NPS participation in projects should be limited to areas of resource assessment and evaluation, project management or other areas where the Service has specialized expertise.



Projects are carefully evaluated for appropriateness.

Application Guidelines

Applications are accepted yearly for projects. The following guidelines will assist you in preparing your application. A well organized and professional package is required for success.

Project Information and Selection Criteria:

1. Greenway, river or trail name and segment description. Include end points and approximate length;
2. State(s) and county(s) location;
3. Sponsoring organization or agency name and other cooperators;
4. A brief description of the organization or agency requesting assistance;
5. A brief description of the importance of the area's river and/or trail related resource values. Include information on natural, cultural, recreational and other values. Also, indicate whether the area or any features within the corridor have been recognized by any state or federal laws or programs, such as state scenic river or natural area recognition, national trail designation, rare and endangered plant or animal designation, historic, or natural landmark recognition;
6. A brief description of the amount and type of public and private support already demonstrated or expected for the conservation of the river area or trail development, including any letters of support;
7. Describe the type of technical assistance you are requesting including the objective of the project; an estimate of when you would like this project to begin; the approximate project length; what you hope to accomplish with your initiative; what type of assistance you wish to receive (planning, multi-agency coordination, geographic information system, greenway planning, public involvement, fundraising assistance, benefit/cost estimating, interpretive planning, and planning for disabled persons) and other information as necessary;
8. List the name, address and telephone number of individuals to contact for further information.

The Department of Interior equal opportunity policy requires that all persons in the work force shall be treated equitably and without discrimination because of their sex, race, religion, age, national origin, color, disability, or any other factors not related to employment; prohibits sexual harassment in any of its various forms; and provides for rigorous enforcement of all federal civil rights laws related to programs conducted by or receiving funds from the Department.

The deadline for submitting applications for technical assistance is no later than June 1 of any given year. However, all potential applicants are encouraged to contact us by January 1 for projects which would begin the following calendar year. Approximately one half of the requests for project assistance are turned down by our Washington office because we lack the resources to help all the communities who request our assistance. If we are notified early enough of your need, we will work with you to develop a strong application. Successful applicants will be notified by January 1 of the year for which assistance is requested.

Requests for NPS technical assistance in Colorado, Montana, North Dakota, South Dakota, Utah, and Wyoming should be sent to:

Lorraine Mintzmyer
Regional Director
Rocky Mountain Regional Office
National Park Service
P. O. Box 25287
Denver, CO 80225-0287

For additional information on the program contact:

Duane A. Holmes
Chief, Technical Assistance (RMR-PL)
(Same Address)
(303) 969-2855
FAX (303) 969-2717

Colorado Project Highlights

Crystal River Management Plan

This 60-mile segment of the Crystal river which is listed in the Nationwide Rivers Inventory for its outstanding scenic, recreational, fish, wildlife, and historic values flows from its headwaters in Schofield Pass past the historic mountain community of Crystal City through the town of Marble where the stone for Lincoln's Memorial was quarried, past Redstone Castle and eventually empties into the Roaring Fork River about 30 miles below the ski resort of Aspen.

The Crystal Valley's proximity to Aspen has stimulated interest in the development of a major second-home community near Marble, while others are interested in getting the quarry open again, and still others want to redevelop a long-abandoned hydroelectric project and a fourth group of people wants to build a reservoir to supply water to Denver. These competing interests are focused on a local populace which is a mixture of conservationists, ranchers, and others who represent the development interest. The Crystal River Steering Committee, assisted by the NPS and representing diverse interests in the valley, has developed a survey designed to evaluate how the majority of the residents feel about a range of conservation and development issues. When the survey results are analyzed, the committee will develop a management plan for the valley based on its results.

San Miguel Countywide Trail Plan

San Miguel County is a predominantly rural county covering approximately 1200 square miles in southwest Colorado. The San Miguel County Trails Council was chartered in 1989 as an arm of the County Commissioners to advise them on trails related issues. The NPS is assisting the San Miguel Trails Council in developing intercounty multi-use spine corridors for recreation and alternative transportation. These corridors will connect Telluride and its resort facilities with local recreation opportunities as well as with opportunities in adjacent Montrose and Dolores Counties. These corridors will also ease transportation safety concerns. The spine network proposal will consist of approximately 50 miles of multi-use trail and alternative transportation corridors traversing some of the most glorious countryside in the San Juan Mountains of Colorado.

Cache la Poudre River Trail Plan

This cooperative effort between the City of Greeley, Town of Windsor, and the NPS is developing a multiobjective river corridor plan for the length of the Cache la Poudre River in Weld County. The plan addresses recreation development, wildlife preservation, cultural features, zoning, gravel extraction, and non-motorized transportation. A unique feature of this planning effort is the use of a geographic information system (GIS) for the NPS's first test of the efficacy and applicability of GIS technology to river and trail corridor planning. In an otherwise traditional planning endeavor, GIS methods allow for rapid analysis of a range of corridor alternatives.

North St. Vrain Creek

The North St. Vrain is an undeveloped stream in the populous northern front range of the Rocky Mountains. Boulder County, and other local levels of government, landowners, private organizations, Congressman David Skaggs office and the NPS have been working on alternative strategies for the management of this 19-mile long river segment. The North St. Vrain is listed in the Nationwide Rivers Inventory for its outstanding scenic, fish, wildlife, and other values. Following public meetings, the North St. Vrain Advisory Committee drafted legislation recommending the river segment for addition to the National Wild and Scenic River System. The draft legislative language was presented to the general public at a round of public hearings in 1990. Broad public support for the river's designation was expressed at these hearings, and it is expected that members of Colorado's Congressional delegation will introduce a bill for the river's designation.



Project cooperators develop a consensus on issues.

Wyoming and South Dakota Highlights

Bear River Greenway, Evanston, WY

The Bear River drains Uinta County in southwest Wyoming and flows through the city of Evanston. Its resources and the opportunities they can provide for residents and visitors alike have been overlooked in the recent past. This has led to debris along the river and some structures in the corridor which trespass on public lands. The entire community of Evanston is excited about restoring the Bear River, as evidenced by many local officials, the school superintendent, and every civic organization expressing support for the project. Many city, county and state agencies are also involved in the planning. To date, a nature trail system in a preserve portion of the greenway has been planned and a portion of the trail has been built by community service workers. Several cleanup days have also been carried out, and interest generating activities have been accomplished.

The NPS recently assisted the Bear Project Inc. and the City of Evanston in developing a draft comprehensive plan for the Bear River within Evanston City limits. The plan was presented to Governor Mike Sullivan as part of the Earth Day celebration in April of 1990. Also, as a result of NPS involvement, an environmental club was started at Evanston High School, and a student was elected to the Board of Directors of the Bear Project. Recently, the Wyoming State Park system completed portions of a greenway system in Bear River State Park that will link to the Bear Project.

Black Hills Burlington Northern Heritage Corridor, SD

The US Forest Service, the State of South Dakota, the Black Hills Rails to Trails Association and the National Park Service are cooperating in developing a multiple use trail along an abandoned rail line through the Black Hills of South Dakota. The abandoned rail line extends from Deadwood to Edgemont and is approximately 104 miles long. The NPS has assisted the State of South Dakota with a strategy for this rail trail conversion. Currently, the NPS is assisting the state with production of a brochure to describe the process for the rail trail conversion, as well as describing anticipated benefits. Benefit emphasis will be on the linking of communities, and attractiveness to those communities of a new recreation resource. The state is developing a pilot project in the Custer area, where they will develop design concepts for the first section of trail.



Project Cooperators

- * Black Hills Rails to Trails Association, SD
- * Boulder County, CO
- * Bureau of Land Management
- * City of Craig, CO
- * City of Greeley, CO
- * City of Green River, WY
- * City of Kemmerer, WY
- * City of Lander, WY
- * City of Steamboat Springs, CO
- * Colorado River Water Conservation District
- * Colorado State Highway Department
- * Congressman David Skaggs Office, CO
- * Crystal River Steering Committee, CO
- * Douglas County, CO
- * Evanston Mayor's Office, WY
- * Evanston Planning Department, WY
- * Five County Association of Governments, UT
- * Nature Conservancy, CO
- * North St. Vrain Advisory Committee, CO
- * Park City Municipal Corporation, UT
- * San Miguel County Trails Council, CO
- * Department of Game, Fish and Parks, SD
- * State of Utah Division of Parks and Recreation
- * Town of Telluride, CO
- * Town of Windsor, CO
- * Uinta County Planning Department, WY
- * United States Geologic Survey
- * US Forest Service
- * WalkWays West
- * Washington County, UT
- * Weld County, CO
- * Wyoming Game and Fish Department
- And Others.

Conservation Success!

Colorado River Greenway Moves Forward

The effort to connect Palisade, Grand Junction and Loma, Colorado (a distance of about 35 miles) via dual water and land based trail opportunities took great strides this year with Grand Junction's purchase of 58 acres of what were riverfront salvage yards. Additionally, plans for a Colorado River state park extending from Grand Junction 6 miles upstream moved forward with a \$750,000 appropriation. The state park and salvage yard acquisition and rehabilitation were features of a plan facilitated by the NPS. The City committed over \$2.5 million for this year's acquisition. However, with partial resale following cleanup and greenway development, the City estimates its net acquisition cost at less than \$1.2 million.

Bear Project Receives Donation

In January of 1990, the Bear River Greenway Project received a donation of \$100,000 from Chevron Corporation. The donation was an incentive to the city of Evanston, the Bear Project, Inc., and the citizens of Uinta County. The donation will be used to make improvements to the Greenway. Chevron also issued a challenge to other corporations in the area to contribute to the project.



America's open space and greenway legacy is at a turning point. Development currently threatens many important open space resources. The National Park Service provides leadership to community groups, state and local governments and nonprofits to assist in the conservation or preservation of open space, and river and trail corridors. Close to home, natural, and interconnected - a new system of open space is needed to ensure an adequate natural resource legacy for our children.



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P. O. Box 25287
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