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REPORT ON AMERICA'S NATIONAL SCENIC, NATIONAL HISTORIC, AND NATIONAL RECREATION TRAILS

1989 - 1990

January 1991

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National Park Service
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prepared by

page

National Trails System Branch
Recreation Resources Assistance Division
National Park Service
Washington, D.C.

United States Department of the Interior

cover photo credits:

top: Cycling is a popular activity along the Des Moines River Trail, a recently designated National Recreational Trail. Photo courtesy U.S. Corps of Engineers.

middle: Big Hole National Battlefield along the Nez Perce National Historic Trail. Photo by Jock Whitworth.

bottom: Canoeists enjoy the tranquil Delaware Canal in Pennsylvania, one of America's newly designated National Recreation Trails. Photo courtesy Mary Means and Associates, Alexandria, VA.

Photo this page:

At 7320 feet along the Pacific Crest National Scenic Trail at Devils Peak, Crater Lake can be seen in the distance.
Photo by Nick Williams.

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INTRODUCTION

This report tells how \$400,000 made available by Congress in fiscal year (FY) 1989 and in FY 1990 for long-distance trails was spent by the National Park Service (NPS). It also describes the four types of trails that make up the National Trails System under the authority of the National Trails System Act. The status of the 17 national scenic and national historic trails in the system is also given.

National Trails System Act

The National Trails System Act of 1968 created three categories of trails:

National Scenic Trails are continuous extended routes of outdoor recreation within protected corridors. The Appalachian and Pacific Crest Trails were the first of these.

National Recreation Trails are existing trails recognized by the Federal government as part of the national system of trails.

Side and Connecting Trails provide additional access to and between components of the National Trails System.

In 1978, a fourth category was added — **National Historic Trails** — which recognizes past routes of exploration, migration, and military action. These are not necessarily continuous and feature outstanding “high potential” trail sites and segments.

Since 1968, 15 more national scenic and historic trails have been added to the National Trails System. Of these the NPS administers 12, the USDA Forest Service manages 4, and the Bureau of Land Management one. These 17 trails crisscross the country from coast to coast and border to border.

Appropriations for Long Distance Trails

The lands and waters on which national trails are located may be publicly or privately owned at the local, State, or national level. Certain Federal agencies responsible for these trails have sometimes been reluctant to address their unique administrative and operational issues which often lie outside the agencies’ principal missions of managing parks, forests, and public domain lands.

To help bridge this gap, Congress made a new appropriation of \$400,000 to the National Park Service for long-distance trails in the 1989 budget. It augments the \$7.6 million for the

Appalachian Trail and the several million from USDA Forest Service budgets for the trails it manages. In FY 1990 \$400,000 was authorized again for the NPS long-distance trails program.

This report describes the many ways that these funds have been used resourcefully to enhance the Nation’s trail system.

National Trails System Branch

Tracking these funds is one duty of the National Trails System Branch, a new program within the NPS Division of Recreation Resources Assistance. Other long-distance trails activities in the branch include helping develop new NPS policy for long-distance trails management, offering professional training for trails managers and cooperating groups, tracking and coordinating national recreation trails, cooperating with the American Hiking Society to publish and distribute a quarterly bulletin called *Pathways Across America*, and participating in a variety of conferences and consultations involving national trails issues, such as co-sponsorship of the 1990 National Trails Symposium in Iowa.

The National Trails System Branch also coordinates the National Trails Plan which is being carried out at three levels: local, State, and regional. Inventories of trails by interstate region form the database for regional planning efforts and are also published as regional trails directories for public use. In addition, trail plans are being assisted in selected States and metropolitan areas.

Public-Private Partnership

The special appropriation of funds to the National Park Service for long-distance trails is an indication of the significance of these trails to the American public. Although few additional miles have been added to the system as a direct result of these funds so far, solid groundwork has been laid for building the trails in ways unimaginable even two years ago. Throughout the National Trails System government agencies are working together with private citizens to preserve and make available for future generations many of the sites and routes of our Nation’s great trails.





Map of National Trails System

Note: in many places the exact trail location is not known. Trails indicated on this map may not be available for public use. Please check with individual trail clubs and managing offices for details.

National Scenic Trails ———

- ① Appalachian
- ② Continental Divide
- ③ Florida Trail
- ④ Ice Age Trail
- ⑤ Natchez Trace Trail
- ⑥ North Country Trail
- ⑦ Potomac Heritage Trail
- ⑧ Pacific Crest Trail

National Historic Trails - - -

- ⑨ Iditarod Trail
- ⑩ Juan Bautista De Anza Trail
- ⑪ Lewis and Clark Trail
- ⑫ Mormon Pioneer Trail
- ⑬ Nez Perce (Nee-Me-Poo) Trail
- ⑭ Oregon Trail
- ⑮ Overmountain Victory Trail
- ⑯ Santa Fe Trail
- ⑰ Trail of Tears Trail

Trails for All Americans

In cooperation with NPS, the USDA Forest Service, and the Bureau of Land Management, the national trails advocacy group called American Trails recently released an analysis of the state of trails across the Nation today entitled *Trails for All Americans*. The report contains a series of recommendations for obtaining steadier funding and support in the future. Some of the recommendations that will affect the Nation's long-distance trails are:

- Stronger protection of national scenic and national historic trail corridors under the National Trails System Act, especially outside Federal boundaries.
- Cost sharing with States to protect trail corridors.
- More active technical assistance and organization building to benefit local trail clubs.
- Federal research on the environmental, social, and economic benefits of trails.
- Development of a national trail signing and standards system.
- Re-establishment of a Federal interagency national trails committee to coordinate Federal agency trail activities.

The NPS National Trails System Branch plans to build on these ideas to strengthen the National Trails System Act, to work more closely with State and local governments to ensure cooperative trail protection and promotion, to meet regularly with trail personnel of the Bureau of Land Management and the USDA Forest Service, and to help link the long-distance trails to other urban and rural trails.

Tied closely to this work are other efforts within the NPS Division of Recreation Resources Assistance to increase the Nation's supply of significant river and trail opportunities. These efforts include technical assistance to States and local communities through NPS regional offices, greenway planning, analysis of Federal surplus property for recreational potential, coordination of rails-to-trails opportunities, and the compilation of the National Trails Plan.

Trail Success Stories

As a result of the two years of congressionally appropriated long-distance trails funds totalling \$800,000, a number of immediate success stories can be highlighted:

- At about the time that these funds were first available, a small volunteer group, called the Natchez Trace Trail Conference, in Jackson, Mississippi, came together to build and promote the **Natchez Trace National Scenic Trail** alongside the Natchez Trace Parkway. This funding helped the group obtain tools, supplies, and signs. After only two years, 20 miles of trail are nearly ready to be opened for public use.
- In the 10th anniversary year of the establishment of the **North Country National Scenic Trail** and the North Country Trail Association (NCTA), funds were made available (by cooperative agreement between NCTA and NPS) to help establish a paid executive position for the association. Now NCTA can expect greater success in acquiring private sector participation and donations, as well as greater management effectiveness, visibility, and continuity.
- Sometimes historic trail routes overlap, as they do along the Platte River in Nebraska and Wyoming where the **Mormon Pioneer and Oregon National Historic Trails** coincide. Aided by long-distance trails funding, NPS staff responsible for both these trails worked closely together to coordinate solutions to common problems and minimize duplication and confusion among local trail groups and cooperating sites.
- The entire allocation for the **Overmountain Victory National Historic Trail** in FY 1990 was used to fund interpretive services informing the public of the trail's history and importance. A video program and seven free-standing displays were prepared, all of which are now used in museums and historic sites along the trail and are available for off-site educational programs.
- Trail staff are now working actively to obtain certification for many of the identified high-potential segments along the **Santa Fe National Historical Trail**. At the same time, they are preparing a manual on obtaining certification that will be a model for the entire National Trails System and, it is hoped, prompt many more certifications. (Although certification is the recommended way of officially recognizing protected segments of national historic trails — as well as related historic and interpretive sites — fewer than 100 such certifications have been consummated.)

NATIONAL SCENIC TRAILS



Appalachian National Scenic Trail National Park Service

The 2,146-mile Appalachian Trail is the flagship of the National Trails System. Its supporters helped pass the National Trails System Act in 1968, and they were also instrumental in getting important amendments passed in 1978. Since then, more money has been spent by the Federal government to buy land and provide staff for the "AT" than for all other long-distance trails combined. To date, NPS has spent more than \$110 million to protect the trail corridor in 14 States. It is estimated that an additional \$50 million has been spent for land protection by the USDA Forest Service within the eight national forests that lie along the trail. The trail is approaching "maturity;" all but 78 miles are now permanently protected.

None of the NPS long-distance trail funds in FY 1989 and FY 1990 were allotted to the Appalachian Trail, because it already receives \$600,000 for administration and about \$7 million for land acquisition each year.

By special agreement in 1984, NPS delegated many management responsibilities for lands acquired along the trail to the Appalachian Trail Conference (ATC) and its 31 affiliated clubs. Today the ATC is responsible for the care of more than 85,000 acres of Federal land. Within the past two years, more than 7,900 acres have been acquired for trail protection by NPS at a cost of \$14 million. In addition, the ATC's Trust for Appalachian Trail Lands has acquired full and partial interest in other lands adjoining the trail.

In 1988, volunteers worked more than 120,000 hours along the trail. In 1990, almost 200 people hiked its entire length, and hundreds of thousands have used it for shorter day hikes or overnight trips.

Management of the trail is decentralized. Networks of park, forest, and local land managers along the trail carry out this cooperative effort. A series of agreements among NPS, ATC and its affiliated clubs, national parks and forests, and State agencies, are already signed in Pennsylvania and New Jersey, and within the Blue Ridge Parkway and the Chesapeake and Ohio Canal National Historic Park. Agreements with five other states and three national park units are in progress. All

these agreements promote early and continuous consultation and encourage compatible management practices.

A computerized land management system is being inaugurated in cooperation with the trail's affiliated clubs. More than a third of a 1,350-mile boundary survey program has been completed. The USDA Forest Service has provided \$26,000 in Recreation Challenge Cost-Share funds in the past two years (mostly for trail construction and management), matched by trail club contributions and volunteer labor.

For further information, contact

Appalachian Trail Conference
P.O. Box 807
Harpers Ferry, WV 25425-0807
(304) 535-6331

or

NPS Appalachian Trail Project Office
Harpers Ferry Center
Harpers Ferry, WV 25425
(304) 535-6278



Hikers rest along the Appalachian National Scenic Trail at the Hawk's Bill in Shenandoah National Park. Photo by Richard Frear, NPS.

The public is largely unaware that there is a National Trails System. We must get people's attention so they come to love these long scenic and historic trails in the same way they love our national parks and forests.

— James M. Ridenour
Director, National Park Service
1990

NATIONAL SCENIC TRAILS



Continental Divide National Scenic Trail USDA Forest Service

The Continental Divide National Scenic Trail provides a spectacular backcountry experience for 3,200 miles along the crests of the Rocky Mountains. It is considered the most rugged of all America's trails and was added to the National Trails System in 1978.

Although guidebooks from the Continental Divide Trail Society have existed for many years, no parts of the trail route were officially marked until the first 795 miles in Montana and Idaho — from the Canadian border to Yellowstone National Park — were dedicated by the USDA Forest Service in June 1989. (Only 59 miles of new trail had to be built to link existing trails in order to complete this section.) This newly dedicated portion of the trail is open to hiking, pack animals, and, in some places, off-road motorized vehicles. End-to-end trail use is light (about 25 through-hikers per year), but thousands of others enjoy shorter trips along segments of the trail.

Much of the trail in Colorado has been established but not yet dedicated and marked. In Wyoming and New Mexico major gaps still occur outside national forest boundaries where the final alignment has not been set. In each of these States, significant unmarked segments can be enjoyed on foot, horseback, or off-road motor vehicle. The national forests in Colorado have been challenged to complete their portions of the trail by 1995.

The trail enjoys volunteer support from many individuals, local outing groups, and the Student Conservation Association, as well as the Continental Divide Trail Society.

For further information, contact

Continental Divide Trail Society
P.O. Box 30002
Bethesda, MD 20814

or

USDA Forest Service, Region 1
Federal Building, P.O. Box 7669
Missoula, MT 59807
(406) 329-3150

or

USDA Forest Service, Region 2
11177 W. 8th Avenue, Box 25127
Lakewood, CO 80225
(303) 236-9501

or

USDA Forest Service, Region 3
Federal Building
517 Gold Avenue, S.W.
Albuquerque, NM 87102
(505) 842-3234



Spectacular views are seen along the Continental Divide National Scenic Trail in Cutbank Valley, Glacier National Park. Photo by Charles Potter, NPS.



Florida National Scenic Trail USDA Forest Service

Like the Appalachian Trail, the Florida Trail was conceived and initiated by volunteer activists, who formed the Florida Trail Association in 1964. This 1,300-mile trail became a national scenic trail in 1983 and links the western end of the Florida panhandle to Lake Okeechobee, continuing on to the Big Cypress National Preserve. It is well known for the many different types of terrain it passes through, including all three of Florida's national forests. In several places, side trails and loop trails join the main route to offer connections to nearby historic sites and other points of interest.

More than 1,000 miles are completed, mostly on public land. In 1988, the first 110-mile section was certified as an official part of the trail; now the total is about 300 miles. Some segments on private land are not open to the public but only to the 5,000 members of the Florida Trail Association. In the summer of 1989, for the first time, three through-hikers completed the entire trail route.

In both 1989 and 1990 the Florida Trail Association contributed \$6,000 and more than 6,000 hours of volunteer labor to the trail. In

NATIONAL SCENIC TRAILS

turn, through the Recreation Challenge Cost-Share Program, the USDA Forest Service matched those contributions with \$22,000.

Currently, negotiations are under way with private timber companies to create trail rights-of-way across their lands without the use of Federal land protection. At the same time, a land resource study is being conducted to assess the status and ownership of lands in the 20-mile-wide trail corridor.

The Florida National Scenic Trail was developed as a hiking trail and, like the Appalachian National Scenic Trail, will probably remain primarily for hikers. However, emphasis on recreational use of the corridor is being shifted from hiking only to more diverse multiple uses. A State trails council has been formed to coordinate the development of trails for different types of users.

For further information, contact

Florida Trail Association
P.O. Box 13708
Gainesville, FL 32604
(904) 378-8823, or Florida only: (800) 343-1882

or

USDA Forest Service
National Forests in Florida
227 North Bronough Street, Suite 4061
Tallahassee, FL 32301
(904) 681-7293



There is no job too difficult or challenging for Florida National Scenic Trail volunteer crews. Photo by Mason Miller, USDA Forest Service.



Ice Age National Scenic Trail National Park Service

As the Ice Age was coming to a end thousands of years ago, glaciers retreating from North America left behind a ridge of hills that defined the edge of their southern advance. This chain of moraines snakes for a thousand miles across Wisconsin from the Door Peninsula to the Saint Croix River.

A scenic trail along that ridge was conceived by Ray Zillmer in the 1950's and documented by Congressman Henry Reuss in *On the Trail of the Ice Age*. On the basis of that description, Congress established the trail in 1980 without a feasibility study. Today, with strong, solid cooperation by the State of Wisconsin and the Ice Age Park and Trail Foundation, almost half, or 450 miles, of the trail is open to the public.

The State of Wisconsin has made available a matching fund of up to \$500,000 annually for 10 years to protect and develop the trail. Certain sections have become popular sites for marathons, ski races, and ultra-running (a new, marathon-like sport). The annual Ice Age Trail Hike-a-thon attracts thousands of participants and raises more than \$30,000 each year.

This trail enjoys the distinction of having the Nation's first side and connecting trail designated by the Secretary of the Interior under Section 6 of the National Trails System Act [see page 11].

The Ice Age Park and Trail Foundation is moving forward rapidly to protect threatened corridor lands before they are irrevocably lost. In one instance, subdivision lots were acquired to protect the ridge line corridor. (However, the trail was soon halted by court order initiated by a local homeowners' association.) In another example, the Foundation acquired a large tract, retained the trail right-of-way, and sold the balance for compatible residential development at a profit.

In 1987 the NPS Midwest Region created a trail office for the Ice Age National Scenic Trail in Madison, Wisconsin. In 1990 the office was expanded to include the Lewis and Clark National Historic Trail and the North Country National Scenic Trail. None of the NPS long-distance funds were made available to the Ice Age National Scenic Trail because it already receives a sturdy annual base.

NATIONAL SCENIC TRAILS

For further information, contact:

Ice Age Park and Trail Foundation
630 Riverfront, P.O. Box 422
Sheboygan, WI 53082
(414) 457-8608

or

NPS Ice Age National Scenic Trail
P.O. Box 5463
Madison, WI 53705-0463
(608) 833-2788



The Ice Age National Scenic Trail completely circles Devil's Lake, seen here from the Devil's Doorway, in Devil's Lake State Park. Photo courtesy of the Wisconsin Department of Natural Resources.



**Natchez Trace
National Scenic Trail
National Park Service**

The Natchez Trace National Scenic Trail was established in 1983 and lies within the boundaries of the Natchez Trace Parkway, a 450-mile national parkway that runs from Natchez, Mississippi, to Nashville, Tennessee. The parkway commemorates the historic Natchez Trace, an ancient road that began as a series of animal paths and Native American trails. It was later traveled by early explorers, "Kaintuck" boatmen, post riders, and military men, including General Andrew Jackson after his victory at the Battle of New Orleans.

In the trail's 1987 comprehensive plan four high-potential segments were identified; of these, three (totaling 110 miles in length) have been selected for development as hiking and horseback trails. They are located near Nashville, Tennessee, and Jackson and Natchez, Mississippi.

In 1989 the Natchez Trace Trail Conference was founded and has already become the

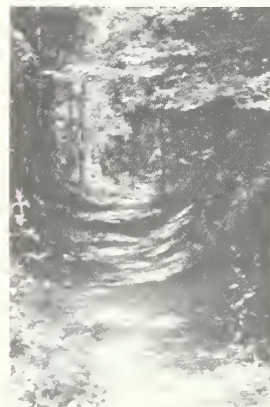
trail's principal source of volunteers. Half the trail's FY 1990 allotment was spent on tools, supplies, and materials for volunteer trail projects along the 20-mile Jackson segment and the 22-mile Nashville segment. Additional grading, drainage structures, bridges, and signs are needed before these segments can be open to public hiking and horseback use. The rest of the funds were spent to publish a bicycle tour guide of the Natchez Trace Parkway and install assorted trail signs.

For further information, contact

National Park Service - Natchez Trace Parkway
Rural Route 1, NT-143
Tupelo, MS 38801
(601) 842-1572

or

Natchez Trace Trail Conference
P.O. Box 6579
Jackson, MS 39282
(601) 373-1447



This wooded segment of the old Natchez Trace is typical of the terrain along the Natchez Trace Parkway. NPS Photo



**North Country
National Scenic Trail
National Park Service**

First conceived in the mid-1960's and established as a national scenic trail in 1980, the North Country Trail links together seven northern States, stretching from the Adirondack Mountains in New York to the Missouri River in North Dakota. Today about a third of this ambitious 3,200-mile trail is marked and open for public use. Most of these segments cross Federal and State parks and forests. The more difficult task of completing the trail across local public and private lands still lies ahead. During the past 10 years, the North Country Trail Association (NCTA) has grown into a robust, committed organization with more than 500 members.

NATIONAL SCENIC TRAILS

In 1989 the Rails-to-Trails Conservancy helped trail staff assess the potential of using abandoned rail lines to help complete the trail. The resulting study, *Closing the Gaps*, analyzed 600 miles of former rail corridors and found that more than 200 miles offered excellent opportunities to augment the trail. In other areas, abandoned canal routes would further help complete it.

In September 1990, a North Country Trail Tenth Anniversary Hike was organized by the NCTA. Several thousand participants hiked the existing sections of the trail throughout its entire length. Trail map brochures were distributed to 50,000 people who walked across the Mackinac Bridge, where the North Country Trail crosses between Michigan's Upper and Lower Peninsulas.

The allocation for the North Country Trail in FY 1989 and FY 1990 funded various trail activities, including staff salaries and travel, supplies, office costs, a cooperative agreement with the NCTA for help in establishing a professional staff, printing and distribution of a map brochure, and tools and materials to enable volunteers to clear and construct trail.

For further information, contact

North Country Trail Association
P.O. Box 311
White Cloud, MI 49349
(616) 689-1912

or

NPS North Country National Scenic Trail
P.O. Box 5463
Madison, WI 53705-0463
(608) 833-2788



Snowshoers follow the North Country National Scenic Trail in the Finger Lakes Trail segments of New York State. Photo courtesy of the Finger Lakes Trails Conference.



**Pacific Crest
National Scenic Trail**
USDA Forest Service

Following the ridge of the Cascade and Sierra Nevada mountain ranges for 2,638 miles from Canada to Mexico, this trail is the West Coast version of the Appalachian Trail. Inspired in the 1930's by the idea of a ridgetop, interstate trail, citizen activists worked with the USDA Forest Service and the Bureau of Land Management to build it along the mountain crests. With the Appalachian Trail, the Pacific Crest Trail was established as a national scenic trail in 1968.

Today it draws hikers and pack train campers from across the Nation. It passes through seven national parks and 25 national forests, reaching an elevation of 13,180 feet. Although there is no way to record how many thousands of people hike segments of the trail, it is estimated that 20 to 25 people travel its entire trail each year.

Because 85 percent of the trail route lies on Federal lands, trail protection issues have not been as challenging or as expensive as along the Appalachian National Scenic Trail. The trail was completed in Oregon and Washington in 1987. In recent years the USDA Forest Service has succeeded in connecting the trail across all but a few parcels of private land in California — a total of only 30 miles. Condemnation powers made available in 1978 have only been needed in two cases. In addition, the Bureau of Land Management has just completed protecting 195 miles of trail corridor in southern California.

The USDA Forest Service and five regional committees of the Pacific Crest Trail Conference are now working together to develop volunteer trail management and maintenance strategies. One example of this effort is an "adopt-a-trail" program whereby Boy Scout troop masters receive training as "trail bosses" to lead scouts in doing trail maintenance work.

For further information, contact

Pacific Crest Trail Conference
c/o 365 West 29th Avenue
Eugene, OR 97405
(503) 485-5550

NATIONAL SCENIC TRAILS

or

USDA-Forest Service, Region 6
P.O. Box 3623
Portland, OR 97208
(503) 326-3644

or

USDA-Forest Service, Region 5
630 Sansome Street
San Francisco, CA 94111
(415) 705-2889



A pack train approaches Upper Palisades Lake in Sequoia National Park along the Pacific Crest National Scenic Trail. NPS photo.

Potomac Heritage National Scenic Trail National Park Service

Initiated by President Lyndon Johnson in a 1965 speech, this trail has always been more of a Federal than a citizen effort. Without a large or well-organized advocacy group this 700-mile trail has not developed much since it was established by Congress in 1983. Almost half already exists: the 184-mile towpath of the Chesapeake and Ohio Canal National Historic Park in Maryland, the 18-mile Mount Vernon Trail alongside the George Washington Memorial Parkway in Virginia, and the 75-mile Laurel Highlands Trail in Pennsylvania. None of these segments is yet marked as part of the Potomac Heritage National Scenic Trail.

South of Washington, in the tidewater counties of Maryland and Virginia, no action has taken place. In western Maryland, members of the Potomac Heritage Trail Association have created a 55-mile hiking route from Cumberland north to Pennsylvania's highest point (Mount Davis) and on to the Laurel

Highlands. This route, however, has not been officially designated or marked as part of the national scenic trail.

Many of the management issues facing this trail should be addressed in the trail's comprehensive plan, which, however, has not yet been successfully funded. No long-distance trail funds were applied for or disbursed for use along the Potomac Heritage National Scenic Trail in either FY 1989 or FY 1990.

For further information, contact

Potomac Heritage Trail Association
c/o Potomac Appalachian Trail Club
1718 N Street, NW.
Washington, DC 20036

or

NPS National Capital Region—LUCE
1100 Ohio Drive, SW.
Washington, DC 20242
(202) 619-7027



The Potomac Heritage National Scenic Trail follows the Chesapeake and Ohio Canal towpath from Washington, D.C., to Cumberland, Maryland. NPS photo.

Every trail has its own demands and needs, its own politics and ecosystems. But viewed as a nationwide system of trails, the whole is more than the sum of the parts. By making a strong case for an expansive national trail system, encompassing all manner of trails, we hope to help trail efforts everywhere.

— Editorial, *American Hiker*, Winter 1991

Trail Corridor Protection

Although most people agree that preserving America's outstanding scenic, historic, and recreation trails is worthwhile, there is disagreement about how to get the trail lands actually set aside for public use. Much of the citizen action that supported the passage of the National Trails System Act in 1968 came from Appalachian Trail enthusiasts wanting Federal help in acquiring lands to protect the trail from development and damage. In later years, restrictions were added to the Act limiting the Federal Government's powers of condemnation and fee-simple acquisition outside Federal boundaries along certain trails.

The land acquisition for a national trail, as a truly cooperative venture, should involve Federal managers, State governments, county and local governments, land trusts and conservancies, citizen organizations, and individual landowners. In recent years, the Federal Government has taken the lead in purchasing the remaining lands necessary to complete the Appalachian and Pacific Crest National Scenic Trails. However, it will be many years before any of the other trails approach completion.

In Florida and Wisconsin, strong State programs are helping acquire lands for the Florida and Ice Age National Scenic Trails. In most States, however, tight budgets mean little help is available. If the Land and Water Conservation Fund were expanded in the future, it could help aid States build their parts of the National Trails System. The American Heritage Trust bill, under consideration by Congress in 1989, included a 75 percent acquisition cost incentive to help States purchase trail lands.

Non-profit land trusts offer an opportunity to buy and hold lands for trail use. The Appalachian Trail Conference's Trust for Appalachian Trail Lands holds easements for thousands of acres adjoining the trail pathway. The Oregon-California Trail Association has acquired key parcels along the Oregon National Historic Trail. The Florida Trail and Potomac Heritage Trail Associations have concluded many handshake agreements with landowners allowing trail users across their private lands. Unfortunately, such agreements are fragile and often cease when lands change hands.

Land protection is the most controversial aspect of long-distance trails management. In fact, many tools other than outright purchase exist to help protect trails, including easements, leasebacks, donations, and local conservation zoning. However, much is required to carry out a trail land protection program: a sound knowledge of the lands affected, a committed and knowledgeable staff, resourceful volunteers, and an ability to track the status of the lands in question. Scarce funds and low priorities have not yet enabled many of the Federal offices responsible for trails to embark on such land protection programs for most of the Nation's long distance trails.

Side and Connecting Trails

The first two side and connecting trails under the National Trails System Act were designated a month apart in 1990.

The 10-mile **Timm's Hill Trail**, principally a cross-country ski trail, connects the Ice Age National Scenic Trail near Rib Lake, Wisconsin, to Wisconsin's highest point, Timm's Hill. The local chapter of the Ice Age Park and Trail Foundation can take credit for this successful application which was approved by Secretary of the Interior, Manuel Lujan, in March 1990.

The following month, Secretary Lujan approved the designation of the 86-mile **Iditarod-Anvik Connecting Trail** in Alaska. At the request of the advisory council of the Iditarod National Historic Trail, the Bureau of Land Management prepared the research and documentation that preceded the designation of this trail segment, which had not been included in the officially established Iditarod Trail route. Through signing, land protection, and support services, the Bureau of Land Management plans to manage this side and connecting trail in the same way that it manages many portions of the main route of the Iditarod Trail.

NATIONAL HISTORIC TRAILS



Iditarod National Historic Trail Bureau of Land Management

The Iditarod is a network of trails made famous by prospectors and their dog teams in the Alaska Gold Rush during the late 19th and early 20th centuries. The main route is 900 miles long, while the entire system totals 2,350 miles. Most of it is usable only during Alaska's 6-month winters. It was established in 1978 and is administered by the Alaska State office of the Bureau of Land Management.

Many winter sports events are held along the trail. Each year the renowned 1,150-mile Iditarod Sled Dog Race is run between Seward and Nome; the 1990 winner set a new record of 11 days and 2 hours. Also in 1990, the 80-mile Iditaski race was won by a Soviet skier as temperatures approached 40 degrees below zero. A 210-mile segment of the trail is used annually for the Iditabike mountain bike race. And 18 teams entered the Alaska Gold Rush Classic Snowmachine race; the winners completed the race in 42 hours.

In April 1990, Secretary of the Interior, Manuel Lujan, certified an 86-mile connecting trail from the Iditarod town site on the trail to the village of Anvik on the Yukon River, making it an official part of the trail network as a side or connecting trail. [see page 11].

Various volunteer groups worked with the Bureau of Land Management to build shelters, mark segments of the trail, and construct side trails. Nominations for the National Register of



Dog teams, snow machines, and skiers travel the Iditarod National Historic Trail during the peak use months of February and March. Photo courtesy of the Bureau of Land Management.

Historic Places are being prepared for some 25 historic properties along the trail in the Chugach National Forest.

For further information, contact
Bureau of Land Management
Anchorage District
6881 Abbott Loop Road
Anchorage, Alaska 99507

or

Iditarod Trail Committee
Pouch X
Wasilla, AK 99645

Juan Bautista De Anza National Historic Trail National Park Service

As England's American colonies were readying themselves to declare independence from the British crown in 1775, a party of Spanish colonists under the command of Colonel Juan Bautista De Anza set out from Mexico under orders from King Carlos to establish an overland route to California. They intended to found a garrison (presidio) and mission overlooking the Golden Gate and secure the area as a port from threats by the Russians and the British.

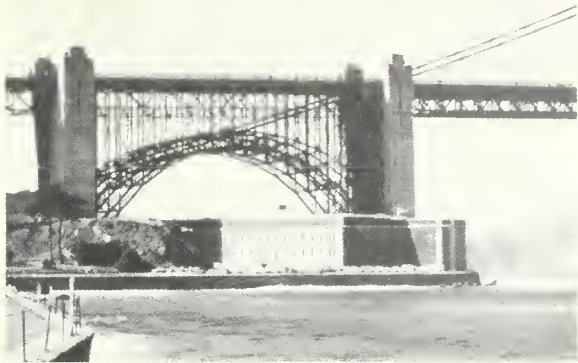
This party of 30 families, 12 soldiers, and 1,000 cattle, horses, and mules spent three months crossing the deserts of the Southwest before reaching the missions of the California coast. The journey up the coast to the Golden Gate took an additional three months. In 1975-76, a total re-enactment of this expedition took place from Horcasitas, Mexico, to San Francisco.

Based on the 1986 feasibility study that recommended its inclusion in the National Trails System, this 1,200-mile trail corridor was established as America's newest national historic trail on August 15, 1990. Funds for conducting the trail's comprehensive management and use plan have not yet been made available.

For further information, contact

NPS Western Region
Planning, Grants, and Environmental
Quality Division
600 Harrison St., Suite 600
San Francisco, CA 94107-1372
(415) 744-3975

NATIONAL HISTORIC TRAILS



The object of De Anza's expedition in 1776 was to claim the Golden Gate for Spain. Today, Fort Point below the Presidio is dwarfed by the Golden Gate Bridge. Photo by Richard Frear, National Park Service.



Lewis and Clark National Historic Trail National Park Service

In 1804, President Thomas Jefferson commissioned Meriwether Lewis and William Clark to explore the newly acquired Louisiana Territory and the "Oregon Country" beyond. Setting out from what is today Wood River, Illinois, and following the Missouri River upstream, the Lewis and Clark expedition eventually reached the Pacific Ocean at the mouth of the Columbia River in 1805 and returned east the following year. At times on the return trip they split into several different parties and followed different routes. Their voyage was recorded in journals that are now widely read classics.

Established as a national historic trail in 1978, most of Lewis and Clark's 3,700-mile expedition route may be retraced today. Much of it lies along the rivers followed by the expedition. In Idaho and western Montana, the route follows roads and trails to cross the Rocky Mountain passes. Some States indicate nearby motor routes and have built roadside interpretive markers and museum exhibits telling the Lewis and Clark story. Today 66 non-Federal trail-related sites have been certified as official parts of the trail.

The 1,400-member Lewis and Clark Trail Heritage Foundation has produced an interpretive videotape and slide program for sale. The foundation has helped with the development of Fort Clatsop in Oregon and the 200-mile Missouri River State Trail (also known as the "Katy Trail") along the former MKT rail corridor which follows the Missouri

River across most of Missouri. Currently the foundation is working with the USDA Forest Service to create a Lewis and Clark interpretive center in Great Falls, Montana, and preparing a computerized videodisc for schools about Lewis and Clark's trip.

With the allocations for FY 1989 and FY 1990 various trail functions were funded, including staff salaries and travel, office equipment and computers, signs and logos, map brochures, and interpretive and publicity materials.

For further information, contact

Lewis and Clark Trail Heritage Foundation, Inc.
P.O. Box 3434
Great Falls, MT 59403

or

NPS Lewis and Clark National Historic Trail
PO Box 5463
Madison, WI 53705-0463
(608) 833-2788



North of Helena, Montana, the Missouri River enters the "Gates of the Rocky Mountains." Lewis and Clark thought it was a wall of stone, but as they proceeded, the canyon walls seemed to turn, as if on a hinge, and they were able to continue deeper into the mountains. Photo courtesy of the Montana Highway Commission.



Mormon Pioneer National Historic Trail National Park Service

Mormon emigration was one of the primary forces of settlement in the American West. Departing from Nauvoo, Illinois, in February 1846, the Mormons crossed into Iowa and spent the next winter in what is today Council Bluffs, Iowa, and Omaha, Nebraska. In 1847, Brigham Young led an advance party west

NATIONAL HISTORIC TRAILS

along the Platte River, paralleling the Oregon Trail, to Fort Bridger, Wyoming, where they turned southwest toward the Great Salt Lake basin and eventually settled. It is still possible to follow this 1,300-mile course, established as a national historic trail in 1978. About 400 miles of the trail, from Fort Laramie to Fort Bridger, overlap with the Oregon National Historic Trail.

Today 41 miles of the trail on Federal land in Wyoming are considered "initial protection segments" as described in the 1981 comprehensive plan for the trail. None of the 75 non-Federal high-potential sites along the trail has yet been certified. The 1,624-mile auto tour route in five States — which closely follows the trail's actual route — is generally marked with 18-inch logo markers.

Since the completion of the trail's comprehensive management and use plan in 1981, much has occurred, including the printing of a trail map folder and the marking of the entire highway route with signs provided to the States. Interagency agreements and memorandums of understanding to improve trail corridor management and coordination were completed with all affected Federal agencies and States along the route. The Bureau of Land Management produced a recreation guide and a gifts catalogue for the Mormon Pioneer and Oregon Trails in Wyoming to encourage public support.

A number of studies are being conducted to assess the trail and its resources: a threatened sites study to identify historic places needing protection; an historic resource study to identify and evaluate historic events and sites along the trail; an interpretive plan to identify and recommend appropriate strategies to convey the trail story; and a field inspection report of the entire route, including a contact list of local officials and interested citizens.

During FY 1989 and FY 1990, the trail's allocation was used to fund those special studies listed above, as well as staff salaries and travel.

For further information, contact

Mormon Trail Foundation
5300 South 360 West
Salt Lake City, UT 84123
(801) 261-2424

or

NPS Rocky Mountain Regional Office
Planning and Compliance Division
P.O. Box 25287
12795 West Alameda Parkway
Lakewood, CO 80225
(303) 969-2834



In many places the Mormon Pioneer National Historic Trail is marked by road signs, as here where it crosses the Des Moines River in Iowa. NPS photo.



Nez Perce (Nee-Me-Poo)
National Historic Trail
USDA Forest Service

This 1,170-trail route commemorates the heroic attempt by the Nez Perce Indians to escape capture by the U.S. Army. In 1877, several bands of Nez Perce were forced to leave their ancestral homelands in the Wallowa Valley and along the banks of the Snake and Salmon Rivers (near the Oregon-Idaho border) for a reservation east of Lewiston, Idaho. During this journey, hostilities broke out between white settlers and the "non-treaty" Nez Perce who fled rather than enter the reservation.

Pursued by U.S. Army cavalry, the Nez Perce made their way east to the Rocky Mountains, crossing Lolo Pass and following ancient buffalo trails to reach the Great Plains. (Parts of this route also coincide with that covered 72 years before by the Lewis and Clark Expedition.) Led by a series of fearless commanders, including the remarkable Chief Joseph, they eluded capture for months, traveling through the mountains and the newly established Yellowstone National Park. Just short of reaching the Canadian border in Montana, most of the party were overtaken and surrendered near the Bear's Paw Mountains. Many of the Nez Perce died of disease and deprivation in their subsequent captivity.

NATIONAL HISTORIC TRAILS

The trail was established as a national historic trail in 1986 and its comprehensive plan was completed in October 1990. The plan identifies high-potential segments of the trail and provides direction for the trail's managing agencies and organizations for offering interpretive services — telling the trail story to the public. More than 300 miles of trail may be developed for foot and horse travel. A dedication will be held in summer 1991 near Chief Joseph Pass on the Idaho-Montana border.

To organize public support and interest in the trail, the Nez Perce National Historic Trail Foundation is being organized.

For further information, contact
USDA Forest Service, Region 1
Federal Building, P.O. Box 7669
Missoula, MT 59807
(406) 329-3582



Buffalo still roam today in the Lamar Valley of Yellowstone National Park, through which Chief Joseph and the Nez Perce fled. USDA Forest Service photo.



Oregon National Historic Trail National Park Service

The 2,170-mile Oregon National Historic Trail extends from the Missouri River at Independence, Missouri, to the Willamette River at Oregon City, Oregon. Of all the Western trails used by fur traders, gold seekers, missionaries, and emigrants, the Oregon Trail is the most noted.

Beginning in 1841 and lasting for over 20 years, an estimated 300,000 people travelled this route by foot and covered wagon. The tide of emigration and settlement caused England to relinquish its hold over the Old Oregon Territory in 1846 when it became part of the United States. The location of the trail was dictated by geography and followed the easiest route across prairies, mountains, parched deserts, and swollen rivers.

The trail was established as a national historic trail in 1978, and its comprehensive plan was completed in 1981. Today the trail corridor contains some 300 miles of discernible trail ruts and 125 historic sites. Although much of the rest of the route has been erased by roads, interstate highways, and agriculture, the approximate route can still be followed by automobile.

NPS management and oversight initiatives were minimal in the 1980's, although a small base budget was established for trail administration. Issues such as certification, signs, and inter-governmental cooperative agreements were left largely unattended.

The Bureau of Land Management has initiated plans and studies to protect many miles of trail corridor passing across its lands. It is also carrying out many data gathering and local trail management activities. In addition it has published a gifts catalog that solicits donations for specific items ranging from \$50 to \$10,000.

In FY 1989, long-distance funds were used for a study assessing the trail's land status; a study analyzing potential for a trail center in Oregon City, Oregon; an improved trail map brochure; an annual trails conference; and staff travel and coordinating time. In FY 1990 these funds were used to hire a trail program manager whose activities include assembling a data base of trail constituents, determining critical trail needs, and coordinating with preparations in several States for the trail's sesquicentennial in 1993.

A cooperative agreement has been drawn up with the Trust for Public Lands to analyze the status of the trail where it crosses private lands. In addition, the first phase of a map



At Rock Creek Station State Park in Nebraska, a modern ox-drawn wagon reenacts the experience of crossing the prairie on the Oregon National Historic Trail. NPS photo.

NATIONAL HISTORIC TRAILS

brochure was funded, and some signs and markers were made. Taken together, these two years of effort have re-established NPS momentum for administering and promoting the Oregon National Historic Trail.

For further information, contact

Oregon-California Trail Association
P.O. Box 1019
Independence, MO 64051-0519
(816) 252-2276

or

NPS Pacific Northwest Regional Office
Recreation Programs
83 South King Street, Suite 212
Seattle, WA 98104
(206) 442-4720



**Overmountain Victory
National Historic Trail**
National Park Service

In the fall of 1780, during the American Revolution, upcountry patriots in the Cumberland Valley of Virginia organized a militia to drive the British from the southern colonies. This trail marks the 14-day trek of those militiamen across the Appalachian Mountains to the Piedmont region of North Carolina and South Carolina, where they defeated British troops at the Battle of Kings Mountain. This victory set in motion the route that led to the British surrender at Yorktown. In recent years, history buffs have re-enacted this patriotic event every fall.

The trail was established as a national historic trail on the commemoration of its bicentennial in 1980. Today much of the trail route consists of roads and highways. Only a 20-mile portion remains a foot trail across the mountains. A motor route is closely associated with the official 313-mile historic route (of which only 21 miles are actually certified). In most places, roadside signs indicate proximity to the trail. A guide to the seven walking sections of the trail is available.

The FY 1989 allocation funded a map brochure (about to be released) and highway signs to help mark the route. The FY 1990 funds were spent on six portable exhibits for display at trailside museums and centers and the first phase of a video describing the trail, with live footage from historical re-enactments.

For further information, contact

Overmountain Victory Trail Association
% P.O. Box 632
Manassas Park, VA 22111

or

NPS Southeast Regional Office
Planning and Compliance Division
75 Spring Street, SW.
Atlanta, GA 30303
(404) 331-5465



Hardy mountain men, such as this patriot, trekked across the Appalachians along the Overmountain Victory National Historic Trail in 1780 to defeat the British. NPS photo.



**Santa Fe
National Historic Trail**
National Park Service

Following the removal of Spanish trade restrictions after Mexican independence in 1821, U.S. and Mexican traders developed the Santa Fe Trail, using ancient Native American travel and trade routes. The trail quickly led to commerce between the two countries and it spurred a three-way interchange among the U.S., Mexican, and Native American cultures. It was also used by troops during the Mexican and Civil Wars. With the arrival of the railroad in 1880, the trail was largely abandoned — to be established as a national historic trail in 1986.

Of the 1,203 miles of primary route and cutoffs between Old Franklin, Missouri, and Santa Fe, New Mexico, more than 200 miles of ruts and other traces of the old trail remain visible. Some 30 miles are protected as Federal components. The certification of non-Federal sites and segments is under way, following closely the approval of the comprehensive management plan for the trail in May 1990.

NATIONAL HISTORIC TRAILS

Also in 1990, the Richard King Mellon Foundation acquired and presented to the Federal Government the 5,500-acre Forked Lightning Ranch surrounding the Pecos National Historical Park in New Mexico. The property includes important trail-related sites, structures, and ruts. A similar effort is under way to protect significant trail sites and segments near Fort Union National Monument, also in New Mexico.

The trail benefits from an annual base budget. The FY 1990 allocation supplemented this base and helped with regional office costs and an interpretive prospectus for the trail. The prospectus explores the entire route and outlines appropriate visitor interpretation programs and media for wayside exhibits, museum exhibits, publications, and other programs for sites along the trail. In addition, several publications are under way, including an interim brochure, preservation guidelines, a certification guide, and a visitor leaflet on safety and resource protection.

For further information, contact

Santa Fe Trail Association
Santa Fe Trail Center
Route 3
Larned, KS 67550
(316) 285-2054

or

NPS Southwest Region
Branch of Long Distance Trails
P.O. Box 728
Santa Fe, NM 87504-0728
(505) 988-6888



A scene from the 1923 silent film "The Covered Wagon" depicting life along the Santa Fe National Historic Trail. Courtesy Fort Larned Historical Society, Larned, KS.

Trail of Tears

National Historic Trail

National Park Service

After the discovery of gold in the mountains of North Carolina in the late 1830's, the U.S. Army evacuated 16,000 members of the Cherokee Nation to lands west of the Mississippi River. Various bands followed a variety of routes. Today, the officially recognized trail follows two principal routes: a 1,226-mile water route along the Tennessee, Ohio, Mississippi, and Arkansas Rivers; and an 826-mile overland route, which is today generally marked along the nearest highways. Few, if any, original traces remain. In addition, 1,666 miles of auxiliary routes associated with other parties of the Cherokee evacuation have been mapped.



Wagons ford the Little Piney River in Missouri during the 1988 commemorative retracing of the Trail of Tears. Photo courtesy Ray Morris.

The Trail of Tears was established as a national historic trail during its sesquicentennial celebration in 1987. In 1988 a commemorative wagon train retraced the overland route from Red Clay, Georgia, to Tahlequah, Oklahoma, alerting thousands of people along the way to this chapter of their local heritage and its place in America's history.

Since the trail was established, the principal Federal effort has been the completion of the congressionally required comprehensive plan. The first draft is now out for review, and a

NATIONAL HISTORIC TRAILS

separate map volume is under way. The trail's advisory council has been appointed and will be convened for the first time in early 1991.

An allocation was assigned to this trail only in FY 1989. Some funds were used to develop highway signs and the trail logo, which are being carried out through the State of North Carolina with the assistance of Cherokee artists. The rest was applied to a map brochure and staff travel, conferences, and training.

For further information, contact

NPS – Southeast Regional Office
75 Spring Street, SW.
Atlanta, GA 30303
(404) 331-5465

In the National Trails System Act, I clearly see a vision: a network of trails spanning America, celebrating and cherishing our historic and scenic resources. These trails — both long and short — will cater to all appropriate types of uses, including hiking, horseback riding, motoring, cycling, and skiing. The long distance interstate trails are the backbone connecting together the regional and local trails. When in place, they will bring recreational opportunities within easy reach of most Americans — linking them to our precious parks, forests, rivers, mountains, and historic sites.

— James M. Ridenour
Director, National Park Service
1990

NATIONAL RECREATION TRAILS IN 1989-90

In the past two years, 13 more national recreation trails have been nominated to the National Trails System and approved by the Secretary of Interior [see table]. These trails reflect the geographical, functional, and administrative diversity that characterizes national recreation trails: five are managed by the U.S. Army Corps of Engineers in lakeside recreation areas, two are within Pennsylvania State parks, two are in privately operated historic cemeteries, two are operated by municipal governments, one is in a national historic site, and one is a cooperative interstate project.

In addition, numerous trails that were designated national recreation trails ten or more years ago have applied for recertification under Department of Interior guidelines. NPS is examining the national recreation trails program to strengthen it consistent with the intent of the National Trails System Act and to give these trails more recognition. Measures being considered are

- clarifying the definition and purpose of national recreation trails,
- distributing a periodic national recreation trails bulletin,
- offering training for local trails managers,
- providing technical assistance,
- conducting periodic monitoring of trails, and
- promoting national recreation trails nationwide.

The more than 780 national recreation trails now in the National Trails System range in length from a fraction of a mile to almost 500 miles. It is hoped that designation as a national recreation trail will mean greater protection for the routes and settings of trails and greater opportunity to showcase America's premier trail experiences. Adding more trails in the future will bring about further connections among trails, tying cities to parks and forests, rivers to highlands, and future generations to their varied past.

NATIONAL RECREATION TRAILS IN 1989-90

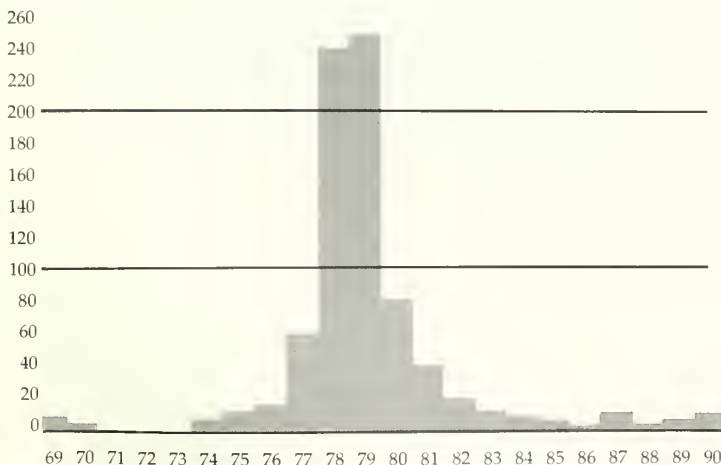
NATIONAL RECREATION TRAILS ADDED SINCE OCTOBER 1, 1988

Trail name	State	Length (in miles)	Date of Certification
California Junction Trail	Ohio	1.0	Nov. 10, 1988
Woodlands Heritage Trail	Pennsylvania	10.0	Jan. 20, 1989
Saugus Iron Works Nature Trail	Massachusetts	.5	June 22, 1989
Trestle Pond Trail	Oklahoma	2.4	June 22, 1989
Presque Isle State Park Multi-Purpose Trail	Pennsylvania	5.8	Dec. 5, 1989
Laurel Hill Cemetery Trail	Pennsylvania	25.0	Apr. 2, 1990
Delaware Canal Heritage Trail	Pennsylvania	60.0	Apr. 6, 1990
Frank Raab Nature Trail	Oklahoma	2.8	Apr. 6, 1990
Chief Illini Trail	Illinois	12.0	July 2, 1990
Johnson Tract Trail	Missouri	5.0	Oct. 23, 1990
Stowe Recreation Path	Vermont	5.3	Nov. 15, 1990
Des Moines River Trail (Saylorville Lake Segment)	Iowa	13.7	Nov. 16, 1990
Pennsylvania Seaway Trail	Pennsylvania	46.0	Dec. 13, 1990
TOTAL		189.5 miles	

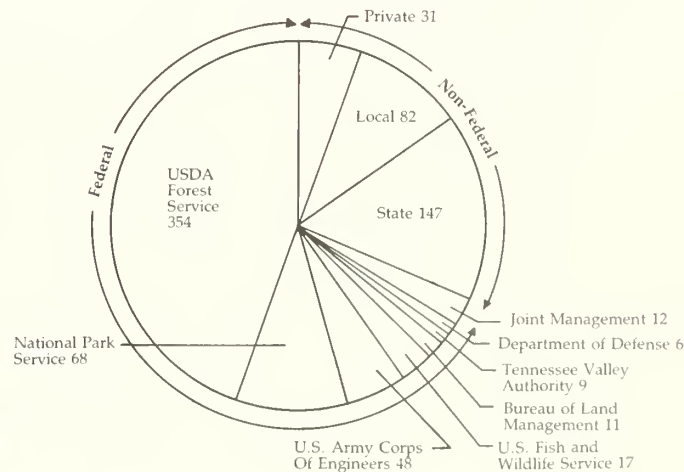
National Recreation Trails 1968-90

By Year Designated

Number
of Trails



By Management Type



Interpretive Visitor Centers

Based on authorities in Section 10(c)(1) of the National Trails System Act, the Federal Government is becoming involved to varying degrees with helping provide interpretive services along the national historic trails.

Until 1990, most trail-oriented interpretation occurred at already existing national park and forest sites, such as Fort Union along the Santa Fe Trail or Scotts Bluff on the Oregon Trail. In early 1990 the City of Independence, Missouri — with generous funding assistance from the State of Missouri and strong support from the Oregon-California Trails Association — opened the National Frontier Trails Center in Independence to interpret for the public the story of the Santa Fe, Oregon, and California Trails. Located near the point where the three trails set out westward from the Missouri River, the center houses a museum, auditorium, and archives of pioneer journals and related materials. This center is a model of State and local cooperation requiring a minimum of Federal involvement.

Many communities are inspired to capitalize on the nearby presence of historic trails to inaugurate trail centers. Some of the projects under consideration are shown in the table.

These proposals range in size from small information stations to multi-million-dollar theme parks. The Federal Government may not play a role at all (as in the Independence, Missouri, center). At the other extreme (as at Flagstaff Hill, Oregon, and Great Falls, Montana), the Federal Government may carry out the entire project, including land acquisition, design, construction, and long-term operations of the facility. Often the potential for local economic benefit spurs citizen support, although no studies have been done to prove whether these centers actually bring such gains.

So that trail visitor centers do not divert public attention and support from protecting the trails themselves, the Federal role in such centers needs to be clearly defined. As suggested in the National Trails System Act, the Federal role may involve assistance in buying land, completing plans and designs, and supplying interpretive exhibits and programs for such centers, but it should not, if at all possible, include building, staffing, and maintaining them.

NATIONAL HISTORIC TRAIL VISITOR CENTERS NOW IN DEVELOPMENT OR UNDER CONSIDERATION

Location	Trail
Council Bluffs, Iowa	Lewis and Clark, Mormon Pioneer
Flagstaff Hill, Baker City, Oregon	Oregon Trail
Fort Smith, Arkansas	Trail of Tears
Great Falls, Montana	Lewis and Clark
Hopkinsville, Kentucky	Trail of Tears
Marysville, Kansas	Oregon, Pony Express *
Nebraska City, Nebraska	Lewis and Clark
Ogallala, Nebraska	Oregon, California *, Pony Express*
Oregon City (Clackamas County), Oregon	Oregon Trail
Pompeys Pillar, Montana	Lewis and Clark
Saint Joseph, Missouri	Pony Express *
Tahlequah, Oklahoma	Trail of Tears
Trail of Tears State Park, Missouri	Trail of Tears
Wood River, Illinois	Lewis and Clark

* = Establishment by Congress as a national historic trail is pending.

Volunteers

Every trail in the National Trails System enjoys some degree of citizen volunteer support: in some places it is a small nucleus of activists; in others, a multi-state coalition of organizations with thousands of participants. Because only a few of these organizations have any paid staff, most are run entirely by volunteers.

It is true that volunteers get easily discouraged if roadblocks are placed in their path. Yet, if assisted and encouraged, they can perform miracles. Along the Appalachian National Scenic Trail they monitor thousands of acres of Federal lands that were bought to protect the trail. Along the Florida National Scenic Trail they take on messy, wet construction that even contractors would avoid. On many of the historic trails, such as the Overmountain Victory National Historic Trail, they perform re-enactments to make the historic story come alive. In Independence, Missouri; Great Falls, Montana; and Larned, Kansas, volunteers have established distinguished libraries and archives for the study of America's westward journeys of exploration and migration. One dedicated trail enthusiast works closely with the USDA Forest Service as it attempts to extend the Continental

Divide National Scenic Trail all the way across America. New volunteer trail crews are clearing and building trail along the Natchez Trace National Scenic Trail. Volunteers celebrated the North Country National Scenic Trail's 10th anniversary by simultaneously hiking all existing segments in summer 1990. Volunteers have found a way to connect the Potomac Heritage National Scenic Trail from the western end of the C & O Canal to the Laurel Highlands in Pennsylvania. These stories of Americans' love affair with trails are being repeated across America.

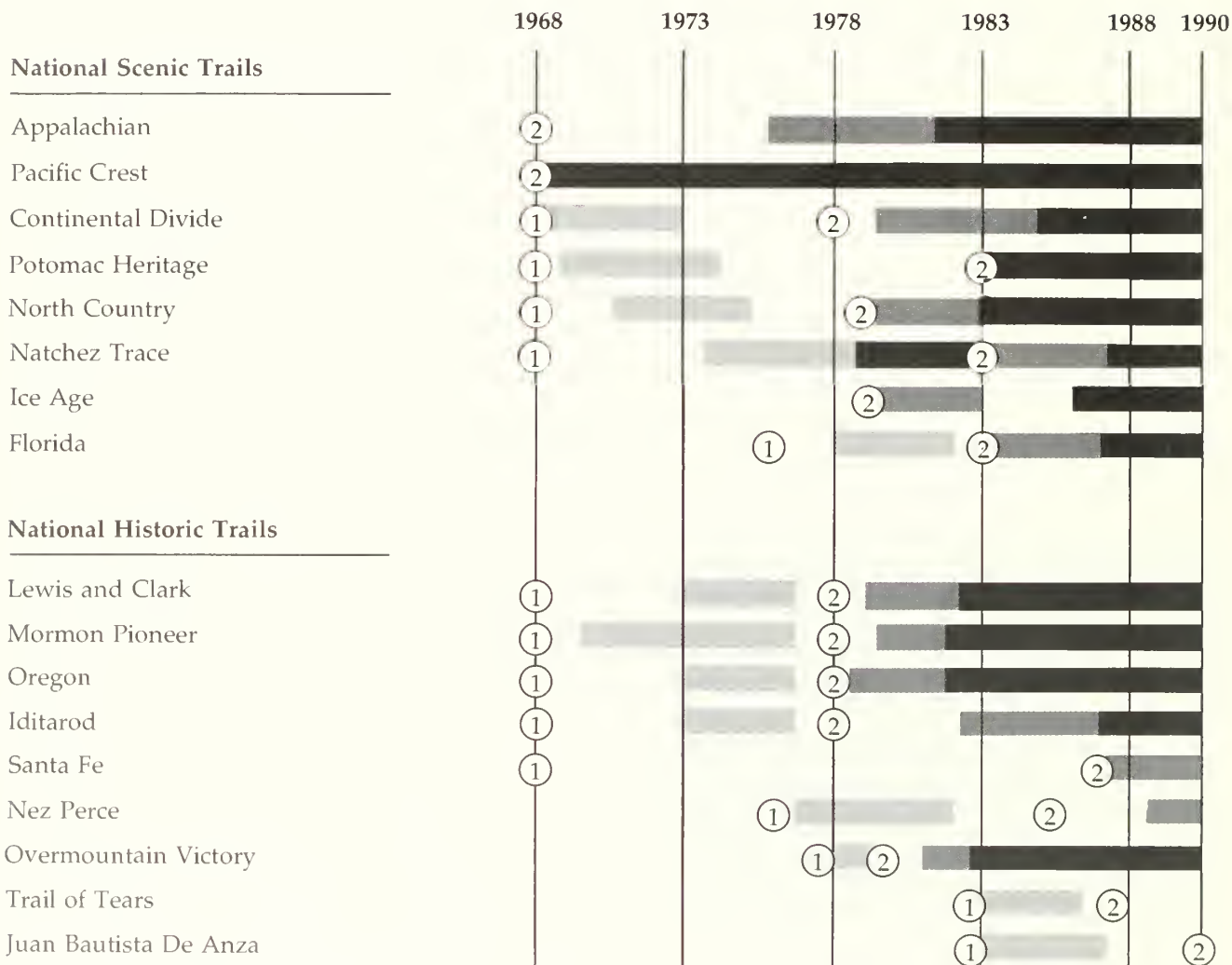
In general, the degree to which a trail is marked and opened for public use and appreciation is a reflection of the degree of volunteer support. Volunteers tend to care most about something close to home. However, others are willing to take vacations to see other parts of the country and play a part in repairing or relocating trails. Through the American Hiking Society's publication called *Helping Out in the Outdoors: a Directory of Volunteer Opportunities on Public Lands* and its "Volunteer Vacations" work program, interested volunteers can choose places to work across the Nation, building and repairing America's trails.



Volunteers help build a new section of the North Country National Scenic Trail. NPS photo.

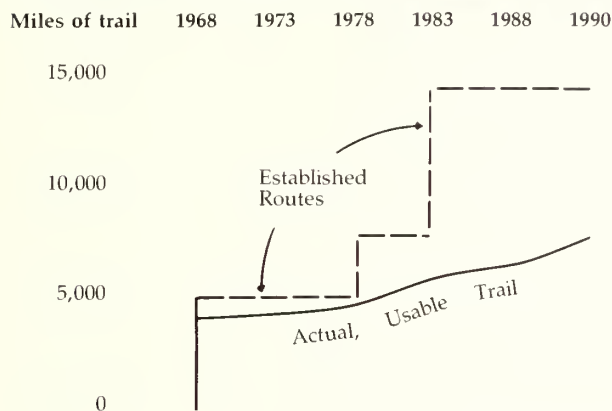
Status of National Trail Plans 1968-90

- ① Feasibility study initiated by Congress in National Trails System Act
- ▒ Feasibility study process
- ② Trail established by Congress in National Trails System Act
- Comprehensive Management Plan Process
- Active Federal Trail Management

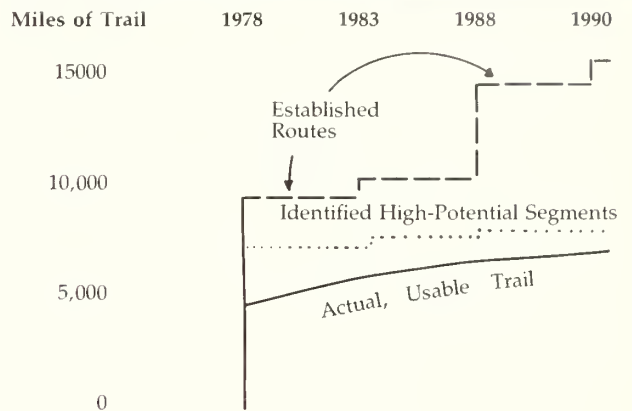


Established and Actual Lengths of Long-Distance Trails

National Scenic Trails 1968-90



National Historic Trails 1978-90



In Miles. Figures in parentheses are estimates.

Congressionally Established Routes	Length in Miles					
	1968	1973	1978	1983	1988	1990
Appalachian NST	2,110	2,110	2,110	2,110	2,110	2,110
Pacific Crest NST	2,600	2,600	2,600	2,600	2,600	2,600
Continental Divide NST			3,200	3,200	3,200	3,200
Ice Age NST				1,000	1,000	1,000
North Country NST				3,200	3,200	3,200
Florida NST				1,300	1,300	1,300
Natchez Trace NST ^a				110	110	110
Potomac Heritage NST				700	700	700
Total	4,710	4,710	7,910	14,220	14,220	14,220

Congressionally Established Rates	Length in Miles			
	1978	1983	1988	1990
Iditarod NHT	2,300	2,300	2,300	2,300
Lewis and Clark NHT	3,700	3,700	3,700	3,700
Mormon Pioneer NHT	1,300	1,300	1,300	1,300
Oregon NHT	2,170	2,170	2,170	2,170
Overmountain Victory NHT		300	300	300
Nez Perce NHT			1,170	1,170
Santa Fe NHT			1,200	1,200
Trail of Tears NHT			1,800	1,800
Juan Bautista De Anza NHT				1,200
Total	9,470	9,770	13,940	15,140

Actual Trail	Length in Miles					
	1968	1973	1978	1983	1988	1990
Appalachian NST	(2,100)	(2,110)	(2,110)	(2,120)	(2,130)	2,146
Pacific Crest NST	(1,700)	(2,000)	(2,300)	(2,470)	(2,600)	2,608
Continental Divide NST			0	0	0	795
Ice Age NST				(50)	(300)	450
North Country NST				(400)	(750)	1,050
Florida NST				0	110	300
Natchez Trace NST				0	0	0
Potomac Heritage NST				200	200	200
Total	(3,800)	(4,110)	(4,410)	(5,240)	(6,090)	7,549

^a Length of developed segments only as defined in the comprehensive plan.

Actual Trail (Usually, Certified Segments open to public use).

	Miles of identified high-potential segments and/or motor routes	Length in Miles			
		1978	1983	1988	1990
Iditarod NHT	1,200	1,100	1,100	1,100	1,100
Lewis and Clark NHT	3,700	3,250 ^a	3,250	3,250	3,370 ^b
Mormon Pioneer NHT	1,624	(200)	(900)	(1,600)	1,600
Oregon NHT	318	(60)	(150)	(200)	220
Overmountain Victory NHT	310	0	(20)	(200)	310
Nez Perce NHT	345			0	0
Santa Fe NHT	1,100			0	0
Trail of Tears NHT				0	0
Juan Bautista De Anza NHT					0
Total		(4,610)	(5,420)	(6,350)	(6,600)

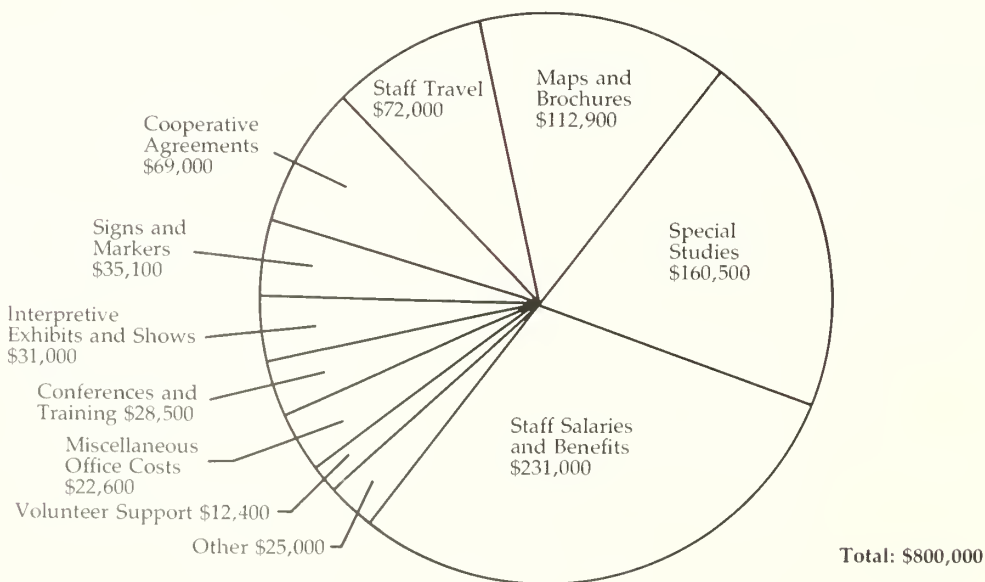
^a Length of Missouri and Columbia River basin water routes.

^b Includes 120 miles of mountain trails, plus 66 certified sites along the route.

NPS Long-Distance Trails Expenditures, FY 1989 and FY 1990

(In thousands of dollars. The total funding of \$800,000 was spent principally by NPS regional offices; eight trails benefited.)

Trail/Office	Activity	Staff salaries and benefits	Special studies	Maps and brochures	Staff travel	Cooperative agreements	Signs and markers	Interpretive exhibit shows	Conferences and training	Miscellaneous office costs	Volunteer support	Other	Total
FY 1989													
Lewis and Clark NHT	42.0		4.0	10.0		6.0	3.5		7.0		7.5		\$ 80.0
Mormon Pioneer NHT	10.0	27.0		3.0									40.0
North Country NST	44.4		21.6	6.0					7.0	1.0			80.0
Oregon NHT		45.0	15.0	10.0				10.0					80.0
Overmountain Victory NHT			14.0			6.0							20.0
Trail of Tears NHT			8.8	3.0		20.0		3.5			4.7		40.0
National Trails System Branch	15.0	28.0		0.3					5.0		11.7		60.0
FY 89 Total	111.4	100.0	63.4	32.3		32.0	3.5	13.5	19.0	1.0	23.9		\$400.0
FY 1990													
Lewis and Clark NHT	9.0			10.0							1.1		\$ 20.1
Mormon Pioneer NHT	17.5	24.0		6.0									47.5
Natchez Trace NHT			8.5			1.1				10.4			20.0
North Country NST	15.0		1.0	13.0	60.0					1.0			90.0
Oregon NHT	18.4		20.0	5.7		2.0			1.0				47.1
Overmountain Victory NHT						27.5							27.5
Santa Fe NHT	11.0	36.5											47.5
National Trails System Branch	48.7		20.0	5.0	9.0			15.0	2.6				100.3
FY90 Total	119.6	60.5	49.5	39.7	69.0	3.1	27.5	15.0	3.6	11.4	1.1		\$400.0
Grand total 1989-90	231.0	160.5	112.9	72.0	69.0	35.1	31.0	28.5	22.6	12.4	25.0		\$800.0
% of total	29	20	14	9	9	4	4	4	3	1	3		100%



Various initiatives are under way to strengthen the National Trails System as it faces the many challenges of the next century.

- The **National Trails System Act** is being reexamined to make it more internally consistent and more efficient to administer, to strengthen cooperating groups such as land trusts, to eliminate useless or underused sections, and to clarify responsibility for shared jurisdictions.
- A cooperative, nationwide **promotion** effort is needed to inform the public about the National Trails System. Americans and international visitors alike need to be told about the scenes of breathtaking grandeur and the fascinating journeys into the past that are to be seen and experienced along the national scenic and historic trails.
- Advocates and supporters of long distance trails need to meet in periodic **forums** on specific issues. The first national conference on national scenic and national historic trails was held in Hartland, Wisconsin, in 1988. NPS is playing a key role in sponsoring a follow-up conference in November 1991.
- An increase in **funding** for trail work is being sought from many sources. For some trails the result may be new base budgets—for others it may be the establishment of non-profit conservancies and trusts to augment government trail activity. The USDA Forest Service's Recreation Challenge Cost-Share program is an excellent model which has multiplied Federal funds several times over. Such a program could be set up to benefit the rest of the Nation's long-distance trails, matching volunteer labor, funds, and donations.
- Only the two "mature" trails (Appalachian and Pacific Crest National Scenic Trails) enjoy a coordinated system of **resource protection**. Along all the other trails relatively little is known about species and habitats, pre-historic and historic sites, and threatening changes in land use. The difficult task of inventorying, monitoring, and correcting resource problems must be done if even remnants of these trail corridors survive to inspire future generations in the 21st Century.

- Several **more trails** may be added to the National Trails System. Establishment by Congress is pending for the California Trail and Pony Express Trail, which comprise between them over 5,000 miles of historic routes across eight States. Both the Illinois Trail, from Chicago to Alton, Illinois, and Vermont's Long Trail may be brought before Congress, having already passed through the feasibility study stage. Now under study are the Coronado Trail in the Southwest and the Selma-to-Montgomery Civil Rights Trail in Alabama. Other long-distance trails which may be nominated soon include the Idaho Centennial Trail, the New Hampshire Trail, the Tecumseh Trail, portions of the routes associated with the Underground Railroad, and the coast-to-coast American Discovery Trail.

National parks continue to document the importance of trails to the Nation's population. Trail use was consistently high among the 10 most popular national recreation activities in a national survey conducted between 1989 and 1990. Hiking for pleasure was reported as the most widespread recreational activity, averaging 10.1% of the 1989-90 Nationwide Recreation Survey.

Trails have multiple values and their benefits reach out beyond recreation. Trails can contribute greatly to the conservation, restoration, and protection of the wild and protected areas and resources. They are also important for the preservation of natural beauty, historical, archaeological, and scientific resources. Trails are important for the Nation's health, economy, education, and recreation.

From *Trails to the 21st Century: A Report by the National Trails System* (1990).

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