



KS State Trails Plan 2008

*Moving together to enhance
communities and regions
through enriching trail
experiences*



TABLE OF CONTENTS

I.	EXECUTIVE SUMMARY	1
	Key Trail Issues	4
	Recommended Action by Issues	5
II.	JUSTIFICATION OF ISSUES	10
	<i>What types of trails are needed?</i>	17
III.	INVENTORY OF EXISTING TRAILS	37
	Trails by Managing Entity	39
	Uses	43
	Maps	48
IV.	SOURCES and RESOURCES	57
	Works Cited	58
	Trails Toolbox	60
V.	APPENDIX	62

Kansas State Trails Plan 2008

I. EXECUTIVE SUMMARY



Kansas State Trails Plan 2008

EXECUTIVE SUMMARY

The general intent of the 2008 version of Kansas State Trails Plan is that the document will serve as the primary planning resource to guide suppliers of trail use recreation opportunities, their partners and other related decision makers in their efforts provide the public with high quality and beneficial trail-use experiences.

The KS State Trails Plan is also intended to bring Kansas into full compliance with the intent of statewide planning requirements outlined in the Recreational Trails Program, administered by the Federal Highway Administration (FHWA). The **Recreational Trails Program** (RTP) is administered in Kansas by the Department of Wildlife and Parks, Division of State Parks.

The RTP utilizes federal transportation funds to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. The RTP funds are apportioned back to states from motor fuel excise taxes collected from non-highway recreational fuel use: such as that used by a variety of off-highway recreation vehicles.

This plan was prepared with funding provided by the Division of State Parks, KS Department of Wildlife and Parks.

The plan examines both continuing and emerging issues within the following general categories and identifies areas worthy of special focus over the next 5 years:

- Planning issues - the information and resources that need to be available to better coordinate, and guide the optimal allocation of resources
- Operational issues - the on-the-ground design and maintenance details that enhance trail experiences

Justification

Support for the saliency of the issues identified and subsequent recommendations is provided from multiple sources, including: (1) a review of the existing KS State Trails Plan - 03, and an analysis of the actions taken to date, by issue; (2) a review of other state trails plans, trail-related studies, reports and policies at various levels of government; (3) a detailed examination of the current inventory of the state's trails, and (4) data from two primary studies conducted to fill in knowledge gaps and to reinforce and clarify current opinion: (4a) three facilitated focus groups, and (4b) a Delphi study of trail enthusiasts, identified by their participation in the KS Built Environment and Trails Summit.

Items (3) and (4) from the preceding list provided special opportunities for input for this iteration of the state's trails plan. (3) The statewide trail inventory and database was published as the KS Rec-Finder in August, 2007. Reports, not before available, summarize the breadth and diversity of the state's trails. (4) The KS Built Environment and Trails Summit (October, 2007) brought together multiple state agencies and several foundations and professional associations as co-sponsors and hosted over 150 trail enthusiasts as delegates in a 2-day, focused seminar on trail related issues. This focused group was queried for its unique and valued perspective on trail issues.

Kansas State Trails Plan 2008

policies at various levels of government; (3) a detailed examination of the current inventory of the state's trails, and (4) data from two primary studies conducted to fill in knowledge gaps and to reinforce and clarify current opinion: (4a) three facilitated focus groups, and (4b) a Delphi study of trail enthusiasts, identified by their participation in the KS Built Environment and Trails Summit.

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Inventory Summary

The publication of the statewide trail inventory in August of 2007 provides a detailed summary of the number and diversity of the trails in the state. 665 trails were included in the initial summary. An analysis later in this document examines the subcategories.

Table 1.1 KANSAS TRAILS by TYPE of USE		
Uses	Count	Mileage
cycling_mtn_bike	8	13.76
fitness_special	11	7.82
equine_special	14	84.55
interpretive	19	20.71
small_craft (water)	25	857
multi_incl_equine	41	291.44
<i>Motorized</i>	<i>1</i>	<i>12.50</i>
walk_hike_only	135	161
multi_no_equine	412	733
Total	665	2169.28

Table 1.1. Kansas Trails by Type of Use: summarizes the number of trails in nine different categories as of Feb, 2008. These data need additional analysis and re-classification once new criteria are established; a need identified in this plan. Kansas' lone motorized trail is co-listed in the multi_incl_equine category as well; as it is a shared use trail. Motorized use (OHV) areas are not considered trails and are summarized separately.

Kansas State Trails Plan 2008

KEY TRAIL ISSUES: **The following issues have been identified for special focus during the forthcoming planning period.**

<u>Category</u>	<u>Issue</u>
Planning	1. The responsibilities associated with the general oversight of a diverse, statewide trail system are numerous and specialized and warrant the attention of a dedicated professional.
Planning	2. Trail use data is needed to reinforce professional opinion and expressed user preferences for various trail experiences (e.g. close to home, single vs. shared use, type, surface, and level of challenge).
Planning	3. Trail users and advocates, while highly diverse with respect to interests and perceptions, also share commonalities which must be galvanized for effective trail advocacy.
Planning/Ops	4. All trails, but particularly shared use trails would benefit from improved categorical definition and the standardization of construction specifications.
Planning/Ops	5. How to enhance the physical accessibility of pedestrian routes without compromising resources available to other trail uses.
Operations	6. The safety of trail users shall be a focus of design as well as maintenance efforts.
Planning	7. Policies regarding the use of navigable river corridors by motorized vehicles is inconsistent by jurisdiction.
Planning	8. Enhanced marketing of the state’s trails is needed

Continuing Trail Issues: **The following issues, not included above, have been identified for continuing focus, as most were identified in prior State plans and continue in their relevancy:**

Operations	9. Trail maintenance and enhancement of existing trails shall continue to be given at least equal consideration with the construction of new trails.
Planning/Ops	10. The importance of “close to home” trail experiences increases with the focus on health, as well as the cost of fuel.
Planning	11. Additional trails and areas for motorized recreation are high user preferences
Planning	12. Historic trails are an important element in the state’s trail system but many segments are inaccessible to the public
Planning	13. Help is needed to guide when single use trails should be constructed instead of shared use trails in rural areas.
Planning	14. Resources are lacking to convert the majority of abandoned rail corridors to trails.
Planning	15. Kansas water trails are underutilized.

Kansas State Trails Plan 2008

Issue: 2. ***Trail use data is needed to reinforce professional opinion and expressed user preferences for various trail experiences (e.g. close to home, single vs. shared use, type, surface, and level of challenge).***

Action 2.a *Accurate use statistics need to be compiled by trail type, location and similar key variables in order to validate stated and perceived user preferences. These statistics need to be compiled by observation/count methodologies cross referenced with trail features. (Project scoring for grant awards and general prioritization of effort and resource allocation requires reliable level of use data so that the trail types with the highest use levels are rewarded)*

The data should answer the following questions:

What are the characteristics of the trails with higher use? Is it location, or amenities, length or surface? When are trails used?

Issue: 3. ***Trail users and advocates, while highly diverse with respect to interests and perceptions, also share commonalities which must be galvanized for effective trail advocacy.***

Action 3.a *Recently initiated trail advocacy efforts should continue; with special focus on developing partnerships aimed at improving health and wellness via outdoor activity and generally increasing trail use. Continue regular communication sessions (like the KS Built Environment and Trails Summit) so that diverse trail interests are well represented and the opportunity exists for discussion on salient issues.*

3.b *Work to gain the highest status and representation possible for a trails advocacy unit (e.g. Governor's Task Force) with representation by key agency, private and political figures, including health officials.*

3.c *Utilize new partnerships to accumulate research findings that show improved health from trail use; including research on trail design features and act on that research by both incorporating it into planning and broadly disseminating the information.*

Kansas State Trails Plan 2008

- Issue:** 4. **All trails, but particularly shared use trails would benefit from improved categorical definition and the standardization of construction specifications**
- Action** 4.a *Establish general standards for shared use paths/trails specifications; with variations for expected levels of use.*
- 4.a.1 *Reclassify existing shared use paths/trails according to the new standard.*
- 4.a.2 *Fund the construction of new or upgraded shared use paths/trails only when the path meets the new criteria.*
- Issue:** 5. **How to enhance the physical accessibility of pedestrian routes without compromising resources available to other trail uses?**
- Action** 5.a *Develop a process or template similar to the Forest Service Trail Accessibility Guidelines (FSTAG) to provide direction for future accessible trail planning in Kansas.*
- Action** 5.b *Existing trails shall be reviewed, reclassified and analyzed relative to their current applicability to the proposed Trail Accessibility Guidelines. Documentation shall be provided for any conditions of departure.*
- Action** 5.c *New and altered pedestrian and walking use trails and trail segments (and associated amenities) of the appropriate class, connected to an accessible trail or trailhead shall be constructed to be in compliance with the Trail Accessibility Guidelines proposed/adopted by the Access Board and/or any adopted State Guidelines.*
- Issue** 6. **The safety of trail users shall be a focus of design as well as maintenance efforts.**
- Action** 6.a *Enhance the safety of trail users by multiple measures*
- 6.a.1 *Incorporate trail design elements to improve safety - maintain and improve trail tread and corridors*
- 6.a.2 *Improve warning signage and trail maps*
- 6.a.3 *Enforce trail use regulations and communicate trail use ethics via signage and user group pro-activity*
- 6.a.4 *Evaluate longer rural trails for limited official vehicular access for evacuation of injured persons.*

Kansas State Trails Plan 2008

Issue 7. *Policies regarding the use of navigable river corridors by motorized vehicles is inconsistent by jurisdiction.*

Action 7a. *Best practices recommendations relative to OHV use and environmental stewardship of these corridors need to be developed.*

Issue 8. *Enhanced Marketing of the state's trails is needed*

Action 8a. *Capitalize on expanded partnerships to market trails for their multiple benefits.*

CONTINUING ISSUES

Issue 9. *Trail maintenance and enhancement of existing trails shall continue to be given at least equal consideration with the construction of new trails*

Action 9a. *Allocation of resources shall support the maintenance of existing trails; reflecting in the scoring of projects.*

Action 9b. *Enhance the trail experience (where feasible) with the addition of related amenities, including: signage, trash collection, potable water, restrooms, parking and staging areas.*

Issue 10. *The importance of "close to home" trail experiences increases with the focus on health, as well as the cost of fuel.*

Action 10a. *Trail projects designed "close to home" shall benefit from improved project scoring.*

Issue 11. *Additional trails and areas for motorized recreation are high user preferences.*

Action 11a. *Monitor success of recent motorized trail projects for potential replication.*

11b. *Facilitate the offering of additional, cost-effective, quality motorized trail experiences*

Kansas State Trails Plan 2008

- Issue* **12. *Historic trails are an important element in the state’s trail system, but many segments are inaccessible to the public***
- Action* **12.a *Reward trail projects focusing on discernable historic trails***
- Issue* **13. *Help is needed to guide when single use trails should be constructed instead of shared use trails in rural areas***
- Action* **13.a *(see Actions 2.a and 4.a)***
- Issue* **14. *Resources are lacking to convert the majority of abandoned rail corridors to trails.***
- Action* **14.a *Rails to trails projects meeting desired outcomes like system and community connectivity, “closeness to home”, and alternative transportation routes, are desirable, and should continue to be prioritized accordingly in Transportation Enhancement projects.***
- Issue* **15. *Kansas water trails are underutilized***
- Action* **15.a *Continue to establish and improve launching options and enhance user amenities at launch points.***

Kansas State Trails Plan 2008

II. JUSTIFICATION OF ISSUES



Kansas State Trails Plan 2008

JUSTIFICATION OF ISSUES

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Issue 1: The responsibilities associated with the general oversight of a diverse, statewide trail system are numerous and specialized and warrant the attention of a dedicated professional

Action 1.a Kansas needs to create a new position, the State Trails Coordinator.

This position should be created by the Kansas Department of Wildlife and Parks, or in conjunction with other state agencies; with the primary responsibilities (75%) or higher to include but not be limited to: trail grant management, statewide trail planning, trail project management, trail advocacy, the assumption of a leadership role in the state's trails conference; and the coordination of technical assistance, including the compilation and distribution of best management practices.

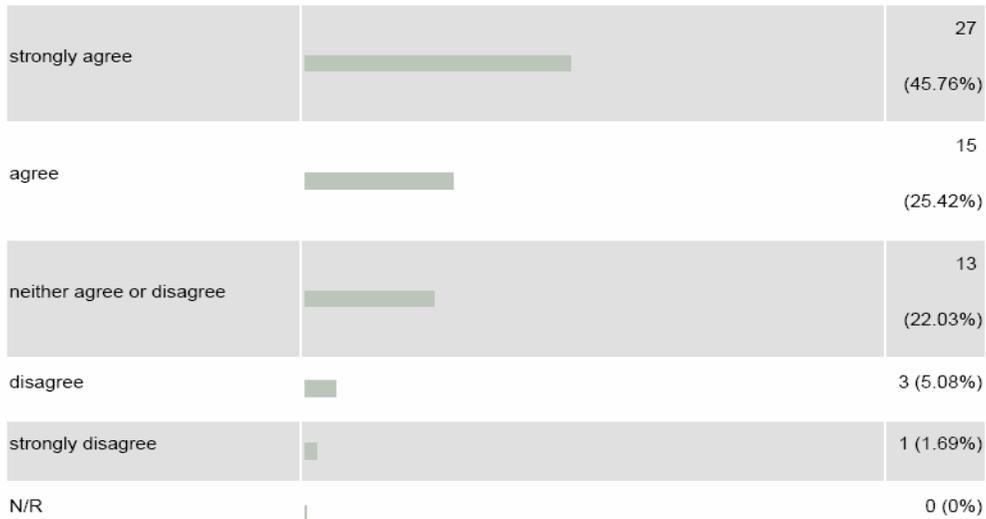
Initial input regarding the need for a state trails coordinator came in casual discussion with the members of the planning committee for the KS Built Environment and Trails Summit. This discussion warranted the inclusion of the issue in the questions for discussion sent to potential participants in the trails plan input sessions. Input at the

Kansas State Trails Plan 2008

Summit was entirely favorable regarding support for such a position; including a position statement by the KS Trails Council.

In the electronic, follow-up survey of all Summit delegates, the question regarding the need for a state trails coordinator was also posed. 59/111 delegates completed the survey. Their responses to both the need for a trails coordinator and anticipated duties are included below:

5.1 It is time for the state of Kansas to have a state trails coordinator and office.



71% either agreed or strongly agreed with the need for a state trails coordinator. The duties preferred by respondents included the following:

- Coordinate trails planning - 76% of respondents rank it in the top two items
- Legislative advocacy 56% “
- Technical assistance 51% “
- Trail data archive 17%

Kansas State Trails Plan 2008

If the state of Kansas were to host a state trails coordinator and office, please rank your preferences for the duties of that office

6.1 technical assistance (best practices, design help, etc..)

1		16 (27.12%)
2		14 (23.73%)
3		19 (32.2%)
4		10 (16.95%)
N/R		0 (0%)

6.2 trail data archive (statistics, trail use research, data for advocates)

1		1 (1.69%)
2		9 (15.25%)
4		31 (52.54%)
N/R		0 (0%)

6.3 coordinate trails planning

1		23 (38.98%)
2		22 (37.29%)
3		11 (18.64%)
4		3 (5.08%)
N/R		0 (0%)

6.4 legislative advocate

1		19 (32.2%)
2		14 (23.73%)
3		11 (18.64%)

Kansas State Trails Plan 2008

Prior to the inclusion of a recommendation for such a position in the State Trails Plan, Recreation Resources Research Services (RRRS) felt additional information was needed regarding the responsibilities of similar positions.

To acquire that information RRRS developed an online questionnaire and requested the participation of Trail Coordinators nationwide. Fifteen coordinators (of 26 identified) responded in time for inclusion in the study (3 others completed it later). The analysis of their responses to questions about duties suggests that the position should include some approximation of the following:

- *Administration of the Recreation Trails Grant Program, and possibly the LWCF (or no grant duties at all as agencies showed little middle ground). (34% average, with almost half of respondents indicating over 75% grant duties and half indicating less than 15% grant duties)*
- *Planning (could include GIS, contracting, committees) (30%)*
- *Technical Assistance – including the Collection, Scrutiny and Dissemination of trail related information (including research, technical and other best practices manuals, etc.) (18%)*
- *Communicate state trails needs and issues to legislature, and other funding entities, and other advocacy (12%)*
- *Other (all of the following were listed)*
 - *Leadership role in KS trails summits and like conferences and trail related seminars*
 - *Real estate (acquisition, easements, etc.)*
 - *Other budget and staff direction*
 - *GIS*
 - *External*
 - *Contract for professional services as needed*
 - *Direct the trails advisory board in scoring and selecting trails to meet RTP funding*

The position was most often funded by General Fund appropriations, the majority of these in conjunction with RTP administration money. However, several other alternatives showed merit. These included

State Dedicated Fund
LWCF administration money (when position included LWCF duties)
Contract position (one state agency contracted with DOT)
Fees (typical motorized related)

Kansas State Trails Plan 2008

Issue 2: Trail use data is needed to reinforce professional opinion and expressed user preferences for various trail experiences (e.g. close to home, single vs. shared use, type, surface, and level of challenge).

Action 2.a Accurate use statistics need to be compiled by trail type, location and similar key variables in order to validate stated and perceived user preferences. These statistics need to be compiled by observation/count methodologies, cross referenced with trail features. (Project scoring for grant awards and general prioritization of effort and resource allocation requires reliable level of use data so that the trail types with the highest use levels are rewarded)

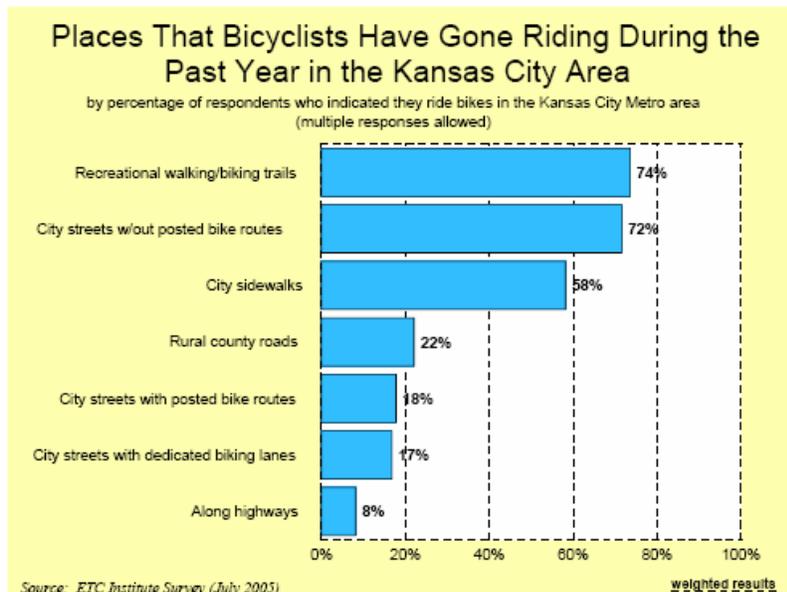
The data should answer the following questions:

What are the characteristics of the trails with higher use? Is it location, or amenities, length or surface? When are trails used?

The value of trail use statistics lies in the ability of decision makers to be able to more optimally allocate scarce resources upon understanding who is using what type of trails for what purpose and how often.

A number of studies have attempted to estimate trail use on Kansas trails. Most are survey based, relying on user memories of frequency, location and benefits. A survey conducted by Kanopolis State Park (2001) used this approach to compile estimates of rural trail use as well as preferences.

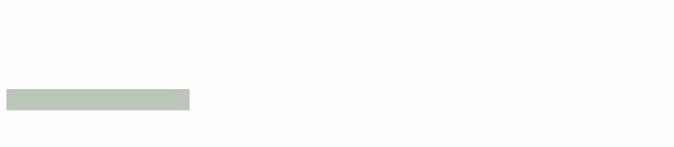
The MARC (Mid America Regional Council) conducted a survey of Kansas City area residents in July, 2005 ([*MARC Regional Walking and Biking Survey*](#)) in order to gather input on frequency of trail use and preferences and/or reasons for use; as well as to determine a general level of need and support.



Kansas State Trails Plan 2008

RRRS used the same approach to more specifically query delegates to the 2007 KS Built Environment and Trails Summit regarding their preference for the type of trails to be constructed:

My preference regarding the supply of non-motorized rural trails is:

more multiple use trails need to be constructed		29 (49.15%)
more special use trails (bike only...or equine only...or hike only) need to be constructed		16 (27.12%)
focus should be on better maintenance of existing trails		14 (23.73%)
N/R		0 (0%)

These surveys, like the one completed for 2003 version of the KS State Trails Plan, that compiled trails user's primary motivations for seeking a trail experience, are of particular value in their ability to answer "why" users select various trails, and to elicit opinions. Relative to accurately measuring frequency of use, however, these studies exhibit a number of limitations; including time and date biases, reliance on memory, and essentially each often "raises more questions than it answers". These data are a piece of the puzzle, but lack the hard evidence numbers will provide to back up these perceptions. GIS allows for additional analysis; examples in this document include per capita calculations.

To address these concerns the *Pathways 2004 Report*, compiled by the Metropolitan Area Planning Department, used on-site observations at eight locations as its methodology to record frequency and type of trail use in Wichita and Sedgwick county.

Actual User Counts: Trail System

Time	Trail System				Totals		
	Bikers	Walkers	Joggers	Bladers	Total Users	Helmet	Helmet %
7:00 - 7:15 a.m.	5	6	6	0	17	3	60%
7:15 - 7:30 a.m.	4	9	0	0	13	1	25%
7:30 - 7:45 a.m.	2	9	2	0	13	1	50%
7:45 - 8:00 a.m.	10	8	1	0	19	5	50%
8:00 - 8:15 a.m.	1	13	4	0	18	0	0%
8:15 - 8:30 a.m.	7	2	2	0	11	3	43%
8:30 - 8:45 a.m.	6	6	4	0	16	3	50%
8:45 - 9:00 a.m.	15	3	4	0	22	5	33%
TOTALS	50	55	23	0	129	21	42%

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Kansas State Trails Plan 2008

This record was supplemented with a subjective narrative response by the observer that estimated impacts of other variables such as temperature, repairs, and day of the week. The Sedgwick Co. study also referenced the need for such methodologies, citing only Lincoln, NE as a city in the region that had compiled such information. Other less human capital intensive methodologies for measuring use were noted in the Pathways study and exhibit promise. The KDWP, USFS and several communities have utilized trail counters with limited success to measure demand on trails. This technology has improved notably in the last decade and should be revisited and utilized across the full spectrum of trail types, and year round. A detailed summary of the use of trail traffic counters is published at the following URL by the [USFS Forest Service Publications List - Recreational Trails Publications - FHWA](http://www.fhwa.dot.gov/environment/Fspubs/99232835/toc.htm) <http://www.fhwa.dot.gov/environment/Fspubs/99232835/toc.htm>

What types of trails are needed?

A primary reason that actual use data is needed is to supplement preference statements to better answer this question. Resources are limited and only trails that will be well utilized can be justified. Observable, on-site documentation is needed to confirm which trails, with what characteristics, are most utilized.

Survey results and public purposes like improved health and alternative transportation routes lend preferential support to the construction of wide, firm-surfaced, shared-use trails. [Delegates to the 2007 KS Built Environment and Trails summit preferred shared use over singular use 2 to 1 \(Stevenson, 2007\)](#). These trails will satisfy the majority of users and generally result in the widest spectrum of benefits including community and amenity connectivity and physical activity for the greatest variety of users, including the elderly and disabled. 82% of respondents in the MARC study felt an interconnected system was important for navigating the city.....*Connectivity* implies shared-use trail design.

However, wide, smooth and heavily used trails will be the antithesis of a quality trail experience for other users. In the survey conducted for the 2003 Trails Plan, respondents indicated that their top 5 motivations for using trails included:

- To observe scenic beauty
- To enjoy the sounds and smells of nature
- To lead a healthy life style
- To enjoy solitude
- To observe wildlife in its habitat

These data remind us that there is no average recreationist; and thus no average, consensually optimal experiences. *Lightly used single-use trail experiences will continue to be cherished and should continue to be constructed, although at a lesser rate.*

Trails designed to optimize user experiences and public benefits to the greatest degree should receive preferential scoring. Additional information will help in maintaining balance and diversity.

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Kansas State Trails Plan 2008

Issue 3: Trails users and advocates, while highly diverse with respect to interests and perceptions, also share commonalities which must be galvanized for effective trail advocacy.

- Action*
- 3.a Recently initiated trail advocacy efforts should continue, with special focus on developing partnerships aimed at improving health and wellness via outdoor activity and generally increasing trail use. Continue regular communication sessions (like the KS Built Environment and Trails Summit) so that diverse trail interests are well represented and the opportunity exists for discussion on salient issues.*
 - 3.b Work to gain the highest status and representation possible for a trails advocacy unit (e.g. Governor's Task Force) with representation by key agency, private and political figures, including health officials.*
 - 3.c Utilize new partnerships to accumulate research findings that show improved health from trail use; including research on trail design features and act on that research by both incorporating it into planning and broadly disseminating the information.*

Interest in the use and supply of trail experiences in Kansas is presently very high. This number is reflected in the interest shown by the number of state agencies (KDWP, KDHE, KDC/Div of Tourism, KDOT) represented in either the direct supply, funding assistance, sponsorship or marketing of trails and trail use events.

[The Kansas Built Environment and Trails Summit](#), hosted in October 2007, reflected this collaborative effort and interest of these agencies.



Over 2 days, paddlers, walkers, hikers, mountain-bikers, horse riders and runners; as well as health specialists, educators, state and local agency leaders, community planners and program managers found like-minded people with

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Kansas State Trails Plan 2008

a common interest...that of promoting the value of trails for a better quality of life for Kansans and visitors. While differences exist and needs vary, the commonality of purpose was very evident.

Post conference evaluations suggested a strong request for continuation of such an event. In Missouri, a similar event will receive 2008 RTP funding.

Dec, 2007 The Missouri Parks and Recreation Association received \$ 6,000 in RTP funds to assist in offering the Missouri Educational Trails Summit, 2008.

One salient theme in recreation forums and outdoor workshops across the nation this past year has been the declining level of outdoor activity; and its link to the nation's declining health. As evidence of this concern, Dr. Howard Frumkin, Director of the National Center for Environmental Health, CDC, in an article co-authored with Richard Louv, "[The Powerful Link Between Conserving Land and Preserving Health](#)," in the Land Trust Alliance Special Anniversary Report, notes:

"Evidence suggests that children and adults benefit so much from contact with nature that land conservation can now be viewed as a public health strategy."

This focus was noticeable at the Summit, where sessions titled, "*Health and the Environment*", "*Building Healthy Communities*", and "*Healthy Kansas*" stressed the value of well designed trails as tools to increase exercise levels.

The current Trails Advisory Committee serves an important function and does represent motorized, equestrian, hiking

and biking interests but its size and limited purpose do not satisfy the need for influential advocacy. The KS Trails Council represents diverse interests as well, and also serves the state admirably in its role as advocate, planner and contractor, but would require modification to serve an advocacy role at the highest level called for in action 3.b.

The emerging focus on health issues and getting children back outside brings with it new partnership opportunities and these should be utilized optimally to meet mutual objectives.

The highest status and representation possible should include representation by key health officials, key state departments and notable public and private figures.

The diversity of trail users and advocates is both a strength and weakness. Focusing these diverse interests on the greater good, with the anticipated result of a consolidated voice is crucial to effective trail advocacy. The most salient of these is improved health.

All trail suppliers (and types of trails) can find some connection to this theme as exhibited by the following comments:

"Since making a healthy lifestyle change requires repetition, rail-trails offer exactly the terrain needed for success in walking or riding a bicycle as part of the change."

Kansas State Trails Plan 2008

Issue 4: *All trails, but particularly shared use trails would benefit from improved categorical definition and the standardization of construction specifications*

Action 4.a *Establish general standards for shared use paths/trails specifications; with variations for expected levels of use.*

4.a.1 *Reclassify existing shared use paths/trails according to the new standard.*

4.a.2 *Fund the construction of new or upgraded shared use paths/trails only when the path meets the new criteria.*

A significant majority of the state's land trails are shared use in one form or another. (454/622). 87% of those trails (394/454) are located in urban areas, with populations of 7,000 and up. Users are non-motorized and may include but are not limited to: bicyclists, in-line skaters, roller skaters, wheelchair users (both non-motorized and motorized) and pedestrians, including walkers, runners, people with baby strollers, people walking dogs, etc. Shared/multiple use on longer, soft surfaced rural trails often includes horses.

Particularly due to this volume and the corresponding safety issues of shared use, design criteria that enhance safety are important considerations. One source of published design criteria when shared use includes cyclists is:

[Guide for the Development of Bicycle Facilities](#) - American Association of State Highway and Transportation Officials prepared by the AASHTO task force on geometric design <http://www.aashto.org>

[AASHTO](#) defines shared use paths as facilities on an exclusive right-of-way and with minimal cross flow by motor vehicles.

*Shared use paths are sometimes referred to as **trails**; however, in many states the term trail means an unimproved recreational*

facility. AASHTO cautions that care should be taken in using these terms interchangeably. Where shared use paths are called trails, they should meet all design criteria for shared use paths to be designated as bicycle facilities.

Design characteristics include sight distance requirements, signing, marking and grade and width and clearance requirements; each of which contributes to handling the higher volumes of users safely.

Width The paved width and the operating width required for a shared use path are primary design considerations. AASHTO recommends, under most conditions, that the paved width for a two-directional shared use path be 3.0 m (10 feet). In *rare* instances, a reduced width of 2.4m (8 feet) can be adequate, characterized primarily by low volume. Under certain conditions it may be necessary or desirable to increase the width of a shared use path to 3.6 m (12 feet), or even 4.2 m (14 feet), due to substantial use by bicycles, joggers, skaters and pedestrians, use by large maintenance vehicles, and/or steep grades.

A minimum 0.6-m (2-foot) wide graded area with a maximum 1:6 slope should be maintained adjacent to both sides of the path; however, 0.9 m (3 feet) or more is desirable to provide clearance from trees, poles, walls, fences, guardrails or other lateral obstructions.

Kansas State Trails Plan 2008

AASHTO adds that sidewalks generally are not acceptable for bicycling.

How does Kansas compare to these recommendations?

Seventy three (73) shared surface paths in urban areas (population 7,000 and up) are overly narrow according to these guidelines, and should either be widened or their uses constricted. One-way traffic could be a solution for some, but is probably not viable in most cases, and even when suggested, is not realistic if not regularly enforced.

Urban areas were selected here as a preliminary measure of higher demand, until a better measure of demand is forthcoming. The 7,000 population mark appeared to offer a natural separation level.

These 73 paths are 7 ft' wide or less, and are hard-surfaced (asphalt or concrete). These paths account for 12% of the state's trails (16% of the urban trails) and account for over 100 miles in length. 90% of these trails are less than 7' wide, averaging 5.1 ft. A number of these would probably be better classified as pedestrian use sidewalks.

The cost of widening or constructing new shared use paths to meet these criteria is a concern and an argument can be made that narrow, shared use paths are far better than no shared use paths, and that the larger health issue tied to lack of activity should outweigh the health concerns of accidents on narrow paths.

Nonetheless, the concerns caused by narrow shared use paths must be communicated to host agencies and users, and one way to do that is to define a standard to which new construction must comply. Reclassification of non-compliant existing trails to single use at the statewide level similarly communicates the concerns; leaving the host to modify the paths specifications if desired.

It should be noted as well that many of the trails are currently self-classified. In other words, the host agency often identified the amenity as a multiple-use trail, without clear and consistent criteria.

Kansas State Trails Plan 2008

ISSUE 5: *How to enhance the physical accessibility of pedestrian routes without compromising resources available to other trail uses.*

In May 2006, the Forest Service published a notice of a final directive that requires compliance with the [Forest Service Outdoor Recreation Accessibility Guidelines \(FSORAG\)](#), 71 FR 29288 (May 22, 2006), and the [Forest Service Trail Accessibility Guidelines \(FSTAG\)](#) 71 FR 29294 (May 22, 2006). This material is also contained in the USFS [Accessibility](#)

[Guidebook for Outdoor Recreation and Trails](#). The FSORAG and FSTAG provide accessibility direction for outdoor developed recreation areas in the National Forest System. When the Access Board finalizes its accessibility guidelines for outdoor developed areas, the Forest Service will revise the FSORAG and FSTAG as needed to incorporate the Board's guidelines.

Action 5.a Develop a process or template similar to the Forest Service Trail Accessibility Guidelines (FSTAG) to provide direction for future accessible trail planning in Kansas.

The clear classification is anticipated to allow the USFS to justify its position that the fundamental, primitive character of trails designed as footpaths should not be compromised and that a substantial

change in trail class or designed use...or managed use of a trail or trail segment would not be consistent with the applicable trail management plan

Action 5.b Existing trails shall be reviewed, reclassified and analyzed relative to their current applicability to the proposed Trail Accessibility Guidelines. Documentation shall be provided for any conditions of departure.

Important determinations include the *designated use*; notably pedestrian and walking use trails, which are the only trails expected to be required to be in compliance. Other factors of merit would include classification, grade, cross slope, surface firmness and stability, width of tread, signage, construction methods, and environmental conditions. Adaptations to the current KS Rec-Finder geo-database would be the best approach to reclassification.

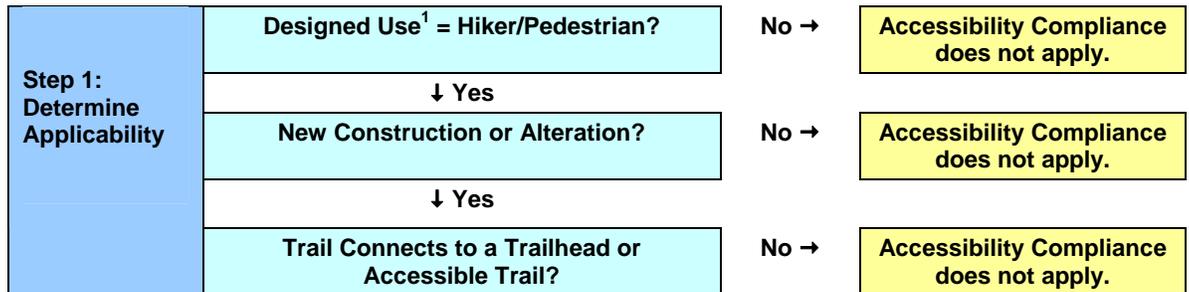
Trails data in 3D (altitude measurements) in the database allow for determination of grade.

It is recognized that pedestrians may use most trails. However, these accessibility guidelines apply only to trails where travel on foot is one of the *designated uses* for which the trail was

created. For example, a trail designated for mountain biking will not be considered a "pedestrian trail" whether or not pedestrians actually use the trail (see Perry Lake SP Bike Trails). However, a multi-use trail specifically designed and designated for hiking and bicycling would be considered a pedestrian trail. Trails include, but are not limited to, a trail through a forested park, a shared-use path, or a back country trail. Trails do not include pathways such as sidewalks, pathways in amusement parks, commercial theme parks, carnivals, or between buildings on college campuses. These exterior accessible routes are already covered by the Architectural Barriers Act Accessibility Guidelines issued in 2004.

Kansas State Trails Plan 2008

Utilize a flow chart similar to that outlined by the USFS in FSTAG (Step 1 of which is illustrated here)



Action 5.c New and altered pedestrian and walking use trails and trail segments (and associated amenities) of the appropriate class, connected to an accessible trail or trailhead shall be constructed to be in compliance with the Trail Accessibility Guidelines proposed/adopted by the Access Board and/or any adopted State Guidelines..

The federal agency responsible for the accessibility guidelines, the Architectural and Transportation Barriers Compliance Board (Access Board) is proposing to issue accessibility guidelines for outdoor developed areas designed, constructed, or altered by Federal agencies subject to the Architectural Barriers Act of 1968. The guidelines cover trails, outdoor recreation access routes, beach access routes, and picnic and camping facilities.

The Board completed the input stage of public comment and hearing testimony on Oct 18, 2007, resulting from the [Notice of Proposed Rulemaking \(NPRM\) published in the Federal Register on June 20, 2007](#). The NPRM was

prepared as a result of a report by the Regulatory Negotiation Committee on Outdoor Developed areas in September 1999. The 27 member RegNeg Committee was formed to develop consensus, and included representation from all of the federal land management agencies. Earlier work on accessibility recommendations was completed by the Recreation Access Advisory Committee (1994).

Even though the initial rulemaking will **not** address Title II/III areas (state and local/other areas of public accommodation) and is a stand alone rule (not part of ADA/ABA) broadening of coverage of these areas under ADA is planned and anticipated.

Kansas State Trails Plan 2008

Specific to trails the following summary of anticipated guidelines is provided

TRAILS are defined as “a route that is designed, designated, or constructed for recreational pedestrian use or provided as a pedestrian alternative to vehicular routes within a transportation system.” All newly constructed and altered existing trails connected to an accessible trail or trailhead are treated the same in these proposed accessibility guidelines. **The same guidelines apply whether it is a back-country trail or an urban shared-use path.** It is recognized, however, that there certain conditions where compliance with the technical provisions may not be possible. Where these conditions exist, departure from the technical provisions is permitted.

PROPOSED TRAIL TECHNICAL PROVISIONS	
Surface	Firm and stable
Clear tread width	36 inches minimum
Openings	½ inch maximum
Protruding objects	80 inch minimum vertical clearance/other protrusion limits
Tread obstacles	2 inches high maximum
Passing space	Where the trail width is less than 60 inches/every 1000 feet
Resting intervals	Level areas required after steep (where slope is 1:12 or greater) sections
Cross slope	1:20 maximum
Edge protection	Where provided, 3 inches minimum
Signage	Required where trail or trail segment meets guidelines
Running slope	No more than 30% of total trail length to exceed 1:12 1:20 (any distance) 1:12 (resting intervals required every 200 ft.) 1:10 (resting intervals required every 30 ft.) 1:8 (resting intervals required every 10 ft.)

The four specific conditions cover instances where compliance with the technical provisions would:

- ❖ cause substantial harm to cultural, historic, religious, or significant natural features or characteristics;
- ❖ substantially alter the nature of the setting or the purpose of the facilities, or portion of the facility;
- ❖ require construction methods or materials that are prohibited by Federal, State, or local regulations or statutes; or
- ❖ not be feasible due to terrain or the prevailing construction practices.

Other general exceptions address situations that would allow portions of trails, under certain conditions, to be fully exempt from the guidelines.

Kansas State Trails Plan 2008

Interagency Trail Data Standards (ITDS) Version 2

National Trail Management Classes 1/31/2005

Note: The National Trail Management Classes are currently undergoing public notice and comment via the Federal Register under the leadership of the US Forest Service. Once this is complete and the final version published in the Federal Register, the Trail Classes incorporated in the Interagency Trail Data Standards will be revised as needed to reflect the final published version of these management concepts. (anticipated 2008)

Trail prescriptions describe the desired management of each trail, based on Forest Plan direction. These prescriptions take into account user preferences, setting, protection of sensitive resources, and other management activities. To meet prescription, each trail is assigned an appropriate Trail Class. These general categories are used to identify applicable Trail Design Parameters and to identify basic indicators used for determining the cost to meet national quality standards.¹

The General Criteria below define each Trail Class and are applicable to all system trails. Subsequent sections of the ITDS provide Additional Criteria specific to Motorized Trails, Pack and Saddle Trails, Snow Trails, and Water Trails.

Trail Class descriptions define “typical” attributes, and exceptions may occur for any attribute. Apply the Trail Class that most closely matches the managed objective of the trail.

Trail Attributes	Trail Class 1 Minimal/Undeveloped Trail	Trail Class 2 Simple/Minor Development Trail	Trail Class 3 Developed/Improved Trail	Trail Class 4 Highly Developed Trail	Trail Class 5 Fully Developed Trail
General Criteria					
Physical Characteristics to be Applied to All National Forest System Trails					
Tread & Traffic Flow	<ul style="list-style-type: none"> ♦ Tread intermittent and often indistinct ♦ May require route finding ♦ Native materials only 	<ul style="list-style-type: none"> ♦ Tread discernible and continuous, but narrow and rough ♦ Few or no allowances constructed for passing ♦ Native materials 	<ul style="list-style-type: none"> ♦ Tread obvious and continuous ♦ Width accommodates unhindered one-lane travel (occasional allowances constructed for passing) ♦ Typically native materials 	<ul style="list-style-type: none"> ♦ Tread wide and relatively smooth with few irregularities ♦ Width may consistently accommodate two-lane travel ♦ Native or imported materials ♦ May be hardened 	<ul style="list-style-type: none"> ♦ Width generally accommodates two-lane and two-directional travel, or provides frequent passing turnouts ♦ Commonly hardened with asphalt or other imported material
Obstacles	<ul style="list-style-type: none"> ♦ Obstacles common ♦ Narrow passages; brush, steep grades, rocks and logs present 	<ul style="list-style-type: none"> ♦ Obstacles occasionally present ♦ Blockages cleared to define route and protect resources ♦ Vegetation may encroach into trailway 	<ul style="list-style-type: none"> ♦ Obstacles infrequent ♦ Vegetation cleared outside of trailway 	<ul style="list-style-type: none"> ♦ Few or no obstacles exist ♦ Grades typically <12% ♦ Vegetation cleared outside of trailway 	<ul style="list-style-type: none"> ♦ No obstacles ♦ Grades typically <8%

Kansas State Trails Plan 2008

Trail Attributes	Trail Class 1 Minimal/Undeveloped Trail	Trail Class 2 Simple/Minor Development Trail	Trail Class 3 Developed/Improved Trail	Trail Class 4 Highly Developed Trail	Trail Class 5 Fully Developed Trail
Constructed Features & Trail Elements	<ul style="list-style-type: none"> ♦ Minimal to non-existent ♦ Drainage is functional ♦ No constructed bridges or foot crossings 	<ul style="list-style-type: none"> ♦ Structures are of limited size, scale, and number ♦ Drainage functional ♦ Structures adequate to protect trail infrastructure and resources ♦ Primitive foot crossings and fords 	<ul style="list-style-type: none"> ♦ Trail structures (walls, steps, drainage, raised trail) may be common and substantial ♦ Trail bridges as needed for resource protection and appropriate access ♦ Generally native materials used in Wilderness 	<ul style="list-style-type: none"> ♦ Structures frequent and substantial ♦ Substantial trail bridges are appropriate at water crossings ♦ Trailside amenities may be present 	<ul style="list-style-type: none"> ♦ Structures frequent or continuous; may include curbs, handrails, trailside amenities, and boardwalks ♦ Drainage structures frequent; may include culverts and road-like designs
Signs	<ul style="list-style-type: none"> ♦ Minimum required ♦ Generally limited to regulation and resource protection ♦ No destination signs present 	<ul style="list-style-type: none"> ♦ Minimum required for basic direction ♦ Generally limited to regulation and resource protection ♦ Typically very few or no destination signs present 	<ul style="list-style-type: none"> ♦ Regulation, resource protection, user reassurance ♦ Directional signs at junctions, or when confusion is likely ♦ Destination signs typically present ♦ Informational and interpretive signs may be present outside of Wilderness 	<ul style="list-style-type: none"> ♦ Wide variety of signs likely present ♦ Informational signs likely (outside of Wilderness) ♦ Interpretive signs possible (outside of Wilderness) ♦ Trail Universal Access information likely displayed at trailhead 	<ul style="list-style-type: none"> ♦ Wide variety of signage is present ♦ Information and interpretive signs likely ♦ Trail Universal Access information is typically displayed at trailhead ♦
Typical Recreation Environments & Experience²	<ul style="list-style-type: none"> ♦ Natural, unmodified ♦ ROS: Often Primitive setting, but may occur in other ROS settings ♦ WROS: Primitive 	<ul style="list-style-type: none"> ♦ Natural, essentially unmodified ♦ ROS: Typically Primitive to Semi-Primitive setting ♦ WROS: Primitive to Semi-Primitive 	<ul style="list-style-type: none"> ♦ Natural, primarily unmodified ♦ ROS: Typically Semi-Primitive to Roaded Natural setting ♦ WROS: Semi-Primitive to Transition 	<ul style="list-style-type: none"> ♦ May be modified ♦ ROS: Typically Roaded Natural to Rural setting ♦ WROS: Transition (rarely present in Wilderness) 	<ul style="list-style-type: none"> ♦ Can be highly modified ♦ ROS: Typically Rural to Urban setting ♦ Commonly associated with Visitor Centers or high-use recreation sites ♦ Not present in Wilderness

¹ For user-specific design criteria and specifications, refer to Forest Service Handbook and other applicable agency references.

² Typical Recreation Environment & Experience descriptors are provided to assist with understanding Trail Classes. They represent typical or commonly occurring Trail Class and ROS or WROS setting combinations, but are not intended to indicate combinations that are “allowed” or “not allowed”. The appropriate Trail Class should be determined by local managers at the trail-specific level, based on Forest Plan direction and other considerations. While less developed trails may occur in any ROS setting, they typically occur in less developed ROS settings. Similarly, more highly developed trails tend to occur in more highly developed ROS settings, but may occur in less developed ROS settings (with the exception of Trail Class 5 which is not consistent with Primitive settings).

Kansas State Trails Plan 2008

Issue: 6 *The safety of trail users shall be a focus of design as well as maintenance efforts.*

Action **6.a** *Enhance the safety of trail users by multiple measures*

- 6.a.1* *Incorporate trail design elements to improve safety - maintain and improve trail tread and corridors*
- 6.a.2* *Improve warning signage and trail maps*
- 6.a.3* *Enforce trail use regulations and communicate trail use ethics via signage and user group pro-activity*
- 6.a.4* *Evaluate longer rural trails for limited official use vehicular access for evacuation of injured persons.*

At least three fatalities occurred on Kansas trails during the summer of 2007. Two fatalities resulted from a single boating accident on the Kansas River at the weir/low-head dam near the water works in Topeka. A pedestrian was also killed in a bicyclist-pedestrian collision on a shared use path in Shawnee county.

These unfortunate events highlight the need for trail experience suppliers to review the probable causes of trail related injuries in order to reduce the likelihood of future incidents. Trail users have identified safety as an important factor to their utilization of trails; as well as a barrier to use when the perception is that the experience will be unsafe.

The top issue from the 2003 survey was lack of trail ethics. Not all ethics problems are safety problems but several are, including: recklessness, not yielding properly, and excessive speed. Similarly trail maintenance and the enforcement of trail use regulations ranked high (top 4 items) of trail management needs. Both of these issues have safety ramifications. Safety issues were also identified as salient by the 2007 focus group participants as well. Delegates to the KS Built Environment and Trails Summit (07) were queried about safety issue details. Their responses are included as they related to the following topics:

6.a.1 *Incorporate trail design elements to improve safety - maintain and improve trail tread and corridors*

Two of the more foreseeable trail injuries on land result from falls and collisions (both with other users and adjacent landscape elements).

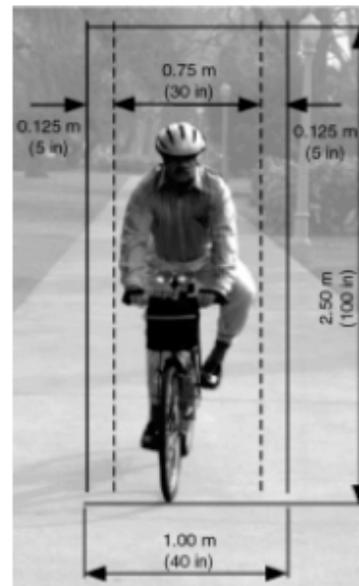


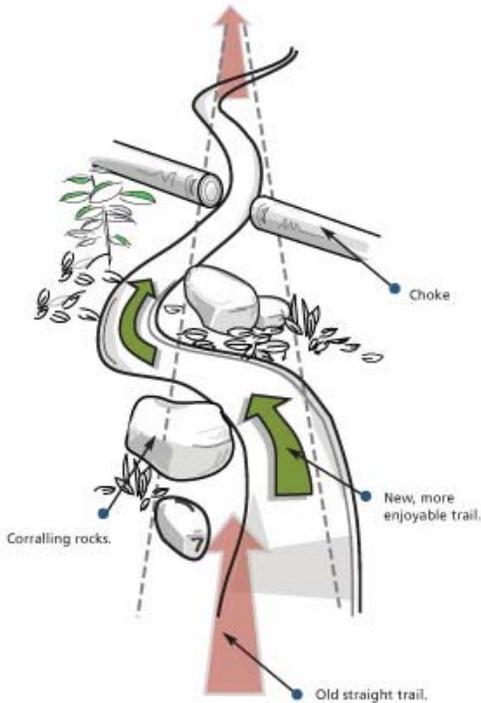
Figure 1. Bicyclist Operating Space

One method to reduce both is to provide **adequate operating space**. AASHTO incorporates this element in its recommended trail widths (See Issue 4: Standardization).

Kansas State Trails Plan 2008

Other design features improve safety by slowing the pace. [The International Mountain Biking Association's \(IMBA\)](#) shared use trail design recommendations include the following techniques on soft surfaced paths to slow riders and reduce conflicts:

- Alter fast trails by texturing the tread and/or adding obstacles, which force more turns and slow riders (*see illustration – IMBA*)
- Trails with heavy use should be wider, but still somewhat rough to slow traffic
- Good sight lines are essential
- Trail junctions should be in open areas so people can see each other



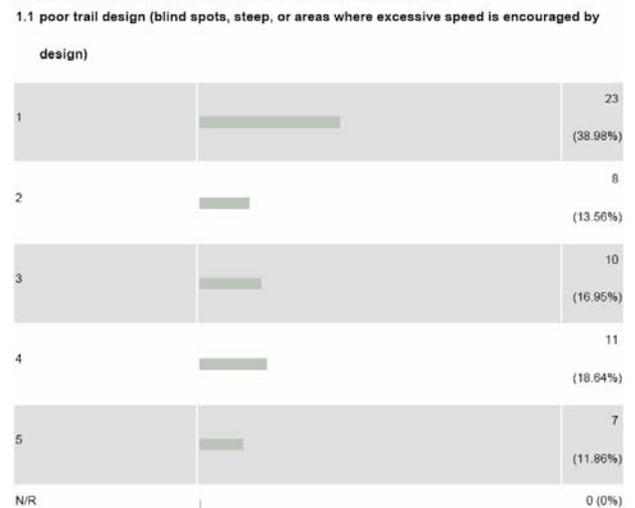
IMBA has conducted several trail design and construction workshops in the state, for the Kansas Department of Wildlife and Parks and the KS Trails Council.

Safe design is often sustainable design as well; typically featuring hardened surfaces that erode much less, resulting in fewer hazards from poor tread as a result. The [KS Trails Council](#) has

reconstructed several trails using this approach (Clinton Lake) and built several new trails using sustainable design elements (Kaw River State Park).

The importance of good design relative to safety is shared by respondents to the Trail Summit survey. 40% of the respondents ranked poor trail design as a major (#1 or #2) concern; contributing to poor trail safety, when inadequate.

Please rank how important you feel each of the following items are to improving trail safety on an urban, multiple-use path. (1) most important - (5) least important



Corridors can contribute to injury by being poorly maintained to the point that vegetation such as low hanging branches or brush obstructs safe use. Shared use paths in particular should maintain an adjacent space that is relatively flat (essentially a shoulder), next to the path tread for passing, as an escape route to avoid a collision, or just safe navigation zone for non-expert riders, who may not be able to stay on a 1 ft wide tread. (AASHTO). Drop offs within this recommended shoulder space are similarly problematic.

6.a.2 Improve warning signage and trail maps

The intent of good signage is to take a dangerous situation and make it obvious. To that extent, most trails in the state are currently undersigned, according to Dr. Sid Stevenson, who has on-site

Kansas State Trails Plan 2008

GPS mapped most of the state's trails over the last 4 years.

Commercial options exist, as depicted here, but



far cheaper and simpler options also are used that are still effective. Camp Horizon's bike trails (south of Arkansas City) are well marked with warning signage. Most of the signs at Camp Horizon are extremely simple, typically only colored blazes on nearby trees with direction and slope depicted, but they are located as to leave few surprises, and seem effective.

One caution regarding signage that was mentioned at the Trails Summit focus group meeting is that the over-usage of signage can have a detrimental, "numbing" effect. The example used was "share-the-road signs, where road users assume a roadway doesn't need to be shared unless a sign is present. Several states no longer post "share-the-road" signs for that reason; and it is unrealistic to sign all segments.

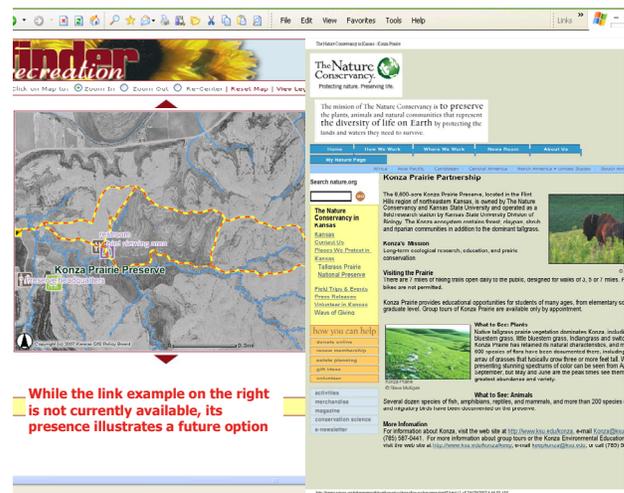
Typical danger spots worthy of signage include **intersections**, **hard turns**, blind spots, **constricted spaces**, speed bumps, **steep declines**, **ice**, **water** and **tread debris hazards**, and **lane markings** (on paved, shared use paths).

Informative **trail maps** depicting the full trail and of the "you-are-here" style have safety implications as well, as users can better plan routes to match their physical capabilities, and can select easier options when necessary. This type of signage has been characteristically used only at the *trailheads*, but has recently been

added at Clinton Lake at various intersections throughout the trail system, and begs replication for other trails.



Users of the [KS Rec-Finder trails database](#) can print off full trail maps from the online service with varying levels of detail.



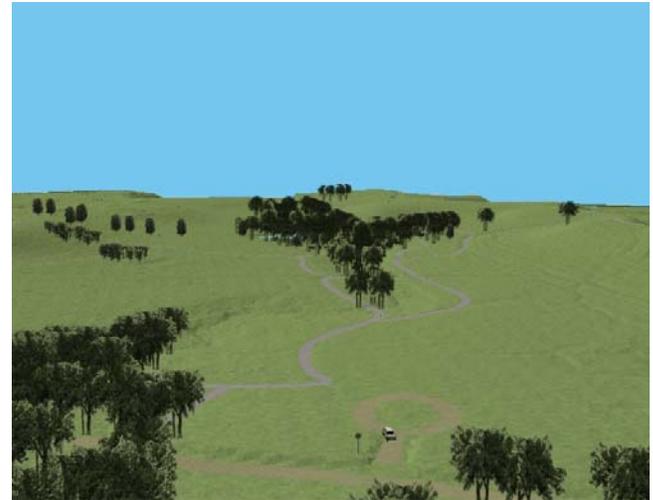
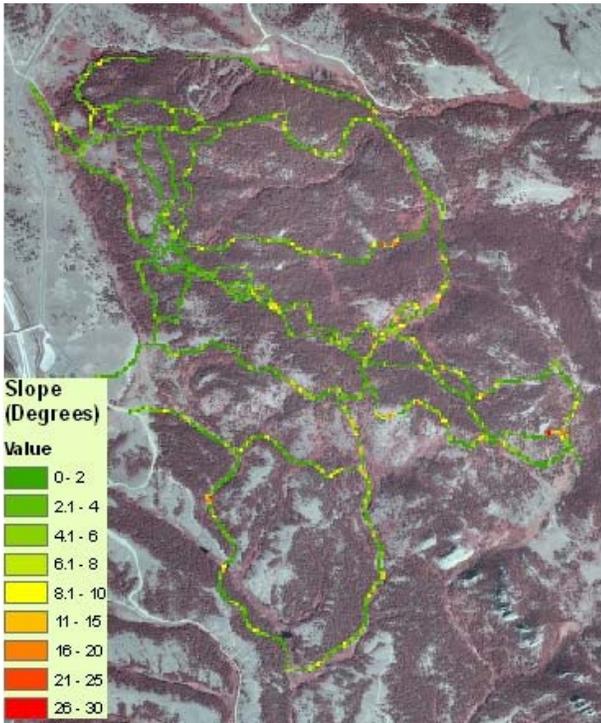
The map of the Konza Prairie trails as depicted shows a trail over an aerial photo, with a facilities layer added, and links to additional park details on the right column. The latter function is not yet available, but is a planned additional service.

Future applications also include the publication of waypoints for personal GPS navigation.

Kansas State Trails Plan 2008

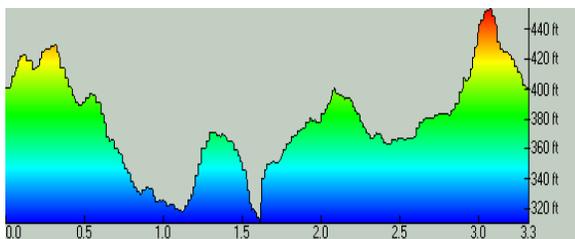
The KS Rec-Finder trails data set presently includes length, surface, uses allowed, and a general indication of trail difficulty by segment. However, the author is experimenting with more consistent measure of difficulty, involving less subjectivity. One approach as depicted here illustrates the degree of slope.

3D flythroughs allow users to fully perceive trail characteristics in advance. The image below shows the Marlatt Park Trail in Manhattan, draped over a LIDAR (Light Detection and Ranging) radar image, complemented with minimal 3D landscape symbology. The accuracy estimation for LIDAR applications is within 6" altitude



Only trails with 3D (altitude/z) data, or which can be overlaid over a layer containing such data (e.g. a lidar image) can depict slope accurately, though. Variations utilize ski slope (green/blue/black) symbology.

Trail profiles are similarly available using the KS Rec-Finder geodatabase.



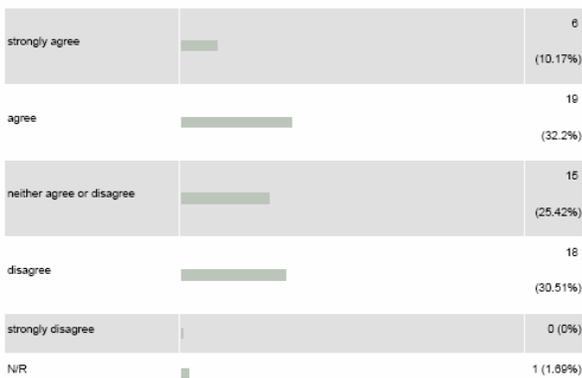
Kansas State Trails Plan 2008

6.a.3 Enforce trail use regulations and communicate trail use ethics via signage and user group pro-activity

As noted in the beginning of this section, the top issue from the 2003 survey was lack of trail ethics. Poor trail ethics leads to injury via reckless behaviors and disregard for the safety of others.

42% of the Trails Summit delegates that responded to the 2007 survey noted that user behaviors were a concern relative to safety.

5.3 Most trail safety issues are caused by user behaviors rather than design or maintenance problems.



Each user group has its ethics issues (e.g. excessive speed, social trails, litter, pets off leash, trespassing, unauthorized vehicular use, etc.) and visits to user group websites and discussion groups reveal the member's concerns about behaviors by a minority that put their pursuits at risk.

Enforcement of trail regulations is difficult due to the varying jurisdictions, geographic distribution and general time and cost constraints involved but targeted efforts at the worst offenders would appear to be welcomed by all user groups.

6.a.4 Evaluate longer rural trails for limited official vehicular access for evacuation of injured persons.

Evacuation of injured trail users for emergency care is a foreseeable reality of trail management. While it is not the responsibility of trail managers to provide direct emergency services, each manager should anticipate and develop plans to reach injured users along any trail segment. Consideration should be given to widening the trail corridor so it would be fully navigable by ATV throughout its length.

While the majority of native surfaced trails are navigable at least by ATV for maintenance and emergency use several are not... at least several segments are not.

Potential problem areas arise with longer rural trails in particular, but users injured on trails as short as a couple of miles could be difficult to reach in some cases.

Kansas State Trails Plan 2008

Issue 7. *Policies regarding the use of navigable river corridors by motorized vehicles is inconsistent by jurisdiction.*

Action 7a. *Best practices recommendations relative to OHV use and environmental stewardship of these corridors need to be developed.*

During the accumulation of trail data for the KS Rec-Finder database, it became apparent that vehicular use of the upper Arkansas River was being allowed at varying degrees by various governmental jurisdictions, while other jurisdictions strongly enforced no vehicular access policies.

During public meetings of the Arkansas River Corridor project in the Wichita area (2007) concerns about corridor uses were raised; including vehicular use.

Given that the river is a state, not a local resource, and that it serves in several trail

capacities, the state trails plan is a logical place in which to address the issues.

Though a singular statewide policy may not be appropriate because the hydrological and topographical conditions vary considerably throughout the river's course, a philosophical thread of environmental stewardship should be consistently applied.

Initial efforts should include a tabulation of policies by jurisdiction along the river's course.

Kansas State Trails Plan 2008

Issue 8. *Enhanced Marketing of the state's trails is needed*

Action 8a. *Capitalize on expanded partnerships to market trails for their multiple benefits.*

Efforts to publicize and market the state's trails are already broad and diverse.

However, the special opportunities provided by the present focus on ecotourism, health and getting kids active and outdoors and the new partners in these efforts warrants a renewed emphasis on information and education to both current and potential trail users.

The KS Built Environment and Trails Summit (2007) was in itself a marketing effort and warrants replication; expanding the message of the benefits of trails to an even broader constituency.

The KS Rec-Finder geodatabase, published in 2007 provides the first full look at the breadth and diversity of the product, and is also a new tool to disseminate information. Its searchable functionality allows users to match their desired type of experience with several destinations. Expansion of this service with additional community and area attraction information is expected.

The City of Lawrence's recent designation as the most walkable community in the state (according to Prevention Magazine and the American Podiatric Medical Association, 2007) is a great example of unsolicited, but positive publicity.

Most of this document focuses on intrinsic marketing (improving the product), but additional external promotion is warranted to promote the quality product that has been developed; mostly via the various trail partners.

General marketing (intrinsic and external) recommendations offered by Trails Summit delegates include:

- Events – by a wide variety of suppliers (Red Cross, Parks and Recreation Agencies, Clubs and organizations. *Equestrian and mountain bike groups do a good job here.*)
- Establishment of trail identities
- More group rides
- Improved amenities
- Focus on attractions (wineries, unique foods, flint hills, farming and ranching, etc.)
- Incorporate trails with other local area attraction to reach critical mass necessary to market as a destination
- A perfect fit for Ch 11 – Sunflower Journeys
- TV spots (need visual examples)
- KS trails are underutilized in the fall, winter and early spring, but these are some of the best times to be on them.
- Develop trail materials for tourism packets and info centers
- Develop a tour of trails by region

Kansas State Trails Plan 2008

CONTINUING ISSUES

Issue 9. *Trail maintenance and enhancement of existing trails shall continue to be given at least equal consideration with the construction of new trails*

Action 9.a. *Allocation of resources shall support the maintenance of existing trails; reflecting in the scoring of projects.*

Action 9.b *Enhance the trail experience (where feasible) with the addition of related amenities, including: signage, trash collection, potable water, restrooms, parking and staging areas.*

Trails Summit survey respondents (2007) reduced the focus on maintenance from survey respondents in 2003. Only 23% agreed that existing trails should have priority over new ones.

This appears to be due in part to the emerging issues of safe routes to school and fitness and the perception that these paths are lacking.

Issue 10. *The importance of “close to home” trail experiences increases with the focus on health, as well as the cost of fuel.*

Action 10.a *Trail projects designed “close to home” shall benefit from improved project scoring.*

When using a trail for fitness, Trails Summit survey respondents (2007) indicated a strong preference for close to home experiences. 35% would prefer to travel less than a mile to the trailhead. 74% were willing to travel up to four (4) miles.

Issue 11. *Additional trails and areas for motorized recreation are high user high user preferences*

Action 11.a *Monitor success of recent motorized trail projects for potential replication.*

11.b *Facilitate the offering of additional, cost-effective, quality motorized trail experiences*

Since 2003 several OHV areas have opened; one in SE Kansas ([Kanrocks](#)) and another in the extreme Southwest corner of the State ([Syracuse Sand Dunes](#)). [See Inventory section for a map illustrating all known OHV areas.](#)

Gaps still exist in three general areas, NW, Mid-State West, and NE metro. Also the state continues to host only one motorized trail in the Cimarron National Grasslands. One limited use motorized trail is under consideration at Eisenhower State Park.

The length of several rails-to-trails projects warrants another look at very limited vehicular use (e.g. 50cc or less or Segway personal transporters); as other suppliers are considering similar actions (Colorado Springs, CO).

Kanrocks is a partnership with the KDWP and the KC 4WD Association and has been in existence now for a couple of years. Pending the success of this venture, the KDWP may use it as a model for future replication.

Kansas State Trails Plan 2008

Issue 12. *Historic trails are an important element in the state's trail system but many segments are inaccessible to the public*

Action *12.a Reward trail projects focusing on discernable historic trails*

Most of the discernable historic trails are located on private property and as a result, care must be taken so as not to encourage the public to trespass. Planning and development efforts in this area are thus focused on those discernable trails on public land that offer opportunities for walking as well as interpretation.

One of the best examples of a combination venue to date is the [Alcove Springs trail](#) on the Oregon Trail, near Blue Rapids. The trail contains approximately 1/3 mile of Oregon Trail ruts and preserves an important camp site and spring used by those travelers. However, it also incorporates approximately 4 miles of hiking trail, managed by the Alcove Springs Preservation Association. Together the two make a great addition to the state's trail system.



Issue 13. *Help is needed to guide when single use trails should be constructed instead of shared use trails in rural areas*

Action *13.a (see Actions 2.a and 4.a)*

Additional input on preferences and observations of impacts is needed before a type of use can be recommended. Each trail should be analyzed on a case by case basis, cognizant of the availability of other trail experiences in the area.

Respondents to the Trails Summit survey indicated a preference of multiple /shared use over single use for new rural trails (49% to 27%)...however most of these respondents listed themselves as either trail planners or advocates and not users.

Issue 14. *Resources are lacking to convert the majority of abandoned rail corridors to trails.*

Action *14.a Rails to trails projects meeting desired outcomes like system and community connectivity, "closeness to home", and alternative transportation routes, are desirable, and should continue to be prioritized accordingly in Transportation Enhancement projects.*

Rail banked corridors periodically become available in various locations around the state. There are only enough resources available to develop some of these trails, and like any other trail, those sections or segments that achieve the greatest number of objectives, including but not limited to "close to population centers", "serve as alternate transportation routes", "result in connectivity to other trails or communities" should receive priority for assistance.

Kansas State Trails Plan 2008

Issue 15. *Kansas water trails are underutilized*

Action *15.a Continue to establish and improve launching options and enhance user amenities at launch points*

Lack of access points was previously identified as a major barrier to River access on Kansas' major navigable streams (Kansas River Recreation Study, 1996; KDWP Kansas River Recreation Access Plan, 1998).

Since 2000, notable strides have been made in the establishment of several boat launch points on the Kansas, Missouri and Arkansas Rivers; typically due to partnerships. For example, the [St. George ramp](#) was constructed with help from the City of St. George, the KDWP, and several private groups including but not limited to: the Kansas Canoe and Kayak Association, Westar Energy, Federation of Flyfishers, and Friends of the Kaw.

The target for the Kansas River is a ramp/launch approximately every 10-15 miles. Recently constructed ramps along the Kaw River include the 177 Bridge near Manhattan, St. George and Perry. Future ramps are planned for Junction City, Wamego and the Kaw River State Park in Topeka, among others.

In south-central Kansas, the [Arkansas River Access Plan](#), just completed (fall, 2007) illustrates the interest in water trails near metropolitan areas. The plan identifies dozens of potential access points from primary to primitive along 100 miles of river from Nickerson to Oxford.

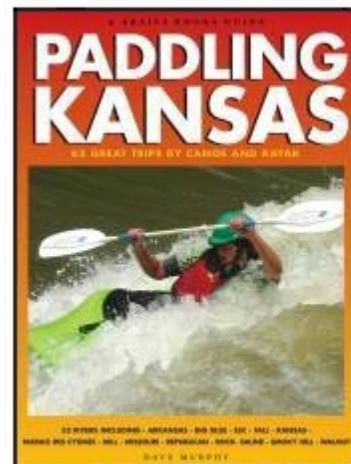
Because this increase in access is relatively new; essentially doubling in the last 5 years, it is time to match the new infrastructure with a promotional campaign.

The last television program on Kansas' water trails was back in 1995: *Canoeing in Kansas – Sunflower Journeys*, KTWU, Ch 11, Washburn University.

Kansas Water Trails are identified and searchable in the KS Rec-Finder Database and a summary of the state's water trails is provided in the Inventory section of this document.

Tools in the effort to increase utilization through publicity include resources like the following:

Paddling Kansas. Dave Murphy. 2008. Trails Books, Madison, WI.



Kansas State Trails Plan 2008

III. INVENTORY OF EXISTING TRAILS



Kansas State Trails Plan 2008

Overview

In August, 2007 the [KS Rec-Finder geodatabase](#) was published; the results of a 4 year effort by the Kansas Department of Wildlife and Parks, the Kansas GIS Policy Board, Kansas State University, the Kansas Recreation and Park Association, the Sunflower Foundation, and the Data Access Support Center – KS Geological Survey – KU. The study compiled all of the state's known parks, trails and park facilities into a public, searchable database.

The following reports and maps represent some of the planning tools that can be generated from the KS Rec-Finder geodatabase.

The registered spatial data compiled both online and in the field for this database is then downloaded into the ESRI's ArcGIS software program, specifically ArcMap; from which the following maps and reports have been generated.

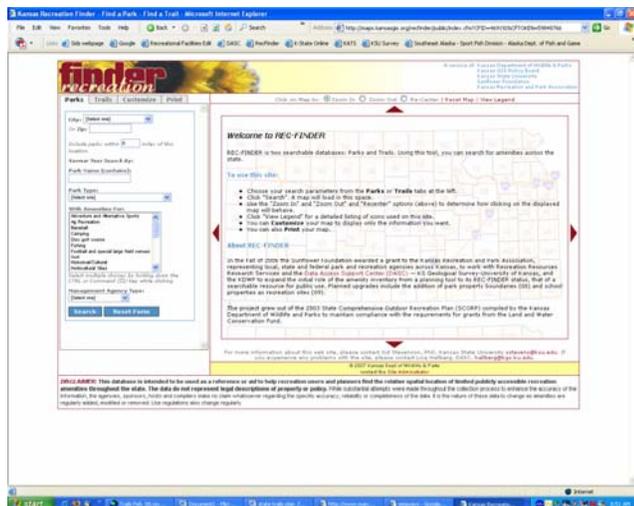


Figure 1: KS Rec-Finder database homepage

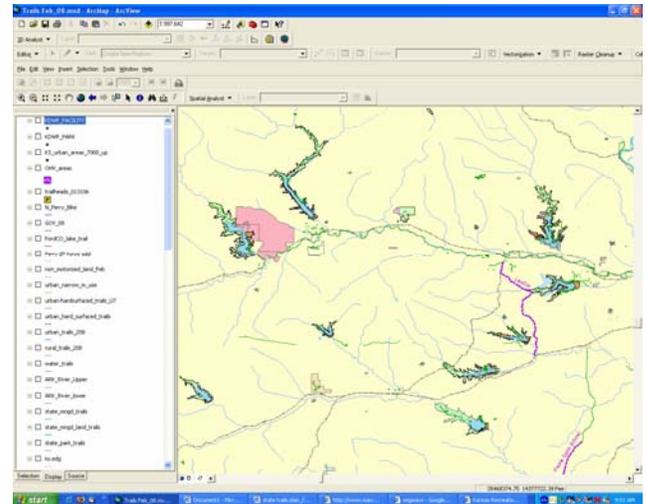


Figure 2: Layers from KS Rec-Finder displayed in ArcMap (ESRI)

It is beyond the scope of this document to include a full report of the state's trails, as the data can be mined in a myriad of ways. However, enough is included to give the reader a valuable insight into the breadth and diversity of the state's trail system.

Data changes annually and 08 updates to trails have not yet been made.

Kansas State Trails Plan 2008

Trails by managing entity

The state's 665 trails are managed by both governmental and non-governmental (NGO) entities. For clarification, NGO's manage trails on State and Federal properties and are listed here when they appear to be the primary managing entity. NGO's also maintain trails in partnership with the managing agency. The Perry Lake State Park bike/hike trails are a typical example of this arrangement; and would be classified as state managed. The large majority of the state's water trails are listed here as State managed; even though some are contained within USACE properties. (*variations in total number of trails is dependant on the date the summary table was compiled and can vary slightly*).



Figure 3: Mobile Geo Resources mapping a trail at Fall River State Park, Fall River USACE Project

Trail Manager	# of Trails
FED	58
LOCAL	448
NGO	34
SCHOOL	4
STATE	121

Trails on Federal properties

A substantial number of the state's land trails are located on federal properties; most notably USACE project lands. Many of these lands are subsequently leased by the KS Dept of Wildlife and Parks for use as either State Parks or Wildlife Management Areas.

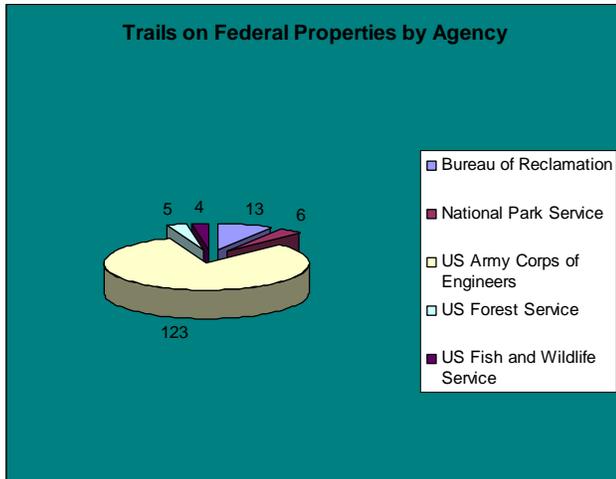
Trails on Federal Property by Agency

The USACE (Corps of Engineers) lands host the largest number of trails (123), spread across 17 different projects.

Federal Prop	# of Trails	# of projects
Bureau of Reclamation	13	6
National Park Service	6	2
US Army Corps of Engineers	123	17
US Forest Service	5	1
US Fish and Wildlife Service	4	3

US Military bases are NOT included due to limited public access for trail use. RRRS was denied permission to map the trails on Ft. Riley

Kansas State Trails Plan 2008



Federal Prop	No Trails
USACE_Perry_Lake	17
USACE_Milford_Lake	14
USACE_Clinton_Lake	13
USACE_Tuttle_Creek	10
USACE_Elk_City_Res	8
USACE_Fall_River_Res	8
USACE_Pomona_Lake	7
USACE_Wilson_Lake	7
USACE_EIDorado_Lake	6
USACE_Kanopolis_Res	6
USACE_Melvern_Lake	6
USACE_Toronto_Lake	6
NPS_TPNP	5
USFS_Cimarron_Grasslands	5
BORECL_Waconda_Res	4
USACE_Hillsdale_Lake	4
USACE_John_Redmond_Res	4
BORECL_Cheney_Res	3
USACE_Council_Grove_Lake	3
BORECL_Cedar_Bluff_Res	2
BORECL_Kirwin	2
USACE_Big_Hill_Lake	2
USACE_Marion_Lake	2
USFWS_Quivira_Refuge	2
BORECL_K_Sebelius_Res	1
BORECL_Webster_Res	1
NPS_Ft_Larned	1
USFWS_Flint_Hills_Refuge	1
USFWS_Marias_Des_Cygnés	1

Kansas State Trails Plan 2008

State Managed Trails

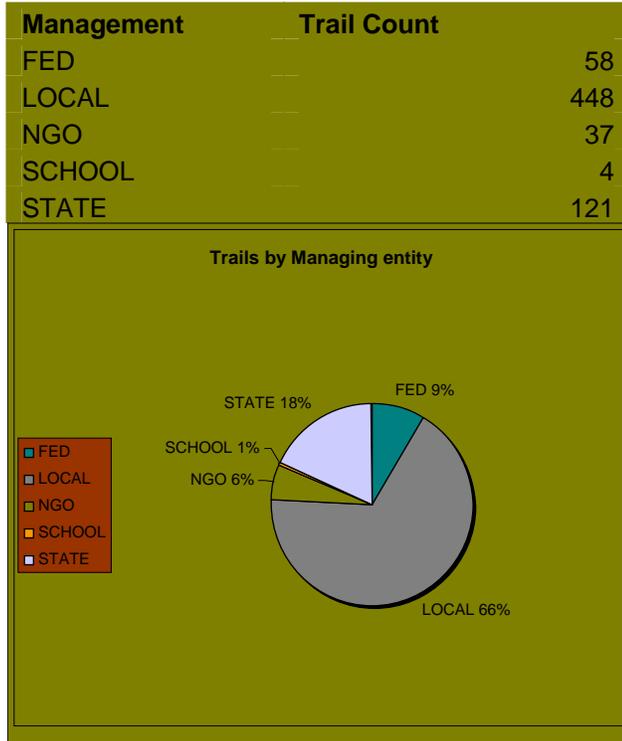
The vast majority of state managed trails are managed by the Division of State Parks, KDWP. As of January, 2008, the Division manages 91 trails totaling over 291 miles.

Length	Park	TRAIL
0.86	Cedar_Bluff_SP	cedar bluff ada
4.39	Cedar_Bluff_SP	cedar bluff hike
.47	Cheney_SP	East Shore Hike Bike Trail
.31	Cheney_SP	Giefer Creek Nature Trail
1.74	Cheney_SP	Spring Creek Trail
22.08	Clinton_Lake_SP	Clinton Lake N Shore Trail
1.19	Clinton_Lake_SP	Clinton Lake N Shoreline bike
0.45	Clinton_Lake_SP	Clinton Lake technical bike
.89	Crawford_SP	Deer Run Nature Trail
6.24	Crawford_SP	Drywood Creek Trail
.51	Crawford_SP	Spider Leg Trail
1.04	Cross_Timbers_SP	Ancient Trees Trail
.92	Cross_Timbers_SP	Blackjack Trail
8.69	Cross_Timbers_SP	Chautauqua Hills Trail
.475	Cross_Timbers_SP	Oakridge Trail
1.20	Cross_Timbers_SP	Overlook Hiking Trail
12.58	Eisenhower_SP	Crooked Knee Horse Trail
5.86	Eisenhower_SP	Crooked_Knee_Horse_Trail_orange_loop
.58	Eisenhower_SP	Eisenhower Nature Trail
11.52	El_Dorado_SP	Boulder Bluff Horse Trail
1.00	El_Dorado_SP	Double Black Diamond Trail
1.8	El_Dorado_SP	ElDorado_SP_Walnut_River
.57	El_Dorado_SP	Teter Nature Trail
.64	El_Dorado_SP	Walnut Ridge Trail
.71	Elk_City_Lake_SP	Elk City Fitness Trail
0.52	Elk_City_Lake_SP	Elk_City_SP_ADA
.62	Elk_City_Lake_SP	Green Thumb Nature Trail
1.08	Elk_City_Lake_SP	Squaw Creek ADA Trail
.53	Fall_River_SP	Bluestem Trail
1.43	Fall_River_SP	Casner Creek Trail
1.91	Fall_River_SP	Catclaw Trail
.61	Fall_River_SP	Post Oak Trail
1.07	Fall_River_SP	Turkey Trail at Fall River
33.6	Garnett	Prairie Spirit Trail
.27	Glen_Elder_SP	Glen Elder ADA
.37	Glen_Elder_SP	Sunflower Trail
.45	Glen_Elder_SP	Woodland Trail
2.04	Hillsdale_SP	Hillsdale_SP_Red_Trail
4.29	Hillsdale_SP	Jayhawk Trail
31.13	Hillsdale_SP	Saddle Ridge Horse Trail
.86	Kanopolis_SP	Kanopolis Buffalo Tracks Canyon Trail
24.18	Kanopolis_SP	Kanopolis Multi Use Trail
1.63	Kanopolis_SP	Kanopolis Split Boulder Bike Trail
.59	Kanopolis_SP	Kanopolis Wildlife Viewing Area Trail
.306	Kanopolis_SP	Mushroom State Park paths
7.81	Kaw_River_SP	Kaw_River_SP_Maclennan_Park_Trails
.21	Lake_Scott_SP	Big Springs Nature
6.96	Lake_Scott_SP	Lake Scott SP Trail
2.19	Milford_SP	Crystal Trail
9.04	Milford_SP	Eagle Ridge Trail
.40	Milford_SP	Eagle Ridge to Crystal link_Old Military Rd Trail
1.8	Milford_SP	pipeline trail at Milford SP
.56	Milford_SP	Waterfall Trail
.15	Milford_SP	Wildlife Viewing Tower Trail
.62	Milford_SP_Nat_Ctr	Tallgrass Nature Trail
.02	Perry_Lake_SP	Perry Lake Bike Trail_Blackfoot
1.31	Perry_Lake_SP	Perry Lake Bike Trail_copperhead
1.77	Perry_Lake_SP	Perry Lake Bike Trail_Great White
.26	Perry_Lake_SP	Perry Lake Bike Trail_Kids Rock
.83	Perry_Lake_SP	Perry Lake Bike Trail_mad mile
2.98	Perry_Lake_SP	Perry Lake Bike Trail_Skyline
1.81	Perry_Lake_SP	Perry Lake Bike Trail_Twin peaks
.89	Perry_Lake_SP	Perry Lake Bike Trail_Wild West
9.75	Perry_Lake_SP	Perry Lake Horse Trail
.76	Perry_Lake_SP	Perry State Park Nature Trail
.78	Pomona_SP	Buckbrush Trail
1.4	Pomona_SP	Hedgewood_Pomona_SP
.46	Pomona_SP	Rising Sun Trail
1.17	Prairie_Dog_SP	Prairie Dog SP Nature Trail
.63	Sand_Hills_SP	Bluestem Trail (spur) Sand Hills SP
.11	Sand_Hills_SP	Cottonwood Trail Sand Hills SP
.88	Sand_Hills_SP	Dune to Bluestem spur Sand Hills SP
.602	Sand_Hills_SP	Dune Trail Sand Hills SP
1.68	Sand_Hills_SP	Pond and Tallgrass Trail segs Sand Hills SP
.43	Sand_Hills_SP	Prairie Trail and Dune Trail Seg Sand Hills SP
2.6	Sand_Hills_SP	Rolling Hills and Bluestem Trail seg Sand Hills SP
2.26	Sand_Hills_SP	Tallgrass to Rolling Hills spur Sand Hills SP
.76	Tuttle_Creek_SP	Tallgrass Trail Sand Hills SP
.37	Tuttle_Creek_SP	Woodland Trail Sand Hills SP
5.18	Tuttle_Creek_SP	Cedar Ridge Trail
11.55	Tuttle_Creek_SP	Cottonwood Trail at TCSP
0.42	Tuttle_Creek_SP	Fancy Creek Bike n Hike Trail
2.80	Webster_SP	Randolph Horse Trail
.61	Wilson_Lake_SP	Rocky_Ford_to_TCSP
.76	Wilson_Lake_SP	Coyote Trail
5.51	Wilson_Lake_SP	Cedar ADA trail
8.41	Wilson_Lake_SP	Dakota Trail
		Switchgrass Bike Trail
		Wilson_Lake_SP_Bike

Kansas State Trails Plan 2008

Trails managed by local government

The bulk of the state's trails are located near where people live; managed by municipalities, counties, schools and occasionally NGO's in partnership with public entities.



Local units of government manage all types of trails from shared to single use and from urban to rural. Non-motorized land trails managed by local units of government include:

448 Trails managed by local government	
Number	Length
10	Over 10 miles long
16	5-10 miles long
79	1.5 – 4.99 miles long
343	Less than 1.5 miles
<i>58 of these</i>	<i>Less than .25 mile</i>

Trails by County

Together, three KS counties host over 1/3 of the state's non-motorized land trails. Johnson County hosts 253 miles; Sedgwick County hosts 137; and Douglas County hosts 99. Thirty two (32) Kansas Counties host no (0) land trails.

When analyzed per capita, though the impact of public lands with trails in sparsely populated counties becomes evident.

The counties with the greatest number of trails per 1000 population include:

Land Trails per capita by County		
COUNTY	Miles of Trail per 1000 cap	Public Land in CO
Morton	9.57	USFS Cimarron National Grasslands
Chase	5.07	NPS Tallgrass Prairie National Preserve
Ellsworth	4.37	Kanopolis Res and Parks
Douglas	.99	<i>Top 3 counties by overall miles of trail</i>
Johnson	.56	
Sedgwick	.30	

Two maps: (1) [Non-motorized Land Trails: Miles of Trail by County](#) and, (2) [Non-motorized Land Trails – density per county – mi of Trail per 1000 residents](#), graphically illustrate these findings.

Kansas State Trails Plan 2008

Uses

In the KS Rec-Finder geodatabase, trails are categorized by the type of uses allowed.

Table 1.1 Kansas Trails by Type of Use February - 2008		
Uses	Count	Mileage
cycling_mtn_bike	8	13.76
fitness_special	11	7.82
equine_special	14	84.55
interpretive	19	20.71
small_craft (water)	25	857
multi_incl_equine	41	291.44
Motorized	1	12.50
walk_hike_only	135	161
multi_no_equine	412	733
Total	665	2169.28

Trails in table 1.1 (above) are currently classified by the managing entity, and several of these classifications may require modification to more accurately reflect use. Several equine special trails appear to allow pedestrian use and if so, should be reclassified as multi-incl-equine. As noted in the discussion of the need for reclassification issue, a number of hard surfaced, shared use trails in urban areas (7,000 population and up) should either be widened or reclassified as single use.

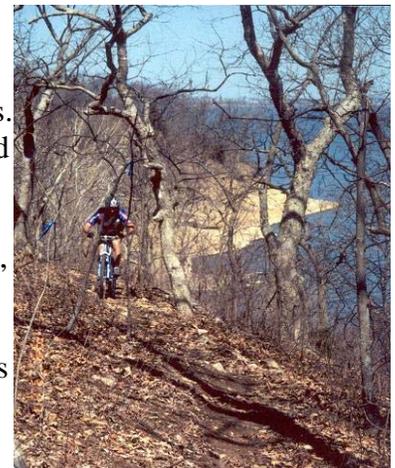
In Table 1.1, the first five classifications list specialized types of trails. Single use trails such as these can be justified when the level of specialization is high and increasing user safety is a realistic outcome ...and other trails in the vicinity accommodate other users satisfactorily.

Specialized mountain bike trails are not always technical trails but are typically characterized as single use in order to reduce injuries that would likely result from shared use. Technical trails are constructed for a clear specialized purpose.

The *free-ride* course/trail at Clinton Lake State Park is an example of a technical bike trail/course. This free ride course represents an official partnership with a public agency (Clinton State Park). Another official free ride course is under construction at the Kanrocks 4wd park. The majority of free ride courses in the state are courteously listed as unofficial



The Perry Lake bike trail as illustrated below is not considered specialized, even though it has features like length, undulations and a fairly high level of bike use, that make it more attractive to cyclists than hikers. It is currently listed as a shared use trail, open also to walkers and hikers, but it is clearly designed with riders at heart. It is described as suitable for *advanced* riders; but considered more physical than technical.



Kansas State Trails Plan 2008

Specialized fitness trails are those characterized by trail-side fitness apparatus. All single and shared use trails open to walking, hiking and cycling provide great opportunities for fitness via activity, but do not warrant this specialized designation.



Equine special trails are open only to stock riders. These single use trails eliminate the inter user conflicts, and can be found characteristically where plenty of opportunities for other trail use can be found nearby. (e.g. Shawnee Mission Park). Several other shared use trails in the state have been designed to meet equine endurance race features and are characteristically long (over 20 miles), and, as such, are not optimized for hiking, but are still open to shared uses.

Specialized Interpretive trails are typically short, often less than ½ mile long and open only to walking-hiking. They are identified as such when their primary purpose is education (typically historical, cultural or biological),



including wildlife observation. Abundant informative signage typically highlights interpretive trails.

Interpretive trails may utilize various surfaces but should be wheelchair accessible.

Water trails are specialized only by the nature of their relatively singular use. Some routes are limited to paddling only (non-motorized craft) but most are accessible to all small craft.

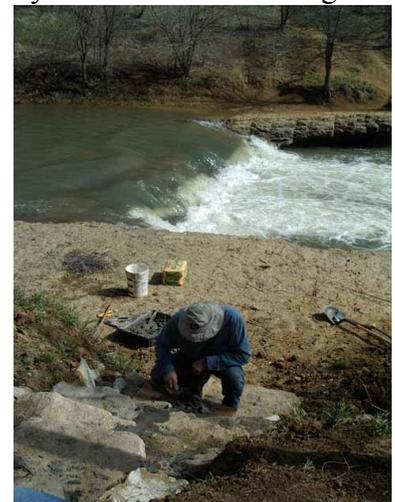
Water trail users are encouraged to utilize public launches when utilizing the state's 3 navigable streams (Missouri River, Kansas River and the Arkansas River) and those sections of streams and rivers that lie within public properties, such as the upper reaches of public reservoirs (within the boundaries of the USACE property).

A table and two maps illustrate the location of the state's 26 water trails. The Arkansas River is divided into an upper and lower reach in these documents; illustrating the variation in floatability. The lower section is typically floatable, while the upper generally does not hold water at a satisfactory level to float.

There are several resources available for more information on Kansas Water Trails. [The Kansas Canoe and Kayak Association](#) hosts a valuable website for paddlers; providing links to additional river information and trips.

[The Kansas Whitewater Association](#) additionally provides river flow level data and more links. The KWA is currently involved in enhancing a section of the Wakarusa River below Clinton Lake for whitewater use.

[Friends of the Kaw](#) provide a detailed interactive paddling map of the Kansas/Kaw River on their website.



Kansas State Trails Plan 2008

Equine Trail Inventory

As of January, 2008, Kansas hosts fifty-nine trails, totaling 376 miles, that allow equine use; either singularly or as shared use. These trails are characteristically located on federal USACE reservoir projects, and are typically managed by either the USACE or the KS Division of State Parks or via a NGO partnership ([see maps in the following section](#)). Several local government units offer riding opportunities in regional and county parks.

Management of KS Equine Trails	
STATE	23
LOCAL	14
FED	13
NGO	9

With the exception of routes in Morton and Scott counties, the equine trails in the state are located in the eastern half. The trails do appear to be reasonably close to the state’s larger population centers, with multiple routes near the KC metro area, Lawrence, Topeka and Wichita.

The trails vary considerably in length, but longer trails are characteristic, coinciding with the needs of endurance races, weekend rides and other events. Riding experiences also vary notably, ranging from specialized races on difficult terrain to casual rides on relatively flat, 10’ wide shared use, surfaced paths.

Specialized equine campgrounds and staging areas have been constructed in a number of state parks to enhance these experiences.

A good descriptive listing of the state’s equestrian trails can be located on the [KS Horse Council’s website](#). In addition to providing informative links, the KS Horse Council applauds good land stewardship and encourages riders to give back to their sport by volunteering for trail maintenance.

Rails to Trails

Rail-trails, probably more than any other type of trail, provide, in modern times the original, essential purpose of trails: to link communities together.

(paraphrased from SRT website)

The current open-to-public-use inventory of rail-to-trails projects in the KS Rec-Finder geodatabase includes the following:

Current Rail Trail Inventory 2/08	Length
Prairie Spirit Trail	32.19
Flint Hills Nature Trail Herington E	15.376
Flint Hills Nature Trail Allen W	10.69
Flint Hills Nature Trail At Vassar	5.862
Flint Hills Nature Trail Council Grove E	3.495
Flint Hills Nature Trail_Miami_CO	2.27
Flint Hills Nature Trail_Franklin_CO	1.61
Haskell Rail Trail	0.783

An old rail corridor also provided the basis for the Valkommen trail in Lindsborg, and will be similarly utilized in future trails planned for Osage City, Marysville and Marquette.

Rail-to-trails projects under construction include the following:

Future Rail Trails	Length
Landon	39.88
Prairie Spirit (Welda south to Iola)	18.536
Flint_Hills_Nature_Trail (Marysville north to Nebraska)	13.28
Garden Plain to Goddard	6.415
Marquette rail trail	1.187

Both the current and future rail-trail projects are illustrated in a [map, Rails to Trails](#), later in this document.

Kansas State Trails Plan 2008

Characteristics

With the exception of the Prairie Spirit Trail, managed by the KS Division of State Parks, that will run approximately 50 miles, from Ottawa to Iola with the opening of the addition from Welda south (18 mi), the supply of rail trails in Kansas is dependent upon Non-governmental-organizations, NGOs. Two of the more involved NGOs in this effort are the Sunflower Recreational Trails organization and the Kanza Rail-Trail Conservancy, Inc.

[Sunflower Recreational Trails](#) (SRT) is a group of volunteers working to help other organizations develop trails in the state of Kansas. Members monitor the availability of railroad abandonments, try to get them rail-banked, and try to find interested local people to begin development. A major developer of such trails, particularly rail trails is the [Kanza Rail - Trails Conservancy, Inc.](#) The KRTC organizes all official activities on the Flint Hills and Landon Nature Trails.

All rail-trails are shared use trails, with the more rural trails making up the Flint Hills Nature Trail complex also open to equine use.

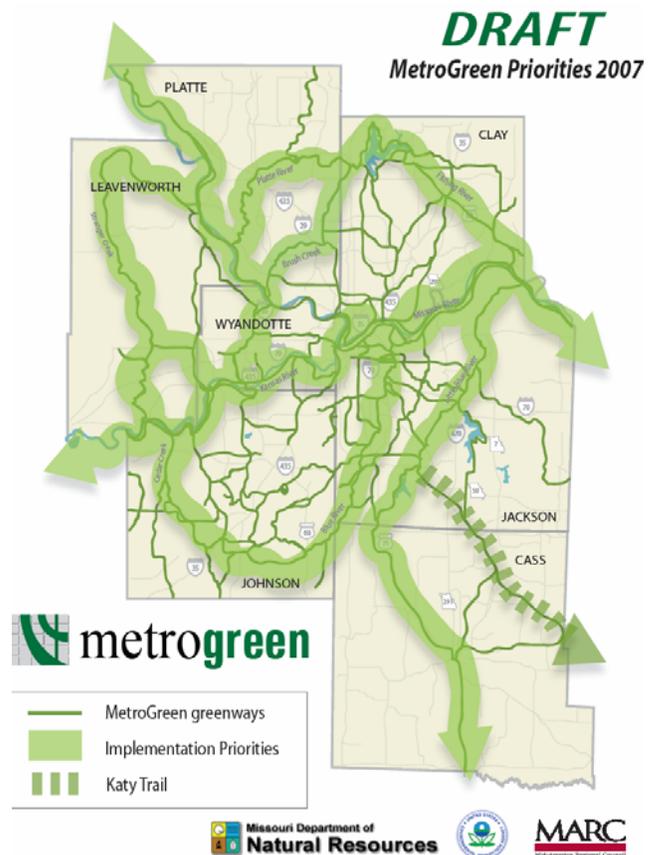
Multi-state trail system

Two multi-state efforts are underway to link trail segments in several states into a larger transportation system.

Metro Green

MetroGreen is a natural extension of the Kansas City area's trails heritage. MetroGreen is a regional greenway system for the Kansas City metropolitan area. It is principally comprised of linear corridors of land found along streams, roadways and within abandoned rail corridors. The purpose of MetroGreen is to establish an interconnected system of trails that will link the

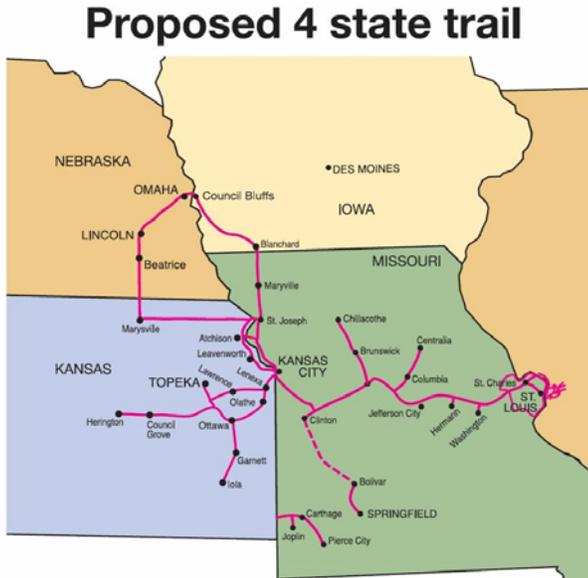
seven-county metropolitan region. The plan covers Leavenworth, Johnson and Wyandotte counties in Kansas and Cass, Clay, Jackson and Platte counties in Missouri. A draft map illustrating the general concept follows:



Kansas State Trails Plan 2008

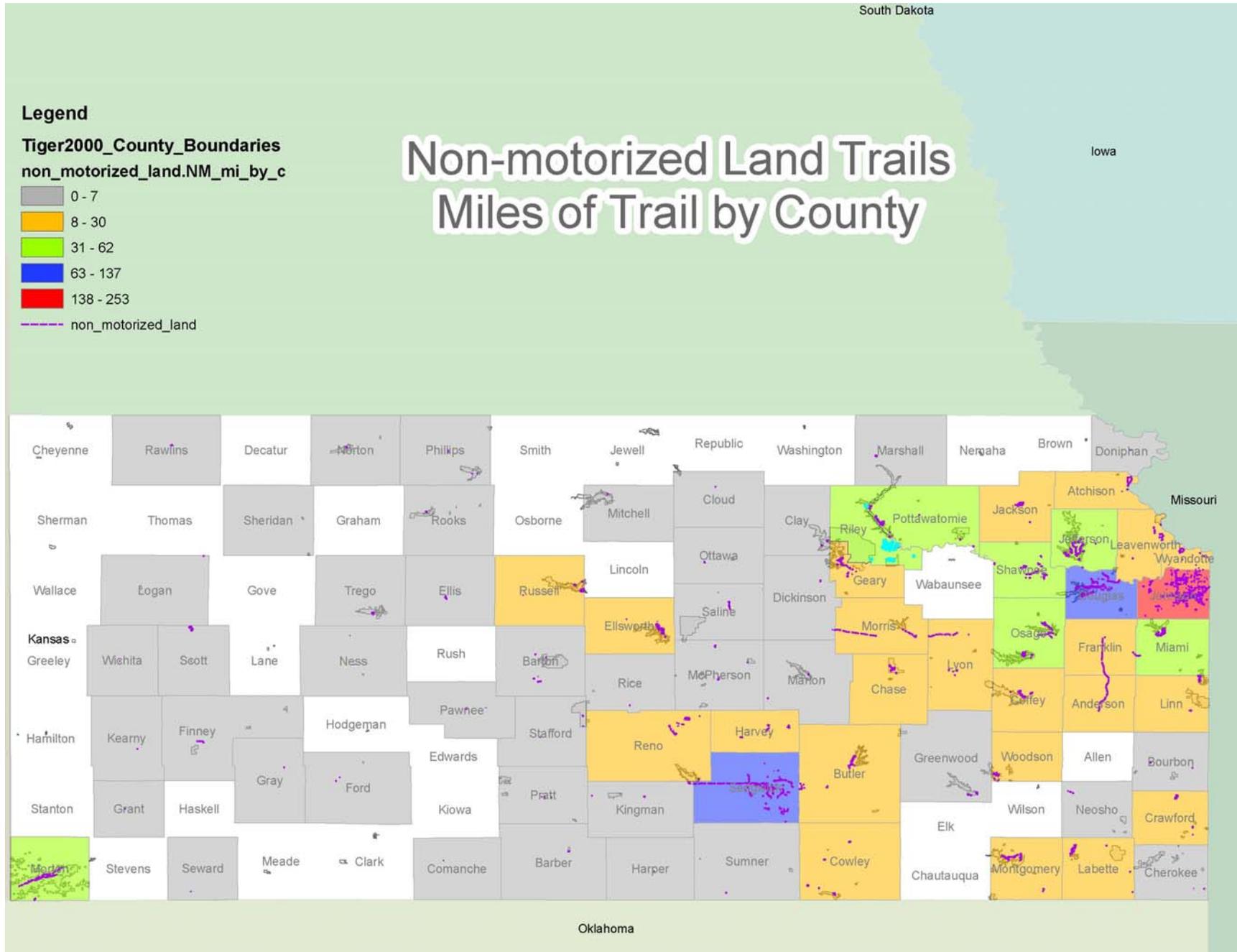
Quad States Trail

The goal of the plan is to link trails from St. Louis to Nebraska in a loop that also takes in Kansas City and Iowa. Roughly 450 miles of these connections already exist in the form of the KATY Trail in Missouri, the MoPac trail in Neb., (both a part of the ADT network), the Homestead Trail in Nebraska (which can help provide another connection between the Southern and Northern ADT routes), the Wabash Trail in southwestern Iowa, and others. The crux of the concept is to close the 250-mile gap using mostly abandoned railroad rights-of-way.

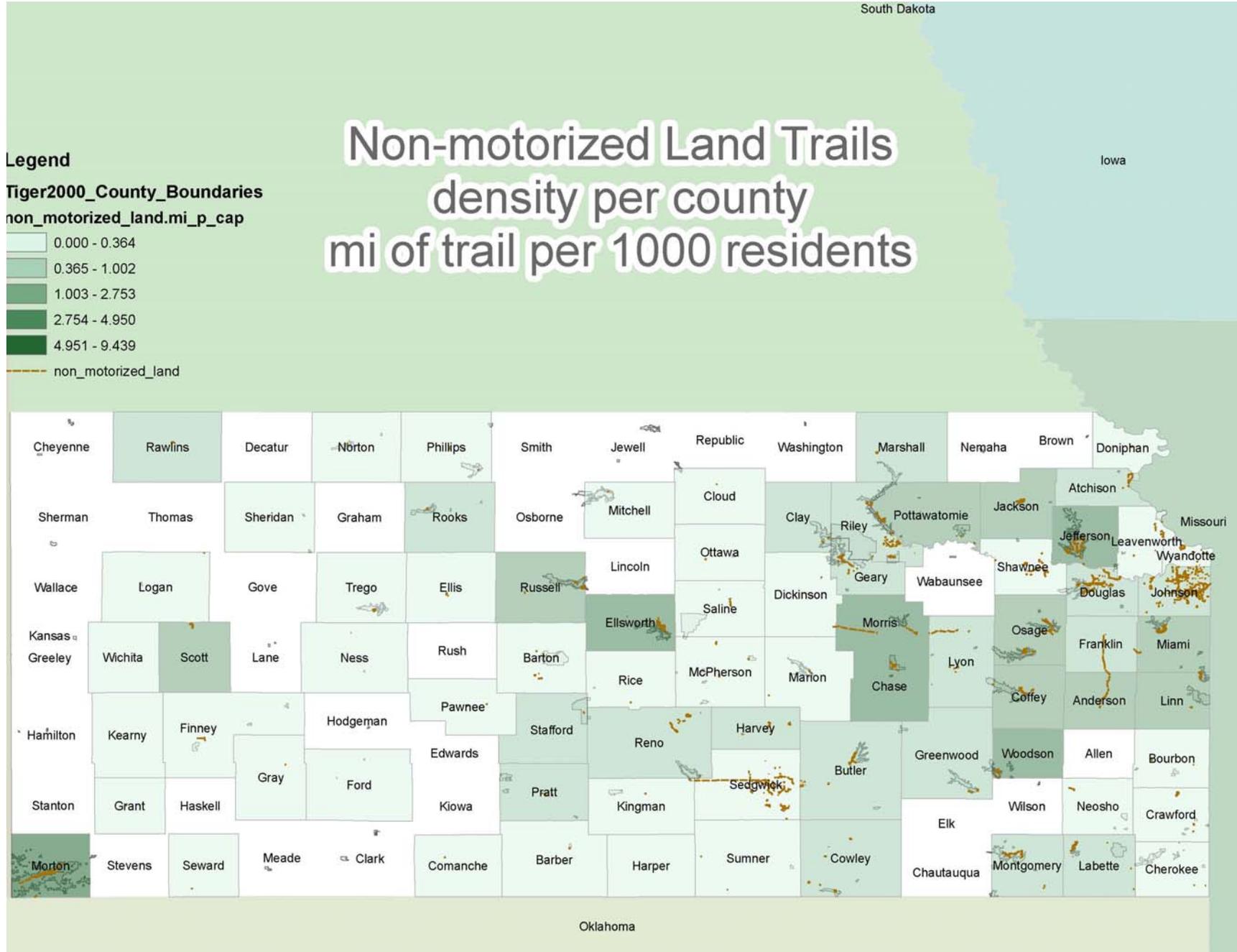


The Prairie Spirit, Landon and Flint Hills Nature rail-trails fit into this vision.

Kansas State Trails Plan 2008



Kansas State Trails Plan 2008

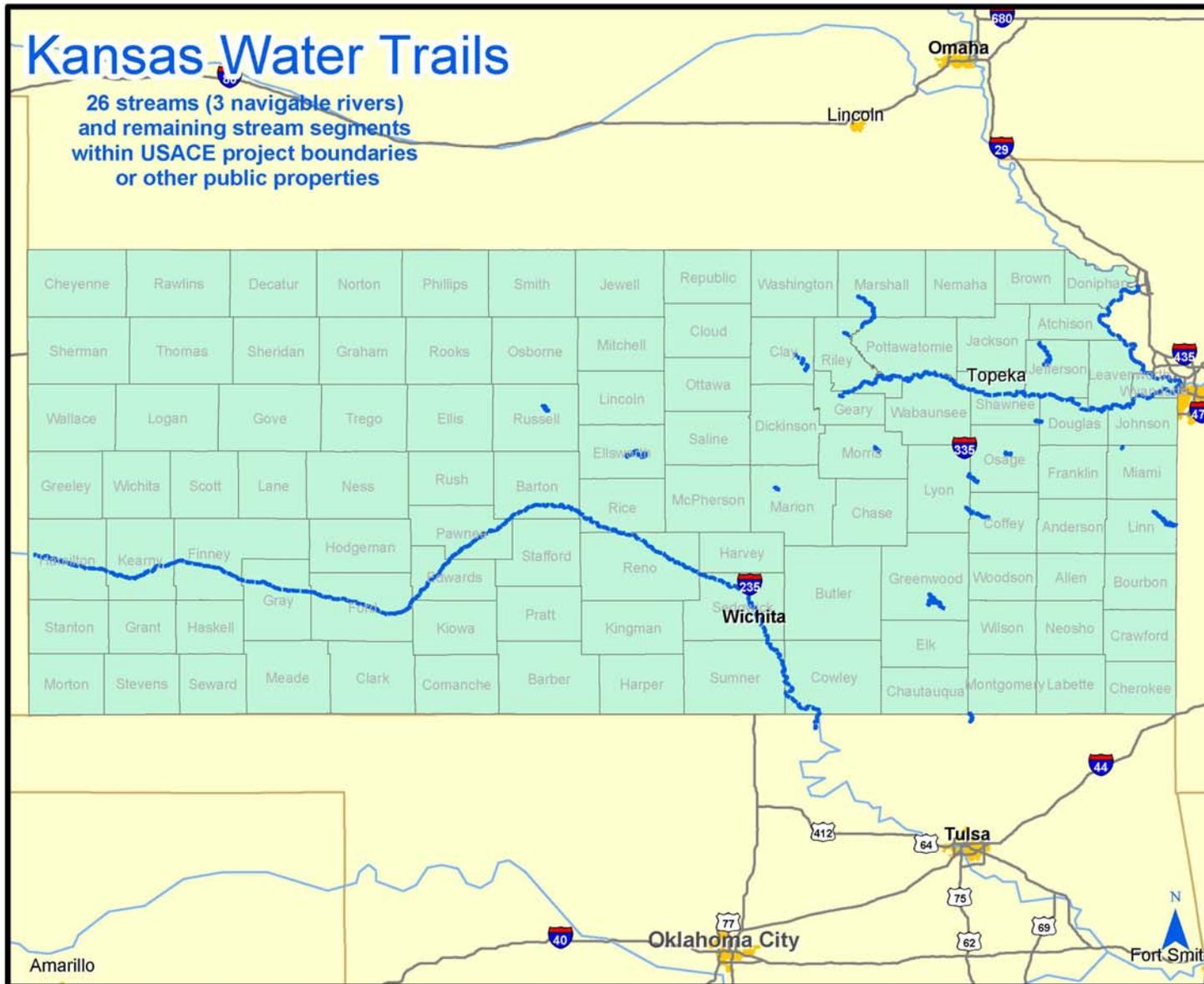


Kansas State Trails Plan 2008

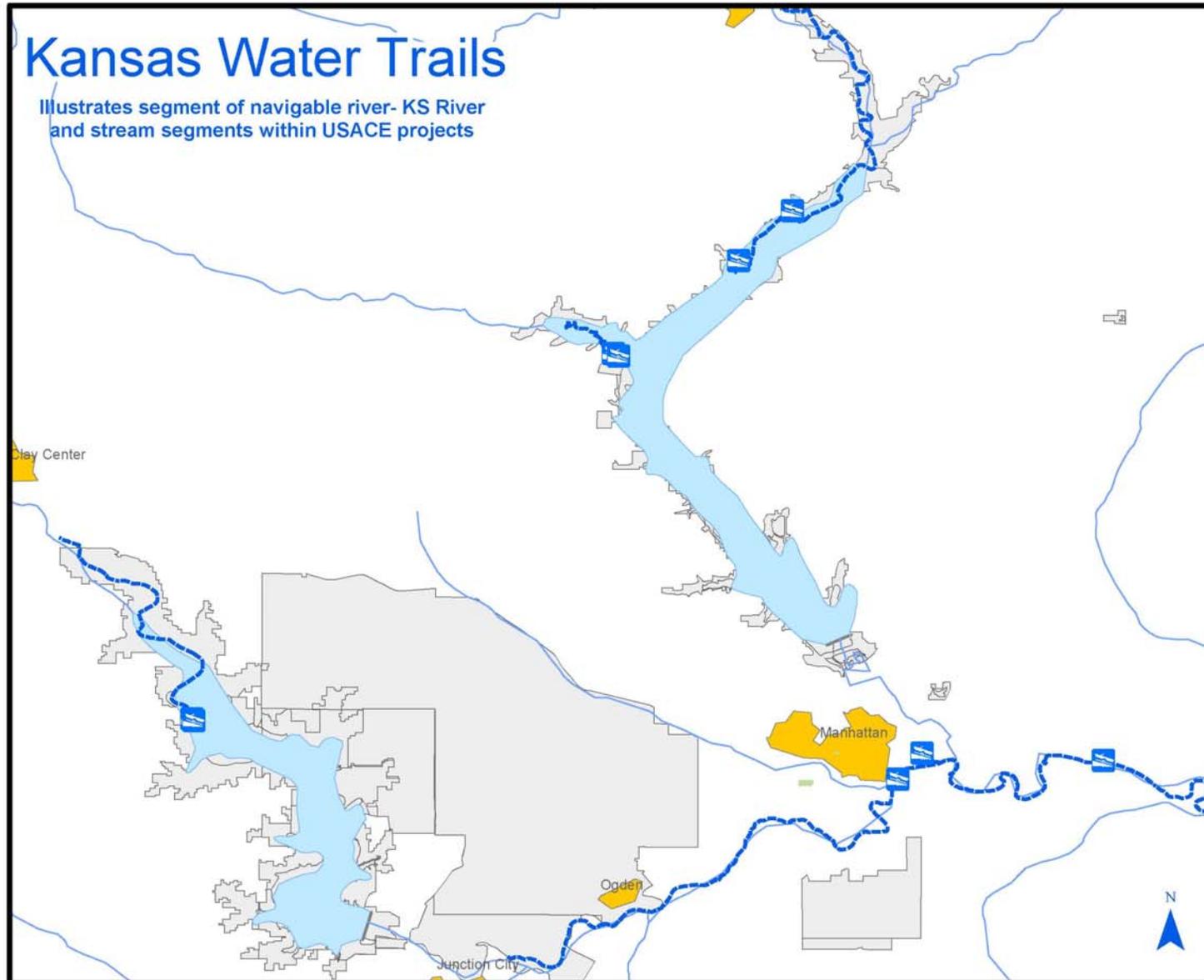
KS Water Trails Summary

TRAIL_NAME	LOCATION	TRAIL_ID	LENGTH_MI
ARK River U Charleston_Ingalls	Charleston	666	279.364
KS Riv 435_South 7th St	Belvue	311	173.097
ARK River L Ark City_Okla	Arkansas City	45	139.823
MO River Atchinson_Leavenworth	Atchison	397	81.401
Blue Riv At Blue Rapids	Blue Rapids	68	23.917
Delaware River in Perry Lake WA	Valley Falls	312	18.573
Marias De Cygnes River MDCNWR	Marias Des Cygnes	367	17.593
Neosho River FHNWR	Hartford	414	17.101
Smoky Hill River Kanopolis	Kanopolis Reservoir	543	15.562
Fall River Upper Lake	Fall River Lake	196	13.924
Republican River Clay Center	Clay Center	497	12.805
Little Caney River to OK	Little Caney River	351	8.507
ARK River KS Line South	Arkansas City	667	8.285
Marias Des Cygnes River at Melvern Lk	Melvorn Lake	368	8.137
Saline River Wilson Lake	Wilson Lake	529	5.714
Soldier Creek above Pomona	Pomona Lake	550	5.141
Honey Creek at Fall River	Fall River Lake	265	5.012
Wakarusa River Clinton Lake	Wakarusa River	620	4.887
Neosho River Council Grove	Council Grove	413	4.802
Fancy Creek Above Tuttle Creek	Fancy Cree_Tuttle C	197	3.382
Otter Creek at Fall River	Fall River upstream	440	3.148
Cottonwood Creek	Marion Reservoir	137	3.004
Hillsdale Lake and Big Bull Creek	Edgerton_Hillsdale	260	1.788
Mill Creek	Shawnee	394	1.119
Neosho Riv above Council Grove	Council Grove Lake	412	0.680

Kansas State Trails Plan 2008

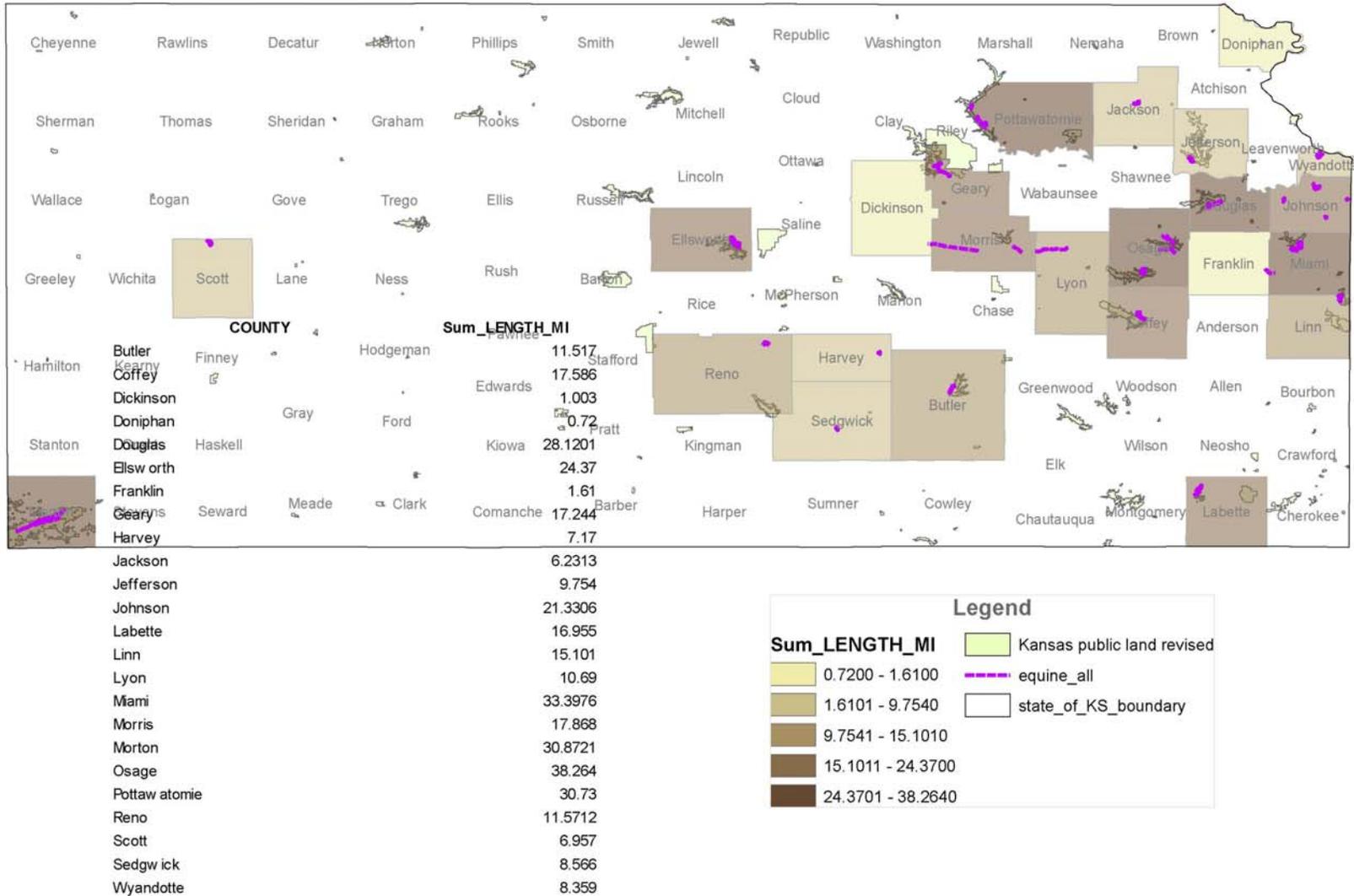


Kansas State Trails Plan 2008



Kansas State Trails Plan 2008

Miles of Equine Trails by County 59 trails as of Jan 08



Kansas State Trails Plan 2008

Legend

Tiger2000_County_Boundaries

equine_all.mi_p_cap

0.019 - 0.297

0.298 - 1.178

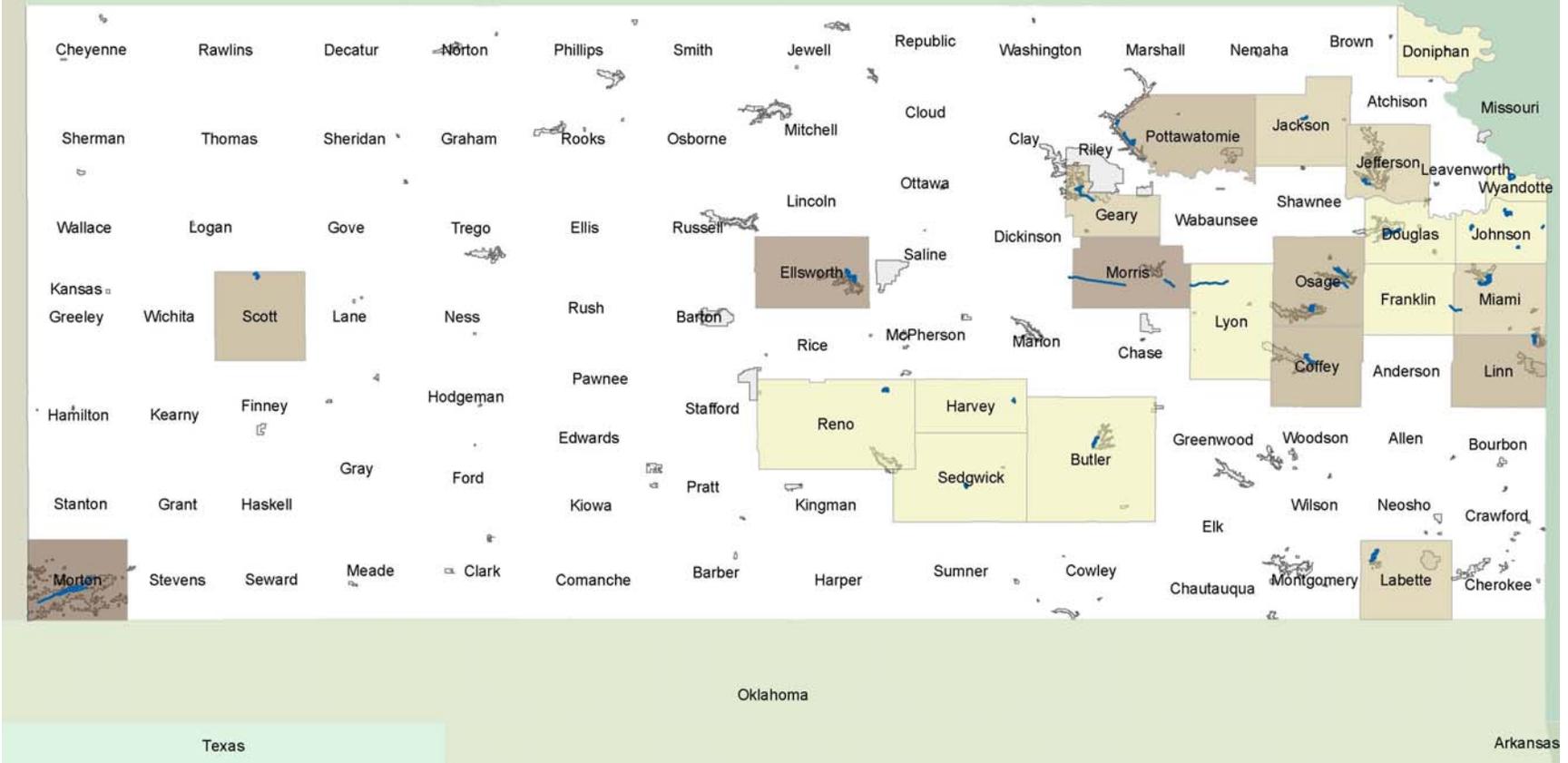
1.179 - 2.290

2.291 - 3.735

3.736 - 8.831

equine_all

Miles of equine trails per 1000 residents per county



Kansas State Trails Plan 2008

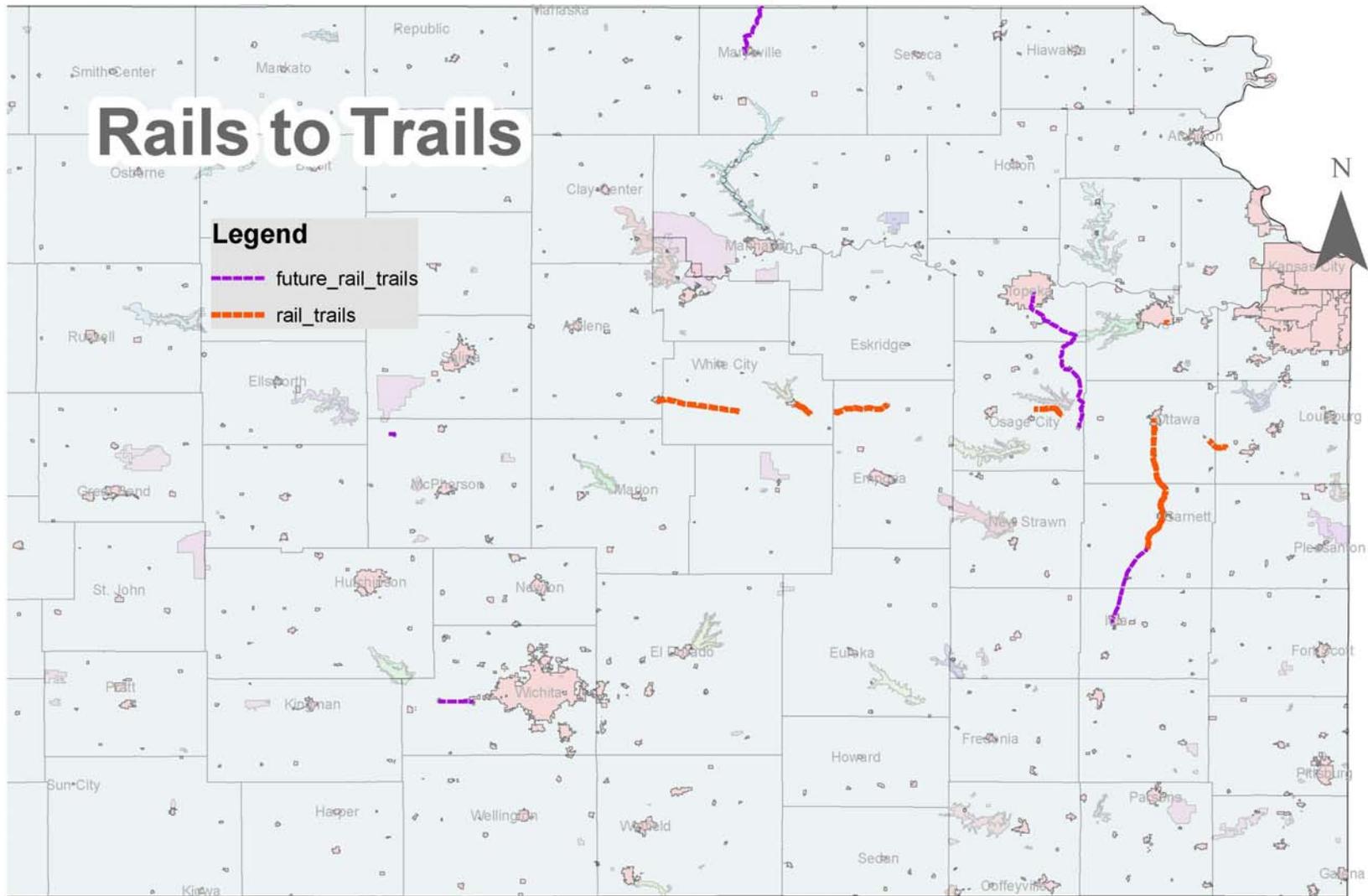
OHV Areas and Turkey Trail (motorized use-Cimarron Ntl Grasslands)

Legend

-  OHV_areas
-  motorized_trails



Kansas State Trails Plan 2008



Kansas State Trails Plan 2008

IV. SOURCES and RESOURCES



Kansas State Trails Plan 2008

WORKS CITED

Author(s)	Year	Publication
ETC Institute for the Mid America Regional Council	2005	2005 Regional Walking and Biking Survey – Final Report
	2006	2006 Indiana Trails, Greenways and Bikeway Plan
USACE Recreation Strategy Group	2008	A New Strategy for the Recreation Mission of the USACE
	1999	American Association of State Highway and Transportation Officials (AASHTO) - Guide for the Development of Bicycle Facilities:
Applied Ecological Services and Patti Banks and Associates	2007	Arkansas River Corridor Access Plan (draft)
	2007	Architectural and Transportation Barriers Compliance Board: 36 CFR part 1195, Architectural Barriers Act (ABA) Accessibility Guidelines for Outdoor Developed Areas; Proposed Rule in the Federal Register, June 2007.
National Park Service - US Dept of the Interior		Alcove Springs and Oregon Trail
	2008	FHWA Recreational Trails Program
	2008	FHWA Recreational Trails Program Publications List
Rocky Mountain Field Institute: Bruce Byers, Jim Ebersole, Mark Hesse		Friends of the Kaw
	2000	Garden of the Gods Report-Current Conditions and Recommendations; prepared for the Parks and Recreation Department, City of Colorado Springs, CO
	2006	Guidebook on Methods to Estimate Non-Motorized Travel: Healthy People in Healthy Communities: A Community Planning Guide using Healthy People 2010.
Kansas Department of Health and Environment	2006	Healthy Kansas Communities Resource Guide
	2008	International Mountain Biking Association's (IMBA)
		Kansas Canoe and Kayak Association Kansas Horse Council
KS Dept of Wildlife and Parks, Div of State Parks KS Dept of Wildlife and Parks, Div of State Parks	2002	Kanopolis Trail Survey
	2003	Kansas Trails 2003 Statewide Plan
	2007	Kansas Trails Council Newsletters

Kansas State Trails Plan 2008

	2008	Kanza Rail - Trails Conservancy, Inc
	2007	KS Built Environment and Trail Summit
Stevenson, Sid	2007	KS Rec-Finder
	2008	Metro Green
National Park Service - US Dept of the Interior	2005	National Historic Trails – Interpretive Auto Tour – NE KS Pathways 2004 Report: Metropolitan Area Planning Department Advanced Plans Division <i>Trail Preservation: Twenty Five Years of Challenge and Achievement</i> , in the Overland Journal, (the Quarterly Journal of the Oregon-California Trails Association) Vol 25, No. 2.
Zeigler, Danielle		
Welch, David J. United States Access Board	2007	Proposed Accessibility Guidelines - an overview. Public Comment from American Trails regarding the Architectural and Transportation Barriers Compliance Board's ABA Guidelines for Outdoor Developed Areas in American Trails
Gluck, Pam		
Stevenson, Sid	2007	Rec-Finder, KS searchable database. Presentation, National Recreation Forum-Outdoor Recreation in America. Apr 30 South Carolina State Trails Plan – Expanding the Experience Quad States Trail in <i>Missouri Bicycle News</i> The Economic Benefits of Walkable Communities Sunflower Recreational Trails
	2008	Topeka - Shawnee County Regional Trail System Map
	2007	Trail Planning, Design and Development Guide: Minnesota DNR USFS Forest Service Publications List - Recreational Trails Publications - FHWA
	2006	U.S. Forest Service Accessibility Guidebook for Outdoor Recreation and Trails

Kansas State Trails Plan 2008

Trails Toolbox:

<p>Recreational Trails Program</p>	<p>The Recreational Trails Program is an assistance program of the Department of Transportation's Federal Highway Administration (FHWA). Federal transportation funds benefit recreation by making funds available to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses.</p> <p>80/20 Matching grant for motorized and non-motorized trails (<i>see the TE program instead for transportation enhancements</i>)</p> <p>The contact for Kansas is Dr. Jerry Hover, CPRP, Director, Division of State Parks, Kansas Department of Wildlife and Parks, 512 SE 25th Ave, Pratt, KS 67124</p>
<p>Safe Routes to Schools Program</p>	<p><i>Safe Routes to Schools</i> (SRTS) is a federal reimbursement program that provides funding for infrastructural projects and educational activities that assist Cities, Counties, and School Districts to enable children to walk or bicycle to school more safely. Funding will be provided to Local Public Authorities and School Districts, working in cooperation, on a competitive basis. Contact: Bicycle and Pedestrian Coordinator Becky Pepper, Bureau of Transportation Planning, Kansas Department of Transportation, 700 SW Harrison, Topeka, Kansas 66603 Office: (785)296-8593 Fax: (785)296-0963 rpepper@ksdot.org</p> <p>The application materials are also available on the Safe Routes to Schools link of this website.</p>
<p><u>Transportation Enhancement Program</u></p>	<p>TE projects must be related to surface transportation; provide transportation from one point to another; enhance a transportation experience (scenic or environmental) or serve a present or historic transportation purpose.</p> <p>Three primary categories:</p> <ul style="list-style-type: none"> • Historic • Scenic and Environmental • <u>Pedestrian and Bicycle Facilities</u> (most trail projects fit here) <p>Applicants assume responsibility for at least 20% of the eligible project costs (local match) and 100% of the design costs.</p> <p>KS Enhancements Coordinator: Kaye Jordan-Cain 785-296-0280 Dept of Transportation 700 SW Harrison St. Topeka, KS 66603</p> <p>Bicycle and Pedestrian Coordinator (see Becky Pepper (above))</p>
<p>Links to other sources</p>	<p>Funding Resources for PRIDE Communities</p>

Kansas State Trails Plan 2008

<p>Healthy Behaviors and Prevention (walking trails)</p>	<p>The Sunflower Foundation periodically announces requests for proposals and funds projects related to Healthy Behaviors and Prevention: specifically walking trails. Contact the foundation by phone at 866.232.3020 (toll free) or 785.232.3000 (local), or by e-mail request to info@sunflowerfoundation.org.</p>
<p>Kansas Trails Council: George Latham Legacy Grant</p>	<p>The George Latham Legacy Grant program is designed to honor the late George Latham and his commitment to building and maintaining quality trails in Kansas. The grants are provided to land managers or trail stewards to facilitate building new trails in Kansas. Depending on the applicant's needs, the KTC may purchase trail building equipment needed to design and develop a trail system. The KTC may also provide applicants with technical assistance in the design and development of the proposed trail system.</p>
<p>KDHE Toolkit</p>	<p>Healthy Kansas Communities Resource Guide A compilation of planning, technical assistance and funding sources including trails (<i>link takes reader to survey, which is linked to document</i>).</p>
<p>Attraction Development Grants</p>	<p>The purpose of the Attraction Development Grant Program is to assist the development of dynamic, authentic experiences that encourage significant numbers of travelers to select Kansas as a destination. Grant funds may be used for a wide variety of activities necessary to expand the tourism product base, or to develop new tourist attractions.</p> <p>The grant review committee made its selections based on the projects' economic impact to the state, the availability of leveraged funding, the ability to finish the project within 18 months, and the presence of a solid business and marketing plan. The grant funds up to 40 percent of a project, with the community or business funding the remaining 60 percent.</p> <p>For more information, contact Regina Nicol in the Travel & Tourism Development Division at (785) 296-6777 or rnicol@kansascommerce.com</p>
<p>National Trails Training Partnership</p>	<p>Benefits of Trails and Greenways</p>
<p>American Hiking Society</p>	<p>National Trails Fund</p>
<p>Utah State University</p>	<p>Institute for Outdoor Recreation and Tourism Trails Toolbox</p>
<p>International Mountain Biking Association</p>	<p>IMBA Trail Resources Guide</p>
<p>U.S. Dept of Transportation Federal Highway Adm</p>	<p>Manuals and Guides for Trail Design, Construction, Maintenance, and Operation, and for Signs</p>
<p>U.S. Dept of Transportation Federal Highway Adm: Environment</p>	<p>Recreational Trails Program Publications USFS and other manuals and guides for trail design, construction; includes technology, bridges, drawings and other specs</p>

Kansas State Trails Plan 2008

APPENDIX



Kansas Built Environment and Trails Summit



Lawrence, KS • Oct. 18-19

Holiday Inn Holidome Regency Meeting Rooms/DeVictor Park

The Kansas Recreation and Park Association and the Kansas Department of Health & Environment are proud to offer this two-day 2007 Summit on Building Healthy, Active Communities and Trails.

Who Should Attend?

Thursday: Individuals and Organizations working on or who have an interest in improving the built environment including but not limited to: local city planners, engineers, and officials; local health departments; bike/walk coalitions; and community advocates.

Friday: Individuals and organizations representing both public and private sectors who have an interest in improving pedestrian, biking, equestrian and/or paddling transportation routes or enhancing healthy opportunities for communities.

Built Environment Summit Overview

The Thursday summit will look at the community as a whole focusing on the health and environmental connection; community collaboration on a local and state level; grassroots advocacy; and Kansas communities that have improved the built environment to promote an active lifestyle.

Kansas Built Environment and Trails Summit

Trails Summit Overview

The Friday session will focus specifically on Kansas Trails and is offered as a celebration of trail projects, a discussion of the issues facing trail suppliers and users, and an opportunity to plan for the future. The Trails Summit is designed to attract several different audiences by offering three distinct tracks. The vision track is designed to allow for the sharing of success stories and plans for the future. It includes a public input forum tied to the State Trails Plan. The Planning track will focus on financing, construction and legal issues. The maintenance track will offer proven methods for keeping trails in optimal condition; highlighted by a hands-on, in-the-park equipment demonstration at a trail under construction.

Trade Show:	Thursday, Oct. 18 5:00 – 7:00 pm	Friday, Oct. 19 7:30 am – 1:30 pm
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Agenda: Thursday, Oct. 18

- 8:30 – 9:00 am** **Registration and Continental Breakfast**
Bonnie Simon, Doug Vance, KRPA
- 9:00 – 9:30 am** **Welcome: Making the Connection between Health & the Environment**
Televised Opening Remarks: Governor Kathleen Sebelius, Secretary Roderick Bremby, KDHE and Secretary Deb Miller, KDOT
Opening Remarks: Mike Hayden, KDWP
Speaker: Dr. Howard Rodenberg, Kansas Department of Health and Environment
- 9:30 – 10:15 am** **Building a Healthy, Active Community**
Speaker: Stephen Hardy, City Planner, BNIM Architects (KC)
Consultant for Rebuilding Greensburg "Green"
- 10:15 – 10:30 am** **Break**
- 10:30 – 12:00 pm** **Who's Building a Healthier Kansas and How? (Panel)**
Speakers: Lisa Koch, Safe Routes to School;
Greg DuMars, City Administrator, Lindsborg;
Martin Rivarola, Community Development Director, City of Mission
- Noon – 1 pm** **Lunch Provided – Networking Opportunity**
- 1:00 – 1:45 pm** **Healthy Kansas Communities Toolkit**
Speaker: David Gurs, KDOT

Continued...

Kansas Built Environment and Trails Summit

- 2:00 – 3:00 pm** **Accomplishments on a Shoestring Budget:
Utilizing Community Resources (Panel)**
Moderator: Lisa Koch
Speakers: Elaine Johannes, Professor, K-State Research & Extension (Manager for a Trail Mixx grant through Sunflower Foundation); Mike Calwell, Friends of the Kaw; Deb Ridgeway, KCMO Bike/Ped Coordinator
- 3:00 – 3:15 pm** **Break**
- 3:15 – 5:00 pm** **Community and State Advocacy – How To Get It Done!**
Moderator: Jerry Hover
Speakers: Tom Wells, Public Speaker, Previously Superintendent NC State Parks; Brent Hugh, Missouri Bicycle Federation
- 5:00 – 7:00 pm** **Networking Social/Trade Show**
-

Agenda: Friday, Oct. 19

- 7:30 – 8:30 am** **Registration**
Bonnie Simon, Doug Vance, KRPA
- 8:30 – 9:00 am** **Welcome**
Sid Stevenson, Kansas State University
- 9:00 – 10:15 am** **Vision – What We're Up To**
.1 CEU
Success stories of recent trail construction.
Trails: Technical bike trail, Clinton Lake; Rail-Trail Conversion, Flint Hills Nature; Small Urban Bikepath, El Dorado; Large Urban Urban Bikepath, Topeka; Equestrian, KDWP; Water, Friends of the Kaw.
Moderator: Sid Stevenson, Kansas State University
- Planning – Legal Issues (Liability, ADA)**
.1 CEU
"Unfortunately, people do get injured on the best designed trails. Strategies will be discussed to protect trail suppliers, which should lead to more opportunities, including more options on private land. The National Park Service approach to meeting ADA guidelines for trails will also be presented."
Moderator: Amy Thornton, KDWP
Speakers: Steve Lindsey/Mary Hanson, Outdoor Recreation Planner, National Park Service

Kansas Built Environment and Trails Summit

Building – Building & Maintenance/Single Track Construction and Maintenance

.1 CEU

Presentation of basic methods of building single-track, natural surface, multi-purpose trails.

Moderator: Jeff Bender, Pomona State Park

Speakers: Mike Goodwin, Kansas Trails Council and Charlie Armour, Kansas Horse Council, Equestrian Trials

10:30 – 11:45 am Vision – Rail-Trail Vision (Panel)

.1 CEU

Explore the vision for an interconnected trails system in the Sunflower State which includes the Quad State Trails and the American Discovery Trail, the first coast-to-coast trail. Learn how to develop a rail-trail in your area from a panel of five rails-to-trails experts, two of whom have over 20 years of experience.

Moderator: Trent McCown, Park Manager, Prairie Spirit Rail Trail

Speakers: Frank Meyer/Gina Poertner, Kanza Rail-Trails Conservancy; Larry Ross, Ed Lincoln, Clark Coan (Sunflower Recreational Trails)

Planning – Urban Trail Building

.1 CEU

Join Bill Riphahn with Topeka Parks and Recreation and Cliff Middleton with Johnson County Park and Recreation as they give a “how to” lesson on developing a successful urban trail. This power point presentation will discuss the fine points of urban trail planning. They will also touch on what grants are available and how to get started with trail funding, the importance of thorough site analysis, various types of trail construction, construction details, signage and maintenance.

Moderator: Paul Ahlenius, KDOT Bike/Ped Coordinator

Speakers: Bill Riphahn, Parks and Recreation of Topeka; Cliff Middleton, Landscape Architect, Johnson County Park and Recreation District

Continued...

Kansas Built Environment and Trails Summit

Building – Motorized Recreation

.1 CEU

An in-depth discussion on motorized recreation in Kansas, including problem areas and effectiveness from the perspective of three experts involved in building and planning.

Moderator: Jerry Hover, Director, State Parks Division, KDWP

Speakers: Dave Killion, President, KANROCKS Recreation Park; Greg Miller, Army Corp of Engineers; Jenny Frey, Syracuse Dunes Recreation

Noon – 1:15 pm

Lunch – Overview of RECFINDER for Trails

RECFINDER For Trails is a new statewide database of over 450 trails that was launched in July. Dr. Stevenson and the Data Access Support Center (KU) developed the database and will share its operation and several reports of value to the State Trails Plan generated from the data.

Speaker: Sid Stevenson, Kansas State University

1:30 – 2:45 pm

Vision – State Trails Plan Public Input Opportunity (By User Groups)

Strict timelines at 30 minutes per group are designed to offer an opportunity for succinct comments on trail issues previously distributed.

1:30-2:00 Equestrian

2:00-2:30 Cyclists (road and mountain)

2:30-3:00 Public suppliers

Moderator: Sid Stevenson, Kansas State University

Planning – Water Trails

.1 CEU

Moderator: Todd Lovin, Tuttle Creek State Park

Speakers: Laura Caldwell, Kansas Riverkeeper, Friends of the Kaw; KS Whitewater Assoc./KS Canoe Assoc./Riley Co. Parks

1:30 – 4:30 pm

Building – Off-Site Equipment Demonstration (DeVictor Park)

.2 CEU

Moderators: Mike Goodwin, Kansas Trails Council; Mark Hecker, Park Superintendent, Lawrence Parks and Recreation

Demonstrations:

Kansas Built Environment and Trails Summit

3:00 – 4:30 pm

Vision – State Trails Plan Public Input Opportunity (By User Groups)

Strict timelines at 30 minutes per group are designed to offer an opportunity for succinct comments on trail issues previously distributed. The last session is open to everyone.

3:00-3:30 Paddlers

3:30-4:00 Motorized

4:00-4:30 Walking/hiking/fitness

4:30-5:00 Open

Moderator: Sid Stevenson, Kansas State University

Planning – Chasing the Funds

.1 CEU

Moderator: Bill Maasen, Planning & Development Manager, Johnson County Park & Recreation District

Speakers: Linda Lanterman, KDWP Grant Coordinator; Paul Ahlenius, KDOT Bike/Ped Coordinator; Regina Nicol, Kansas Travel & Tourism; Ed Lincoln, Mosby, Lincoln, LC (private fund provider) Representative of Sunflower Foundation TBD.

Total CEUs Possible .55

Hosting Agencies

Kansas Recreation and Park Association/Park and Natural Resources Branch
Kansas Department of Wildlife and Parks
Kansas Department of Health and Environment

Participating Organizations

Kansas Travel and Tourism	Johnson County Park and Recreation District
Kansas Department of Transportation	Lawrence Parks and Recreation Department
Kansas Trails Council	Parks and Recreation of Topeka
Kansas Horse Council	Kanza Rail Trail Conservancy
Kansas Whitewater Association	Friends of the Kaw
Kansas Canoe Association	Governor's Council on Fitness
Sunflower Recreational Trails	

Kansas Built Environment and Trails Summit

Registration

Deadline: October 10, 2007

Name _____
Certification _____
Title _____
Agency _____
Address _____
City/State/Zip _____
E-mail _____
Phone _____ Fax _____

Registration Fee (Check One):

_____ Full Session (\$50)
_____ Thursday Only (\$25)
_____ Friday Only (\$25)

\$10.00 Late Fee (If postmarked after 10/10/07)

\$_____ Total ____/____/____ Date

Mailed/Faxed

Payment Type:

_____ Need Invoice - Purchase Order # _____
_____ Paying By Check (Payable to KRPA)
_____ Paying by Credit Card
Circle One: MasterCard or VISA
Card Number _____ Expiration Date _____
Name on Card _____
Signature _____
Send Receipt to e-mail: _____

Mail or Fax completed form with payment to:

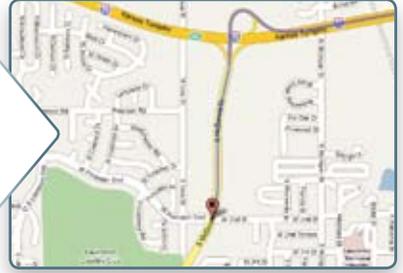
Bonnie Simon
Kansas Recreation and Park Association
700 SW Jackson St Suite 805
Topeka KS 66603
FAX: 785-235-6655

Registration Questions:
Bonnie Simon - 785-235-6533 ext 20 -
Bonnie@krpa.org

Kansas Built Environment and Trails Summit

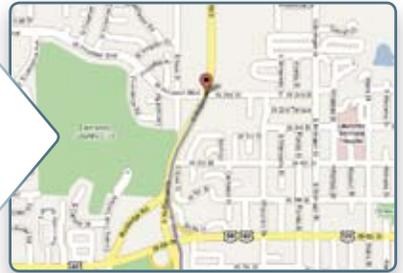
Directions to Summit

From the Kansas Turnpike/I-70:
Take Exit 202(US-59 S, West Lawrence).
Go south on US-59 to the first traffic light.
The Holiday Inn is on the left side of that
intersection at 200 McDonald Drive.



From the South:

Go north on US-59 Highway thru Lawrence
to the South McDonald Drive Ramp. Follow
to the Holiday Inn at 200 McDonald Drive.
Phone: 785-841-7077



Lodging

Rooms are reserved at a special rate of \$69/night for conference attendees.

Holiday Inn
200 McDonald Drive
Lawrence KS
785-841-7077

Cancellations

Refunds will not be given for this workshop.
Substitutions are allowed. Contact Bonnie@krpa.org

General Contact Information

Doug Vance, Kansas Recreation & Parks: doug@krpa.org
Jennifer Church: jchurch@kdhe.state.ks.us



AXIO SURVEY

SURVEY REPORT

Summary

Survey Name:

State Trails Plan input

Offering Name:

State Trails Plan INPUT

Offering Date:

12/19/07 to 1/4/08

Statistics

A total of **59** out of **111** people started this survey.
2 of the people who received the survey opted out.
59 people completed it.
0 people quit before completing it.

Number of people who left the survey without completing it per page number:

- Page 1: **19**

Average completion times:

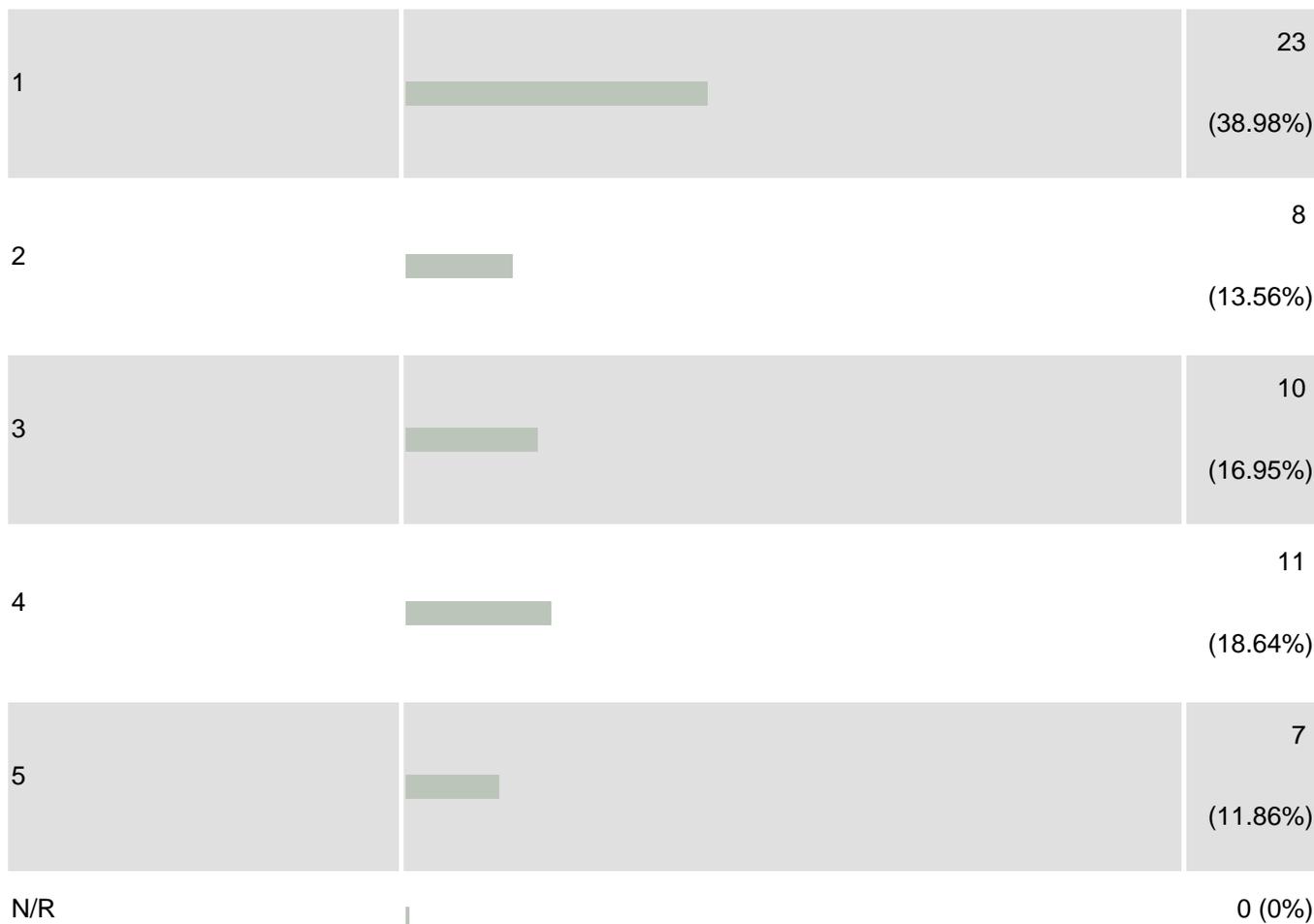
- Average Time To Complete Survey: **8 hours 45 minutes 19 seconds.**
- Average Time Spent Before Quitting: **Not enough information.**

Page 1

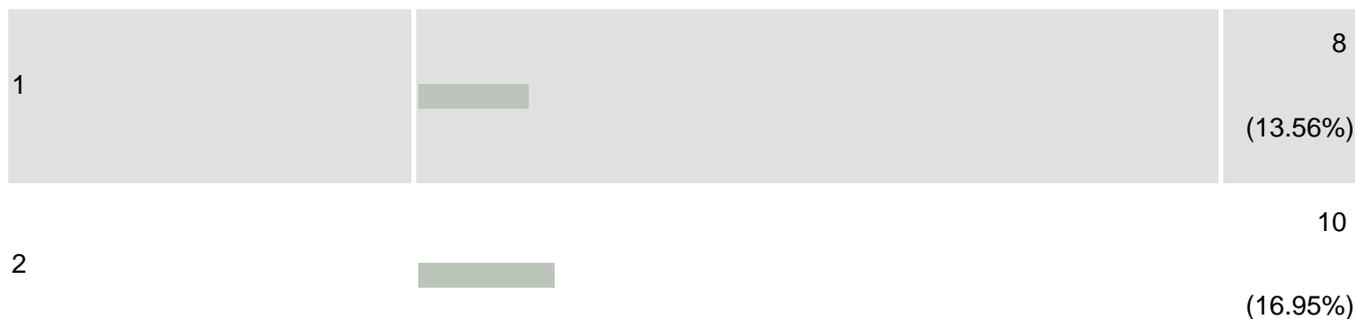
Question 1

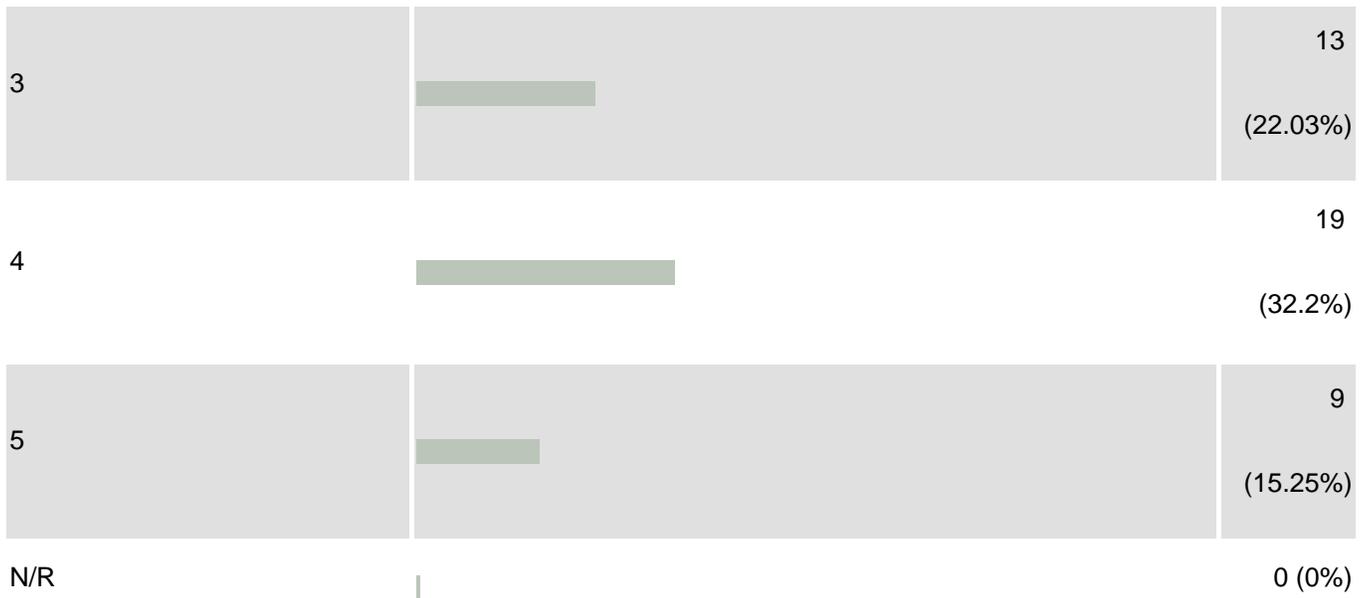
Please rank how important you feel each of the following items are to improving trail safety on an urban, multiple-use path. (1) most important - (5) least important

1.1 poor trail design (blind spots, steep, or areas where excessive speed is encouraged by design)

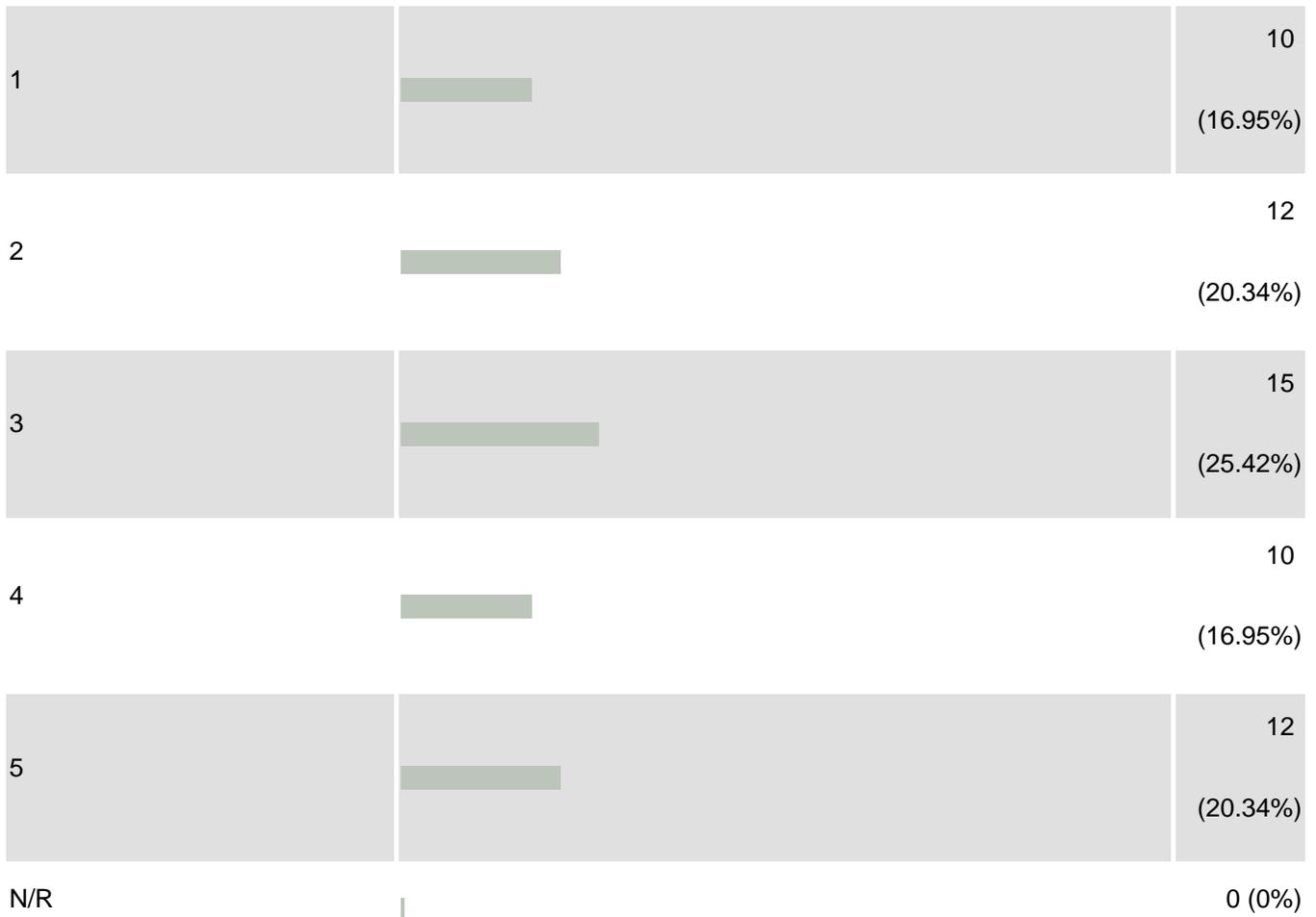


1.2 signage (to help warn of dangerous areas)

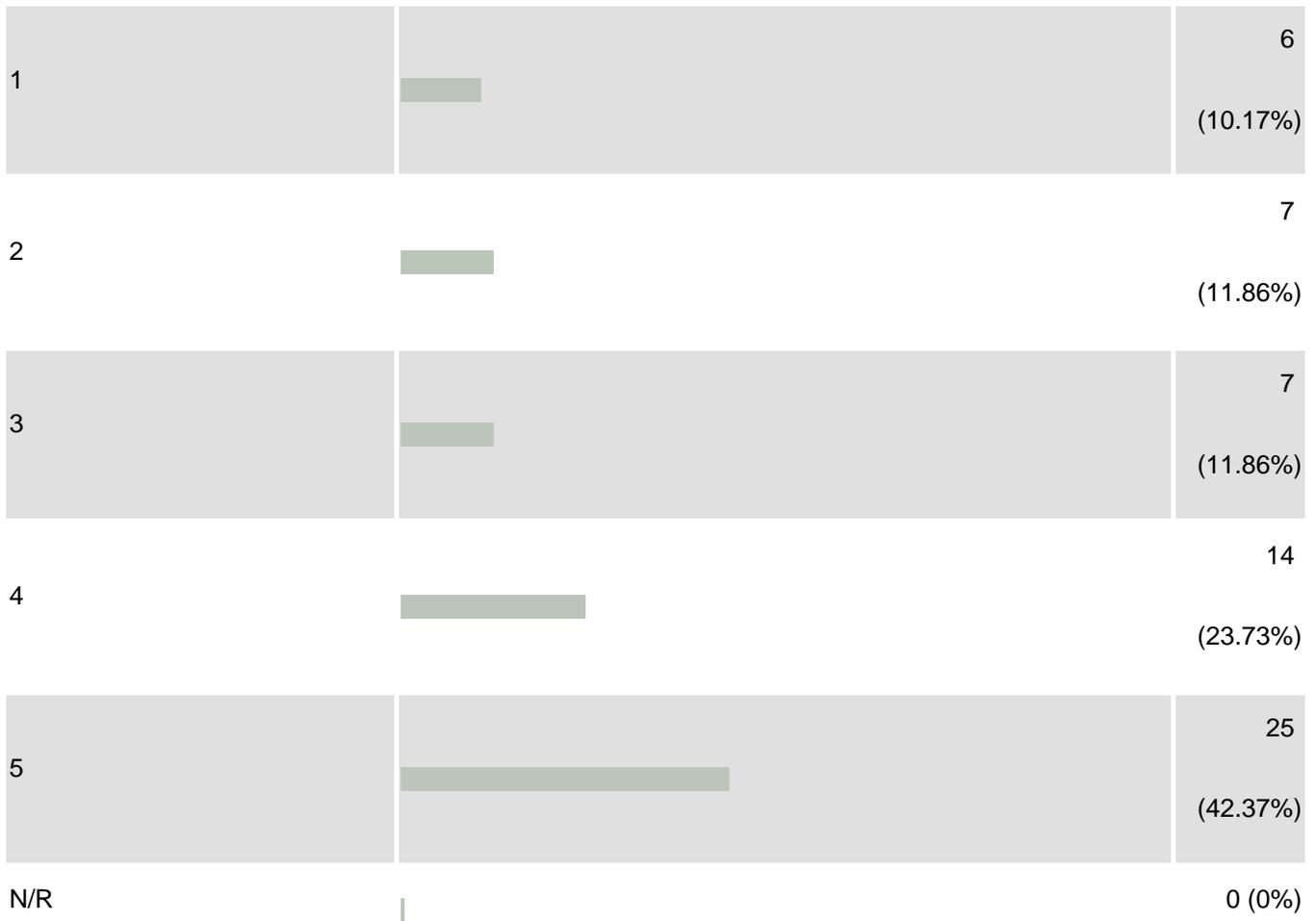




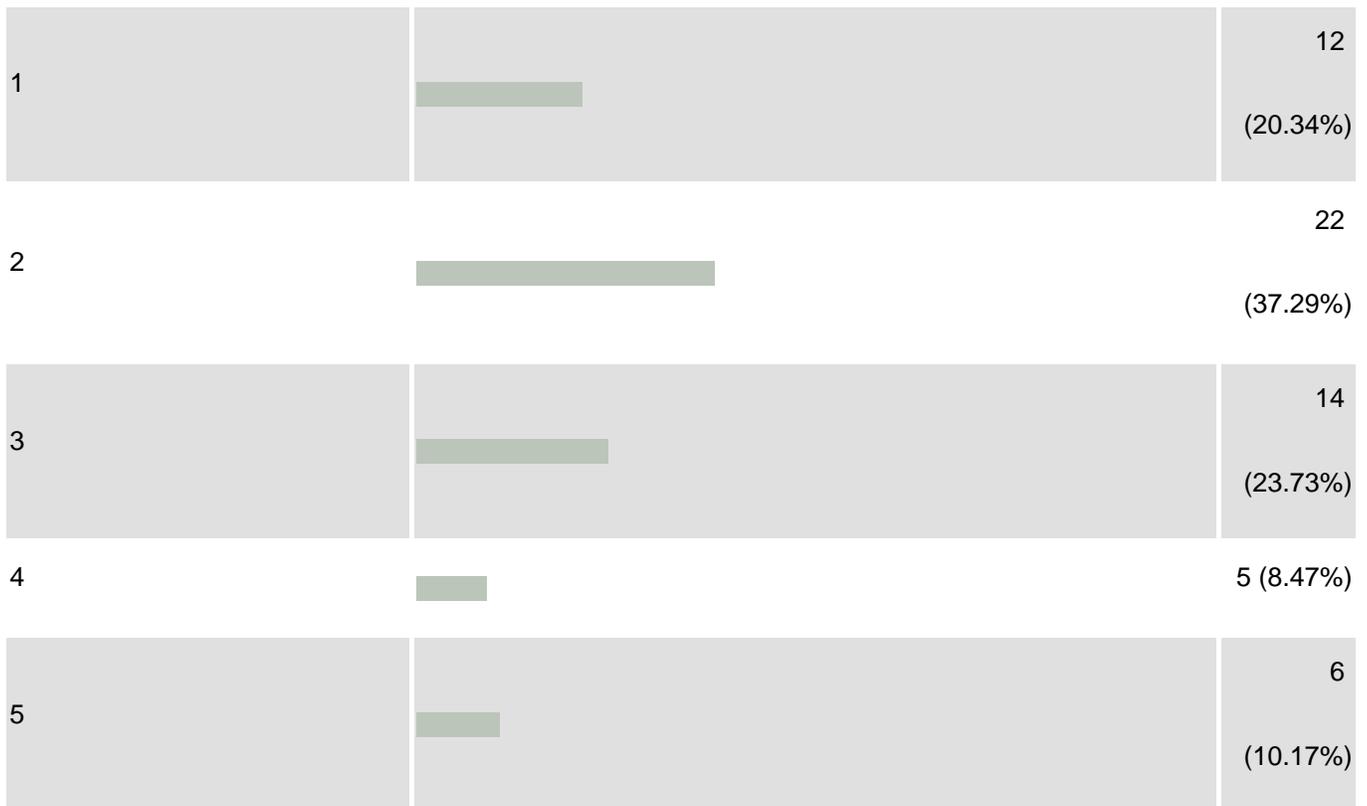
1.3 user behaviors (excessive speed, disregard of others)



1.4 multiple use allowed on narrow (less than 8' wide) urban paths



1.5 poor maintenance (erosion, slick areas, vegetation)



N/R

|

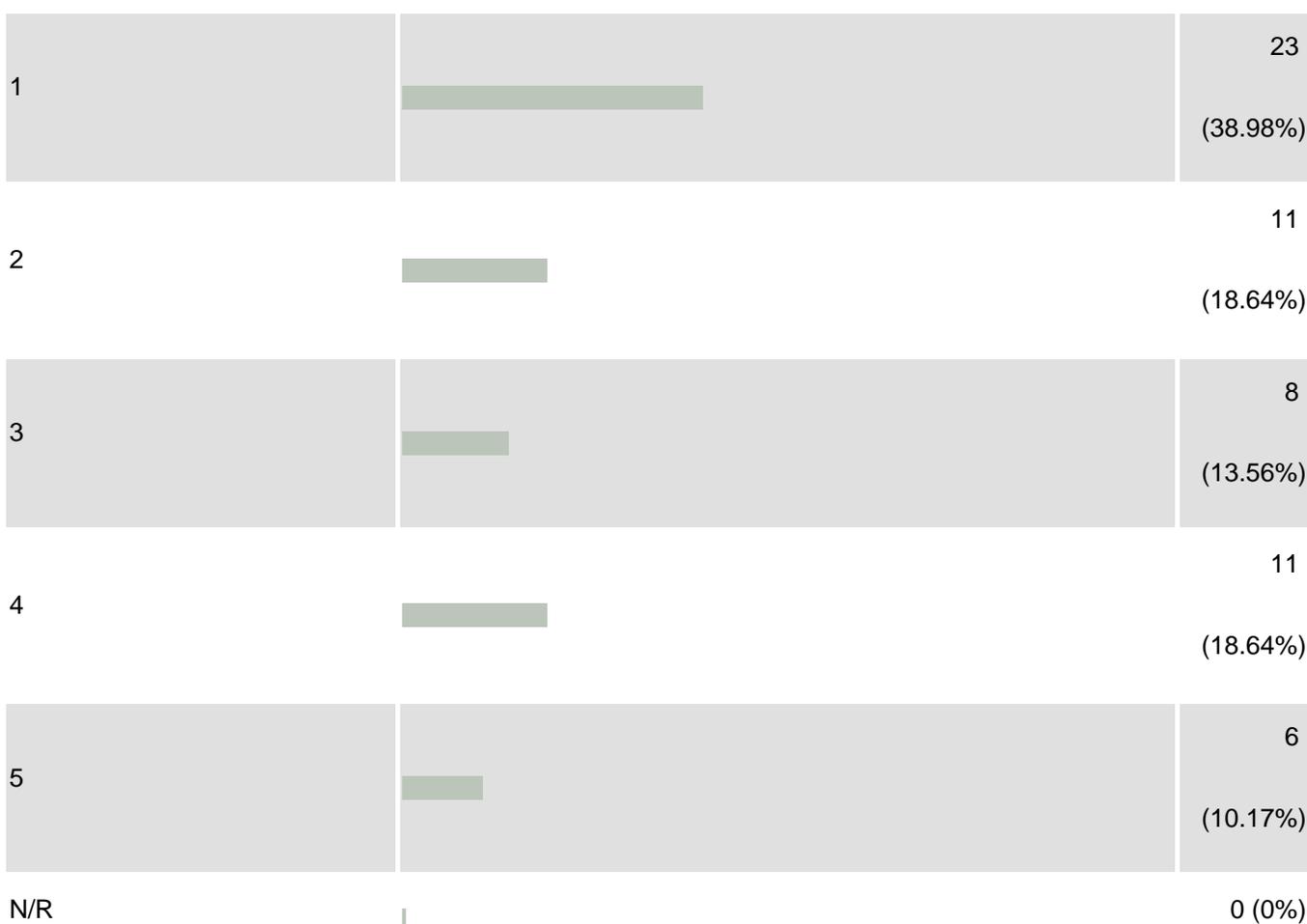
0 (0%)

Question 2

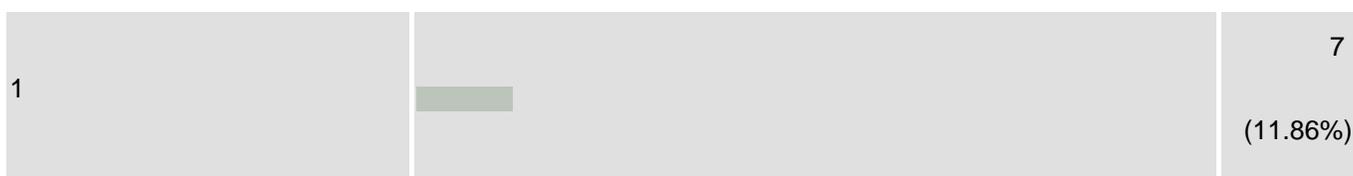
Please rank how important you feel each of the following items are to improving trail safety on a rural, multiple-use trail. (1) most important - (5) least important

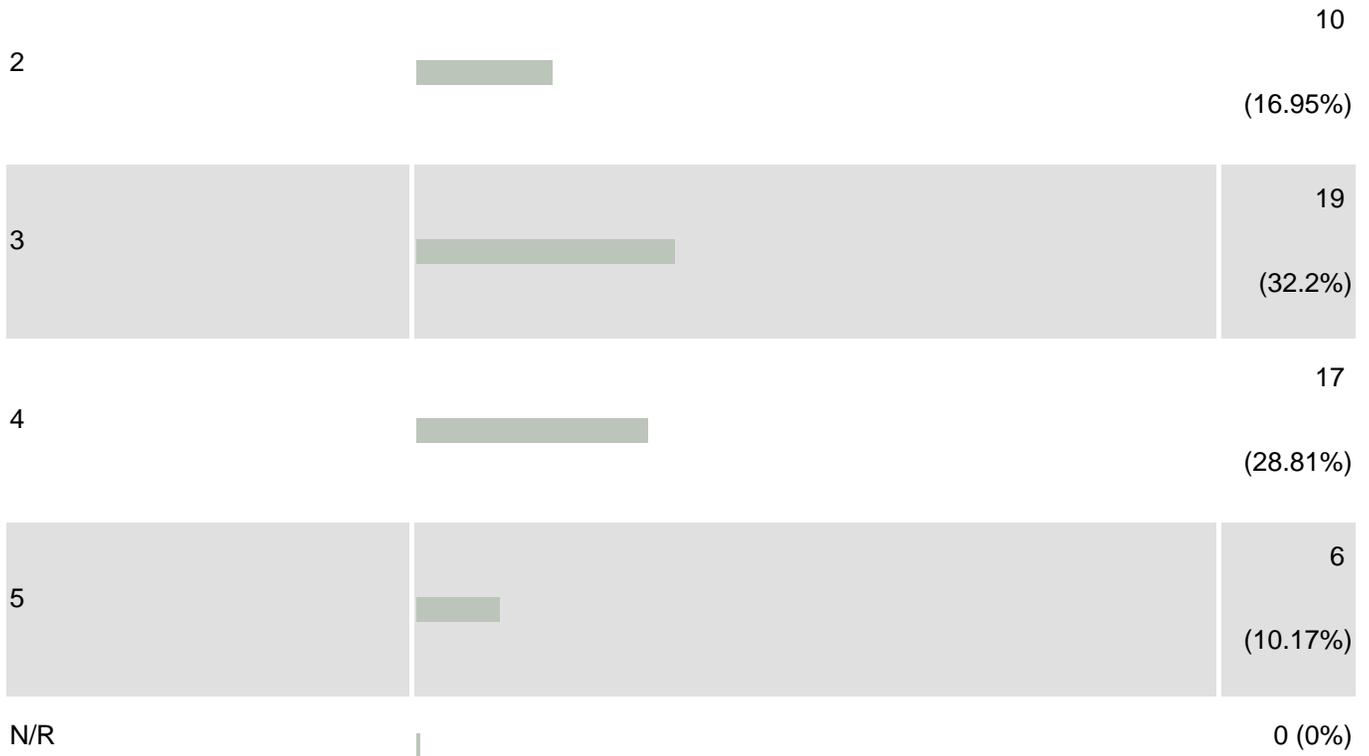
2.1 poor trail design (blind spots, steepness, or areas where excessive speed is encouraged

by design)

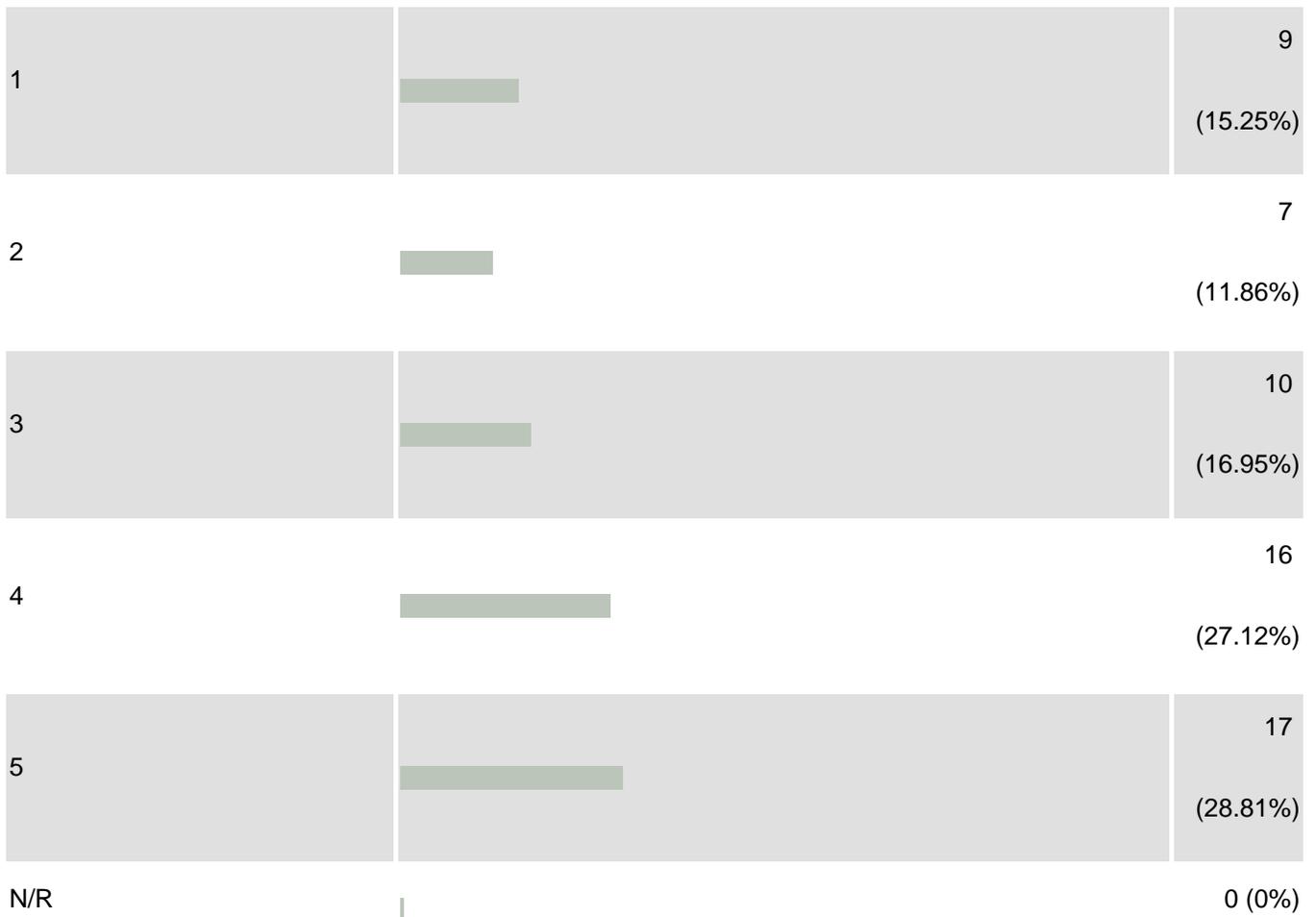


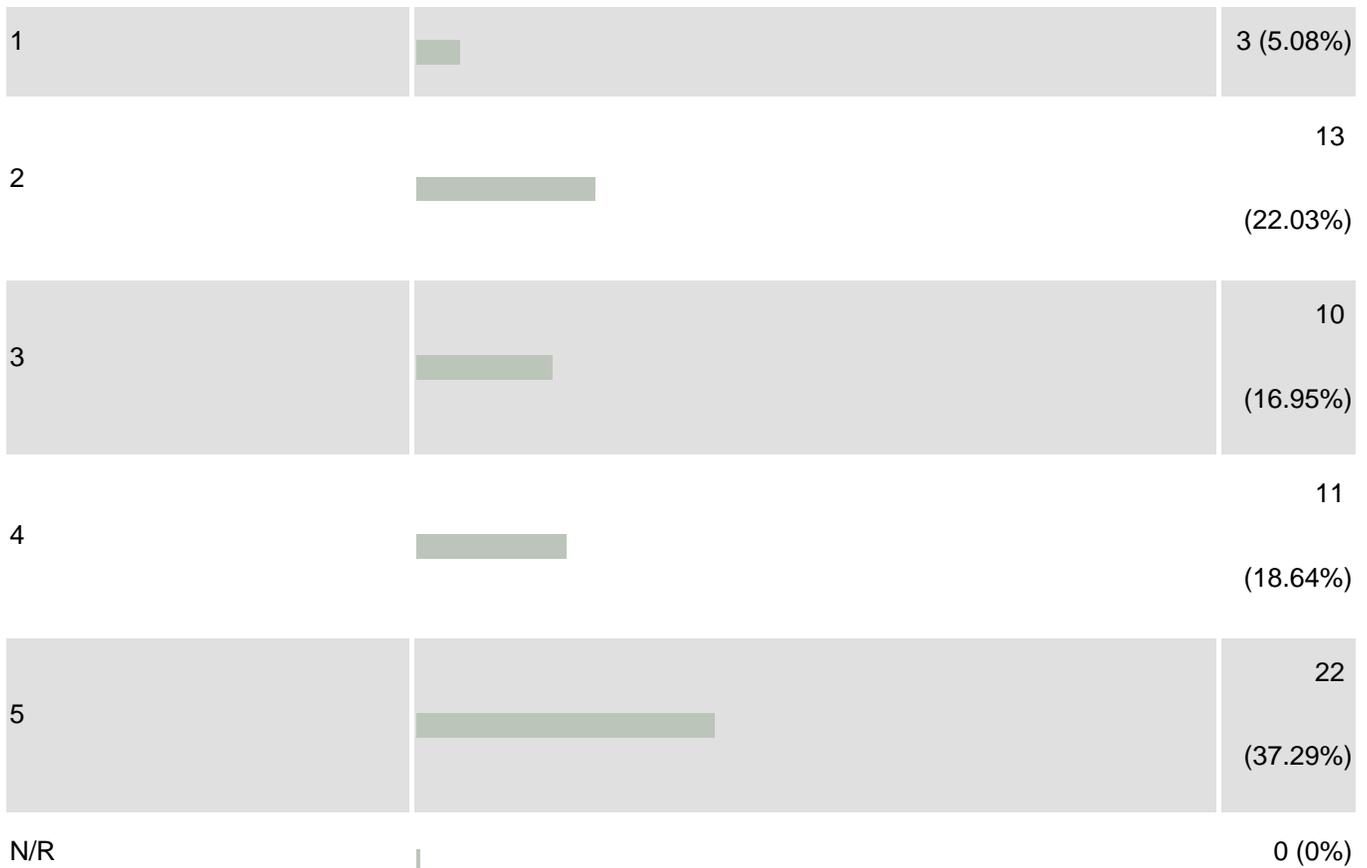
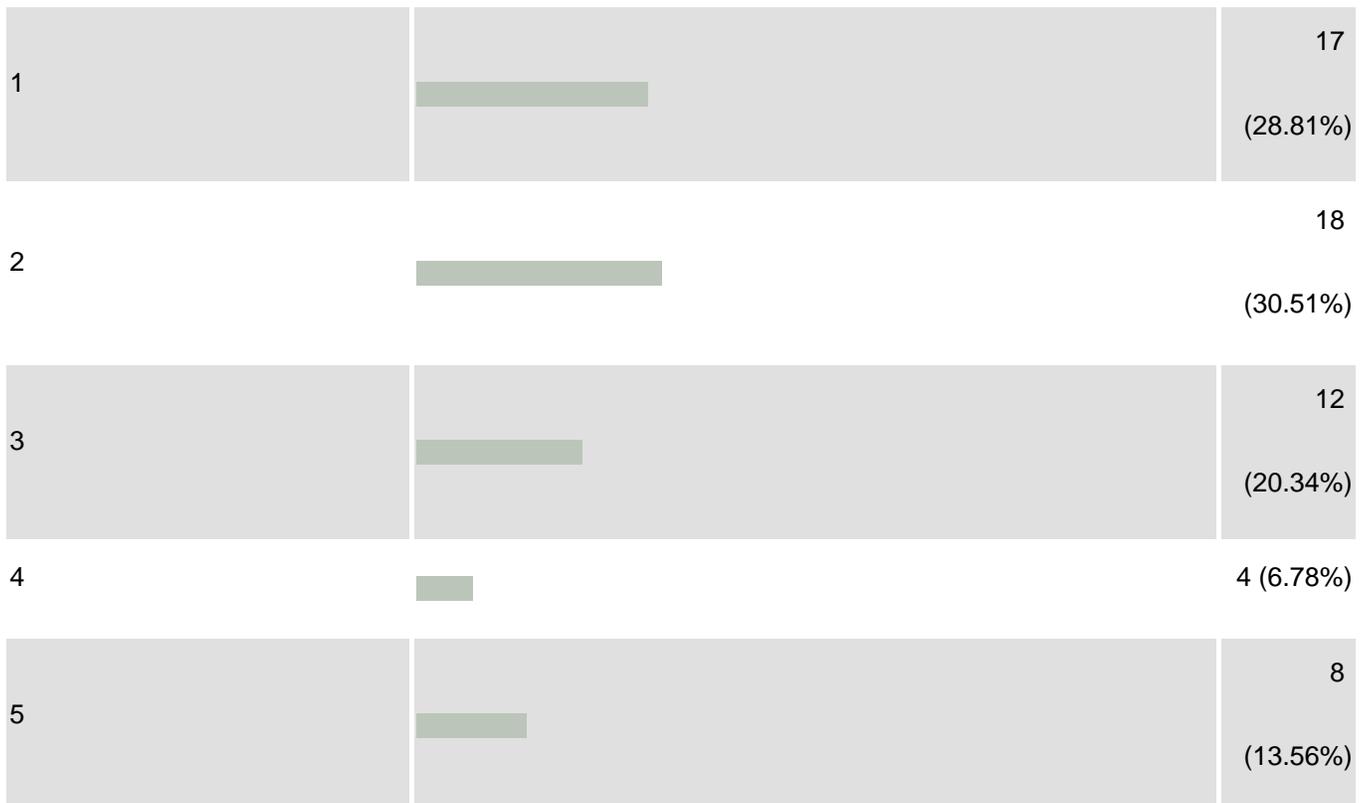
2.2 signage (to help warn of dangerous areas and improve navigation)





2.3 user behaviors (excessive speed, disregard of others)



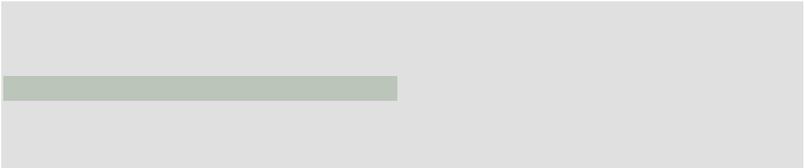
2.4 mutiple use allowed on narrow tread**2.5 poor maintenance (erosion, slick areas, vegetation)**

N/R

0 (0%)

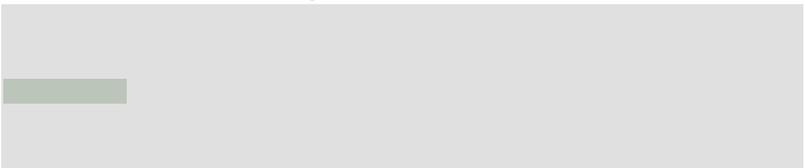
Question 3

My preference regarding the supply of non-motorized **rural** trails is:

more mutiple use trails need to be constructed		29 (49.15%)
more special use trails (bike only...or equine only....or hike only) need to be constructed		16 (27.12%)
focus should be on better maintenance of existing trails		14 (23.73%)
N/R		0 (0%)

Question 4

Please classify yourself as one or more of the following:

mountain biker (prefer specialized trails)		9 (15.25%)
walker (almost exclusively urban type trails)		29 (49.15%)
hiker (prefer rural trails, often singletracks)		25 (42.37%)

road biker (prefer roads and hard surfaced trails...regardless of bike type)		16 (27.12%)
equestrian		6 (10.17%)
paddler		5 (8.47%)
rural trail advocate		13 (22.03%)
safe transportation route advocate		15 (25.42%)
trail and/or transportation route planner		22 (37.29%)
other		2 (3.39%)
Other:		12 (20.34%)
N/R		0 (0%)

Other Text:

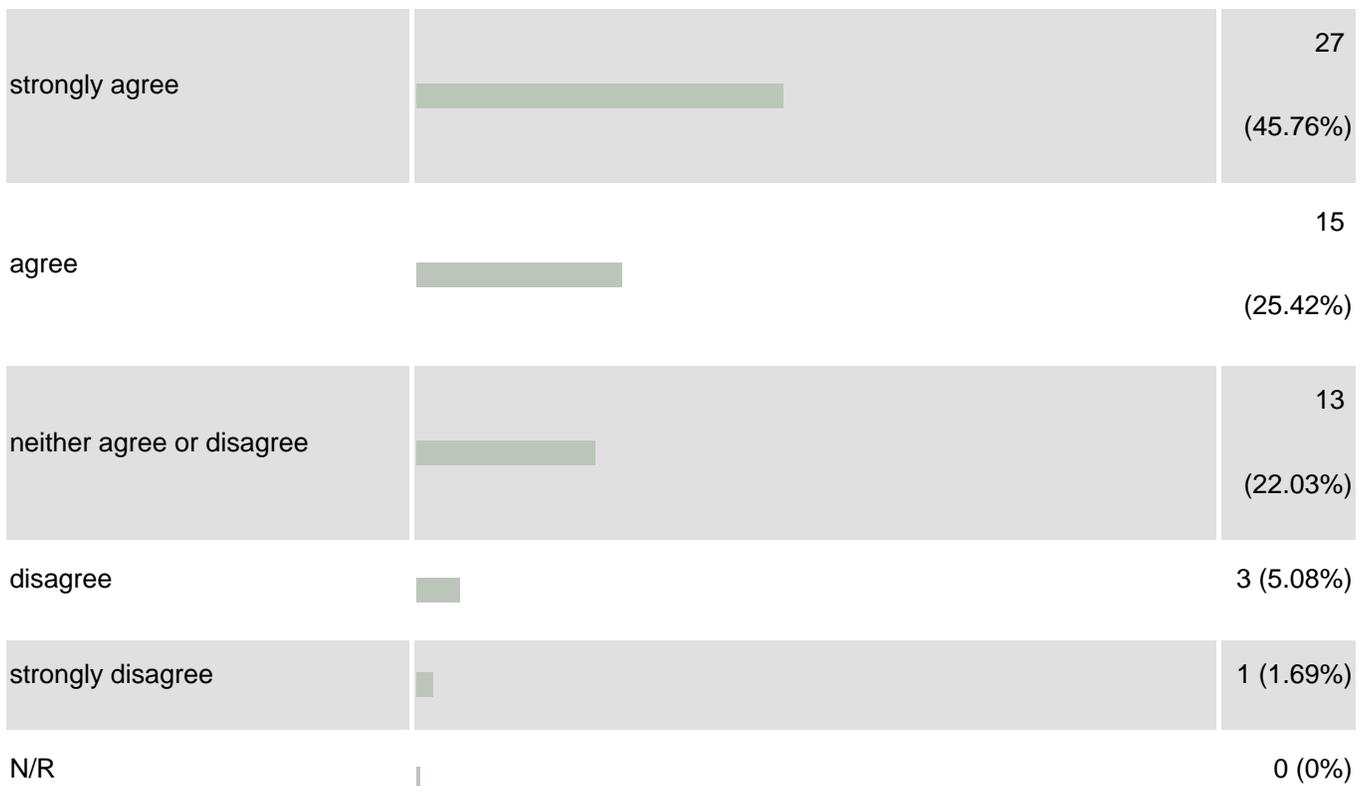
- trail maintenance
- Kansas Horse Council trails development chairman
- economic development/quality of life
- Program Coordinator
- County Planner

- connect infrastructure within the community
- trail manager
- trail building & maintenance
- fund seeker for trails
- design interpretive trails
- trails advocate/nonprofit board member
- ATV/ORV

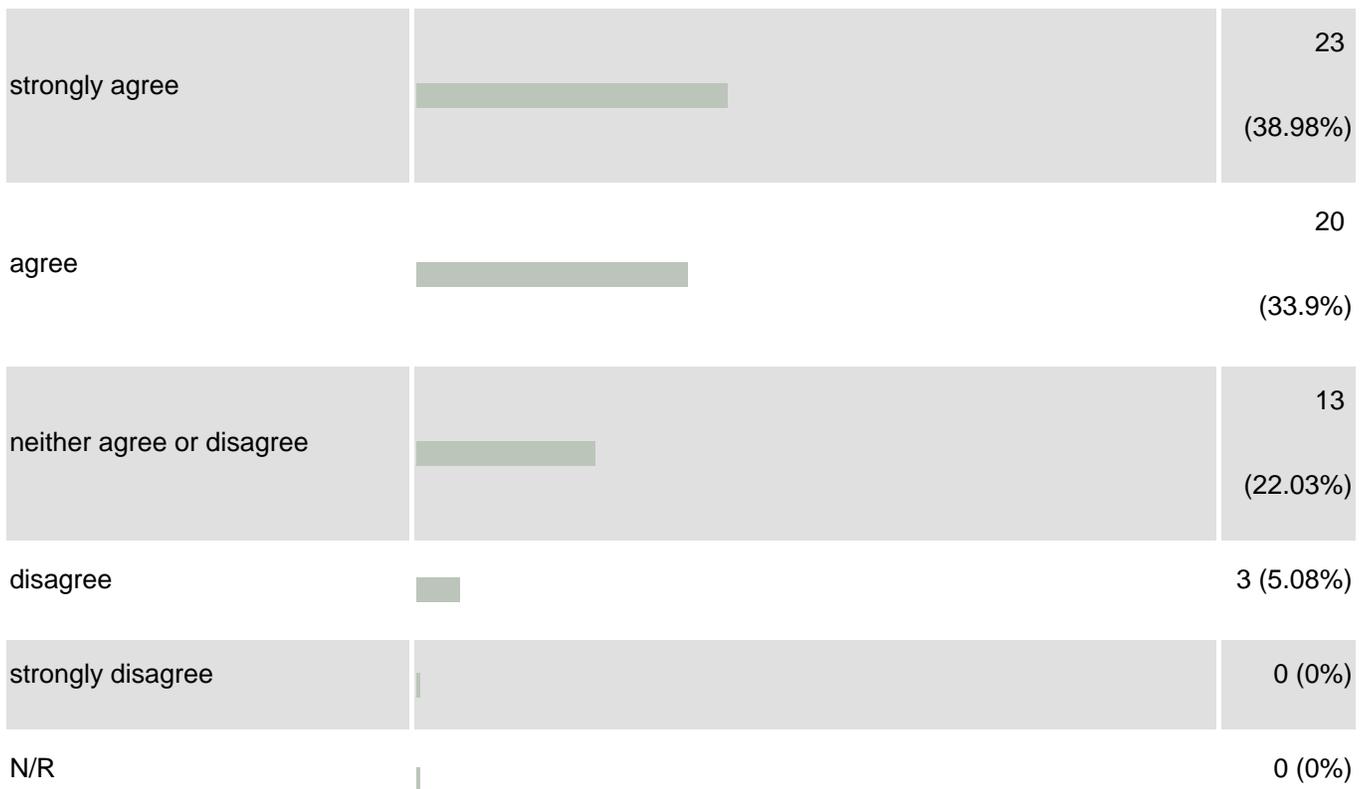
Question 5

To what extent to you agree with the following:

5.1 It is time for the state of Kansas to have a state trails coordinator and office.

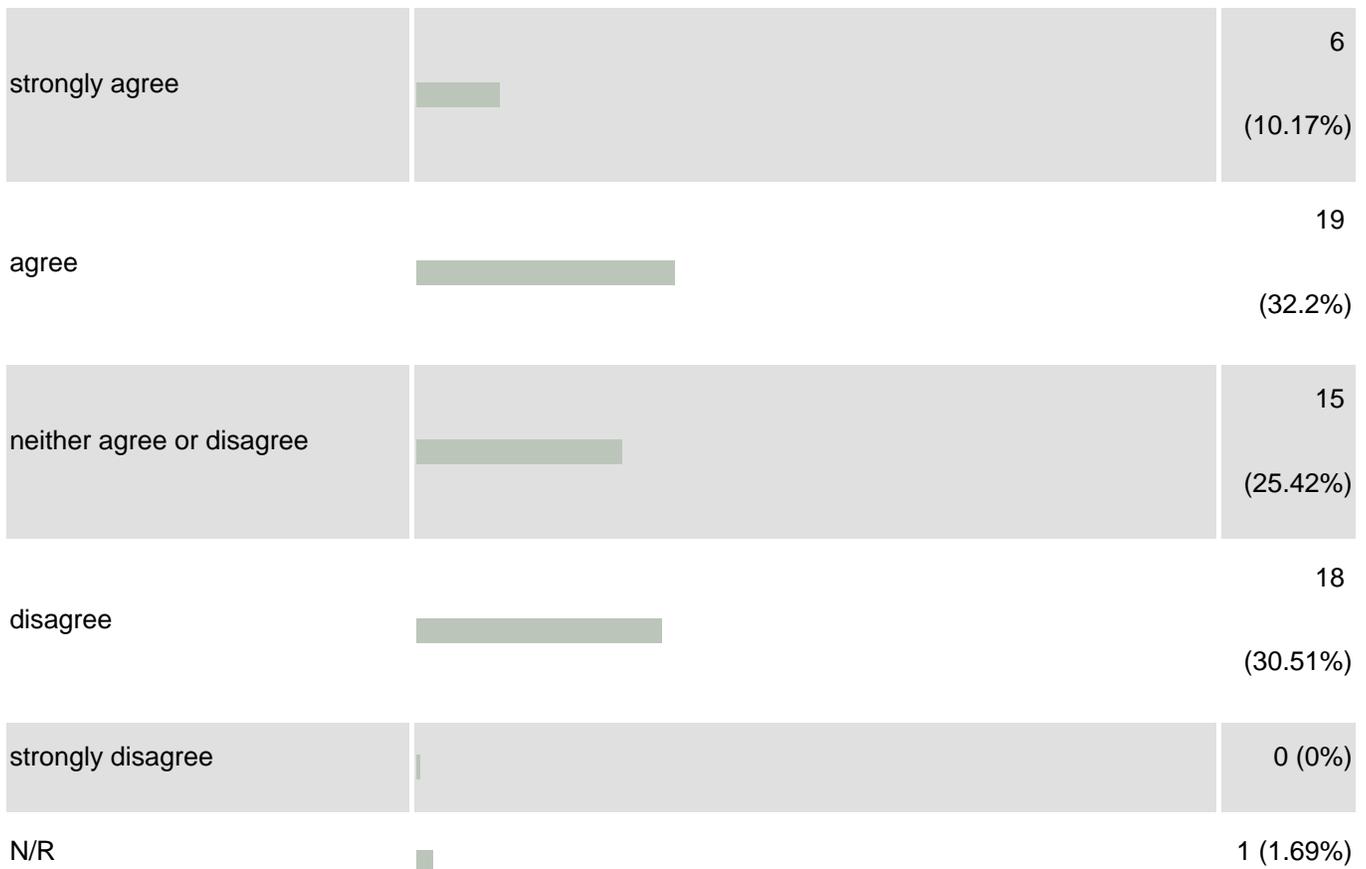


5.2 The RecFinder database is a valuable source for trail information. If you have not been to the website, go to krpa.org to find a link.

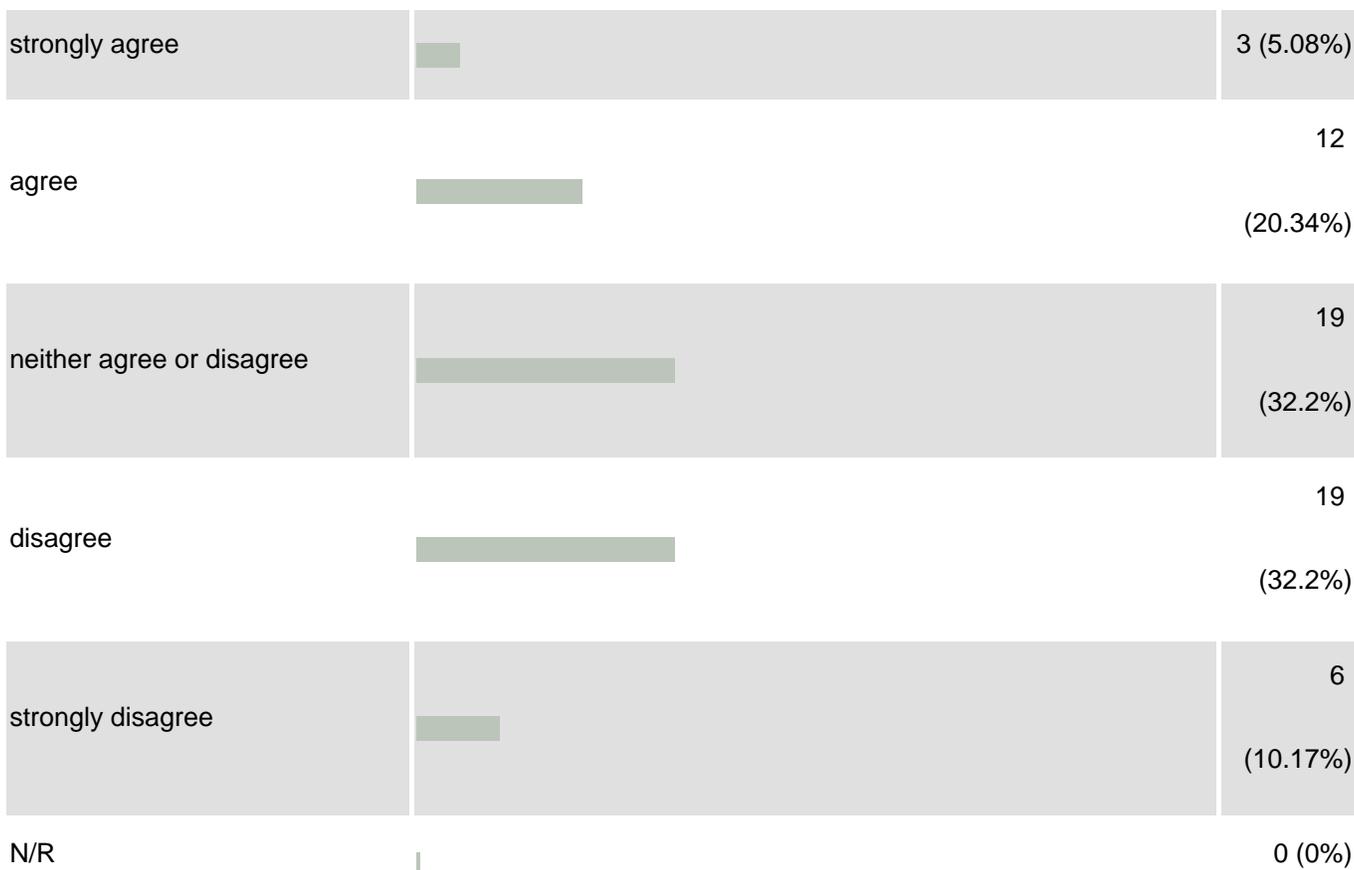


5.3 Most trail safety issues are caused by user behaviors rather than design or maintenance

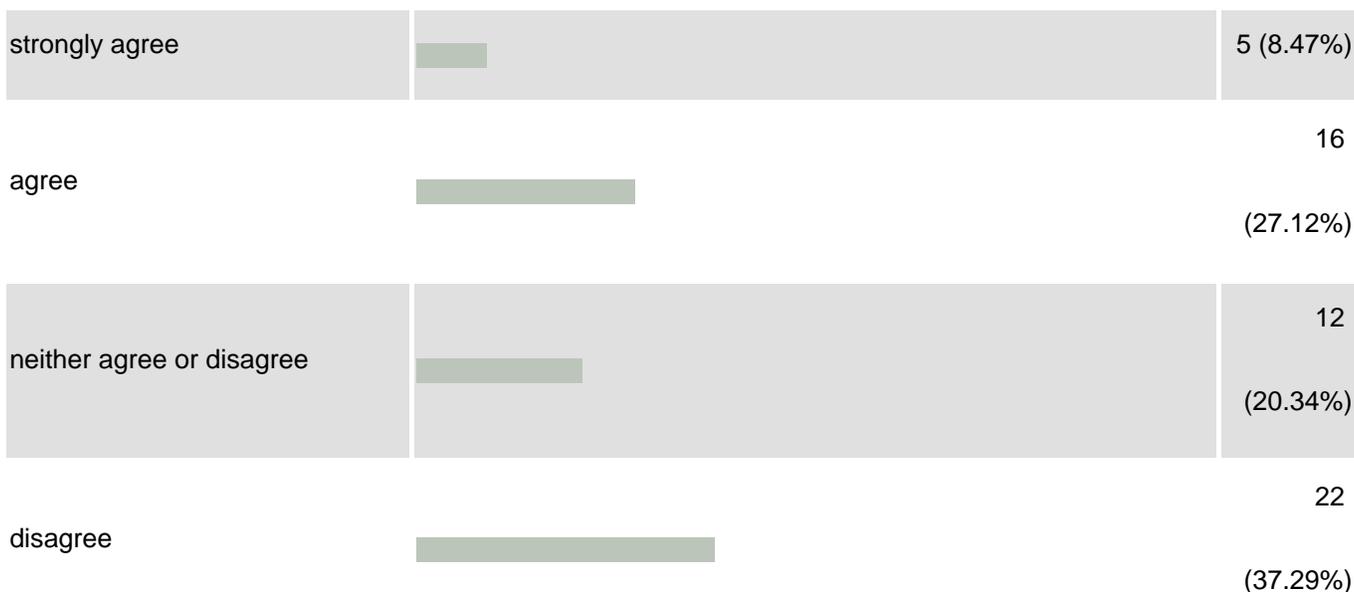
problems.



5.4 Although new trails are needed in specific areas due to growth or lack of opportunity, the focus of trail supply efforts should be on better maintenance of existing trails rather than construction of new ones.



5.5 The perceived threat to personal safety is a significant barrier to urban trail use



strongly disagree		4 (6.78%)
N/R		0 (0%)

5.6 Enhanced signage of all types (you are here, mile markers, hazard notification) is needed to improve trail use experiences.

strongly agree		17 (28.81%)
agree		30 (50.85%)
neither agree or disagree		9 (15.25%)
disagree		2 (3.39%)
strongly disagree		1 (1.69%)
N/R		0 (0%)

5.7 A sidewalk is not a trail unless it is wide enough to safely accomodate multiple use or it is a short but vital link to an otherwise qualified trail

strongly agree		25 (42.37%)
agree		21 (35.59%)
neither agree or disagree		5 (8.47%)

disagree		7 (11.86%)
strongly disagree		1 (1.69%)
N/R		0 (0%)

Question 6

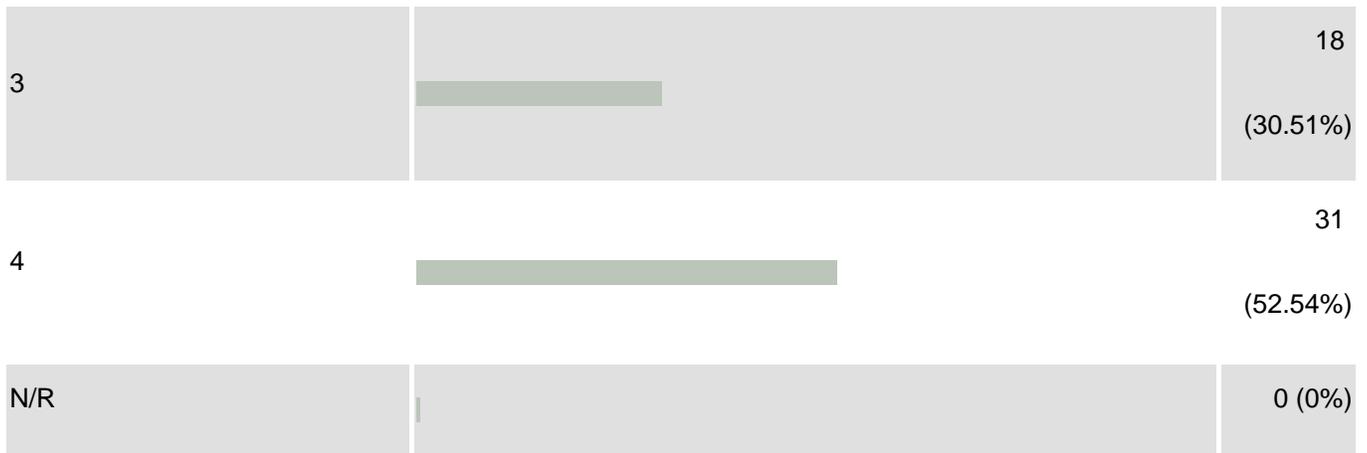
If the state of Kansas were to host a state trails coordinator and office, please rank your preferences for the duties of that office

6.1 technical assistance (best practices, design help, etc..)

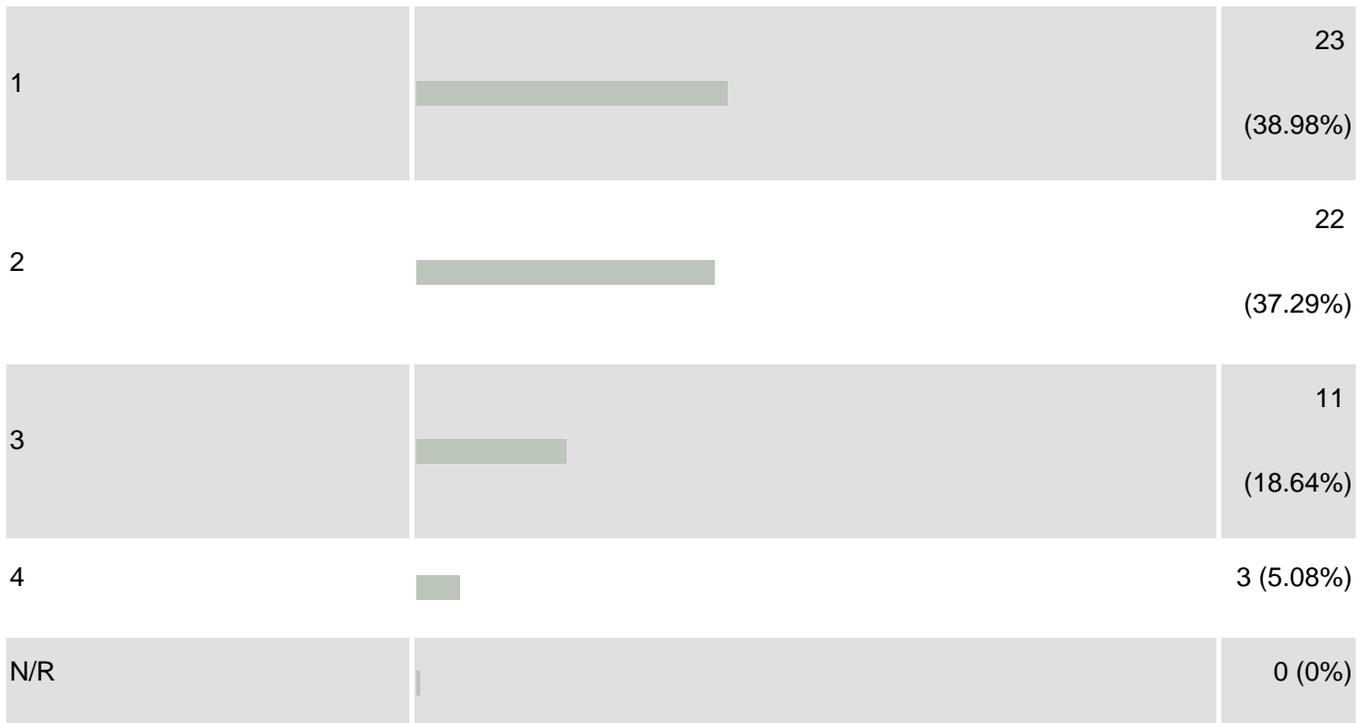
1		16 (27.12%)
2		14 (23.73%)
3		19 (32.2%)
4		10 (16.95%)
N/R		0 (0%)

6.2 trail data archive (statistics, trail use research, data for advocates)

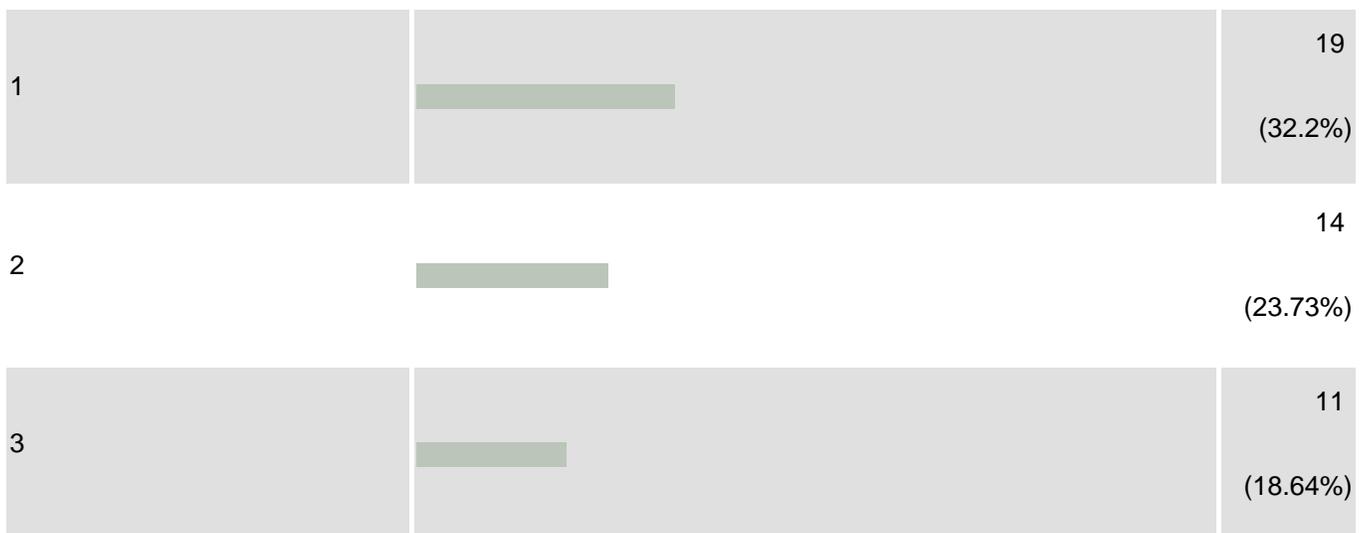
1		1 (1.69%)
2		9 (15.25%)



6.3 coordinate trails planning



6.4 legislative advocate



15

4		15
		(25.42%)
N/R		0 (0%)

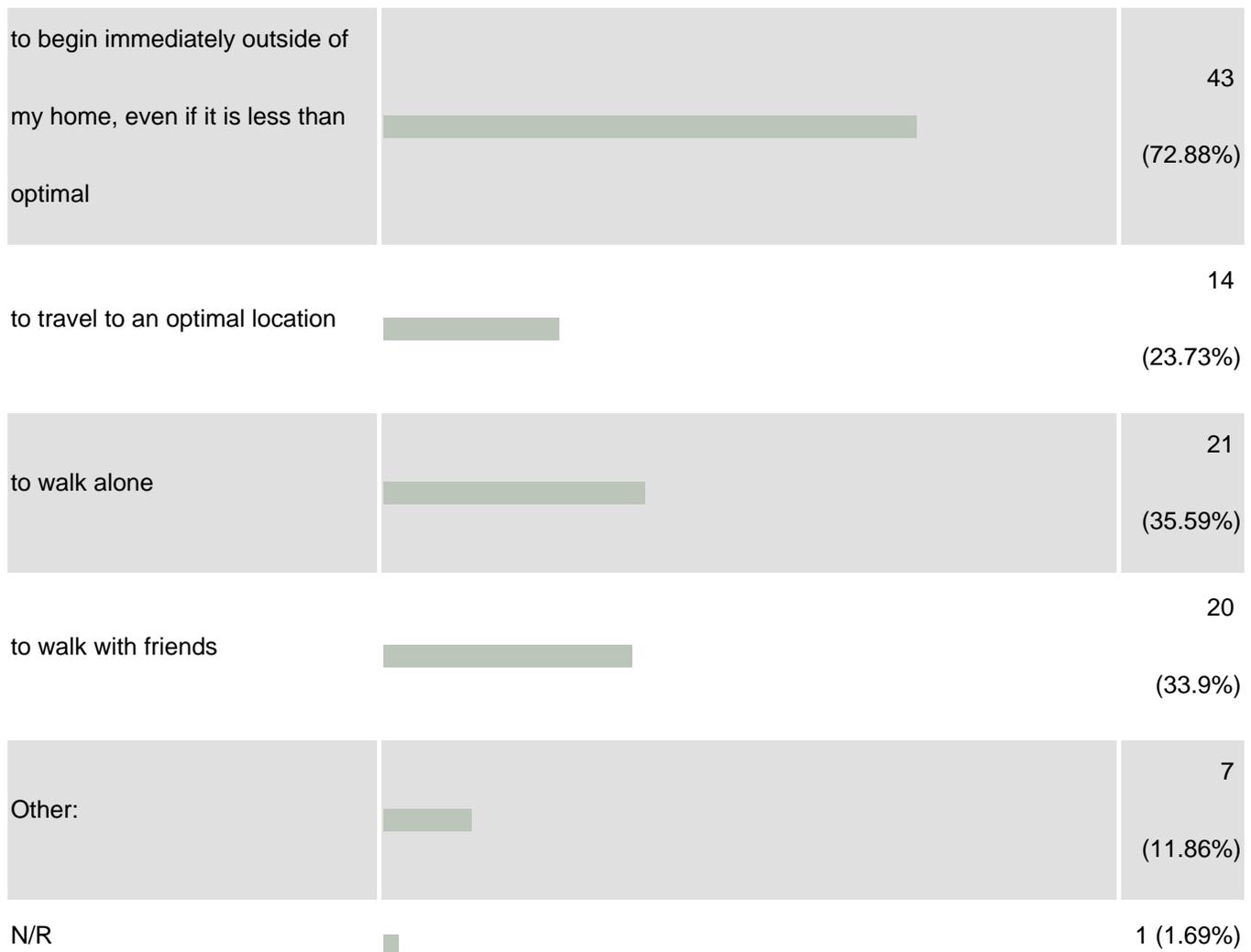
Question 7

If walking is part of a regular exercise program for you, how far are you willing to travel to a trailhead or access point for an optimal walking experience?

less than half a mile		7 (11.86%)
less than 1 mile		14 (23.73%)
one to 4 miles		23 (38.98%)
5 to 10 miles		11 (18.64%)
10-30 miles		2 (3.39%)
over 30 miles		1 (1.69%)
N/R		1 (1.69%)

Question 8

If you regularly walk for exercise, what type of experience do you prefer? (select all that apply)

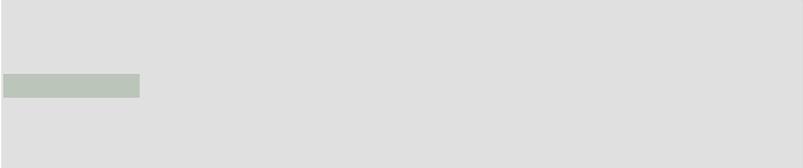
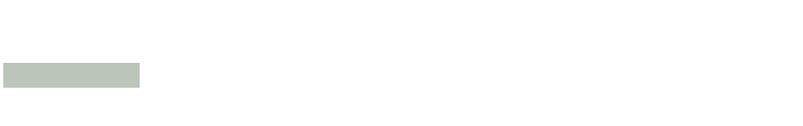
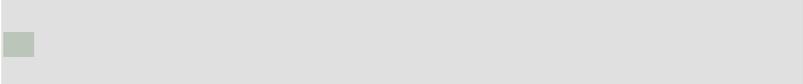


Other Text:

- to walk with my spouse and dog
- to walk with family
- Indoor too!
- walk with family
- walk my dogs
- walk with dog
- walk dog

Question 9

I use convient trails

less than once every two weeks		24 (40.68%)
once or twice every two weeks		13 (22.03%)
once or twice per week		10 (16.95%)
more than twice per week		10 (16.95%)
N/R		2 (3.39%)

Question 10

How can suppliers make longer trails such as rail trail segments where the start and finish are distinctly separated, more attractive to users?

- Organized events: Red Cross, Cancer, etc. walks. Once people find the event and like it they will return on their own. Another option would be a video tour link of the trail from a local web site.
- coordinated marketing with the communities along the trail; try to establish an identity for the trail
- Incorporate information and signage that create a unique experience for the trail user and provide amenities and respite spots as the budget allows.
- Advertise their existence!
- Tie them to local trail and provide loops off of the trail
- We need more that are completed.
- Get them in place. Make them more abundant so people don't need to travel so far to

find a good outside trail.

- Construct attractive trailheads in convenient locations with hard surface parking and provide amenities such as restrooms, drinking fountains, bike racks etc.
- Directional interpretation highlighting different aspects of amenities on each side of the trail so the return walk offers something different.
- Try to encourage points of interest on the routes, historic, hospitality, etc.
- Good design and wide.
- Increase awareness that they exist and present overall plan for full development of the trail system with the connections from town to town or homes to businesses or include connections in plan
- Provide rest and refreshment areas that are not spaced too far apart.
- Organize/Promote group rides. Facilitate/provide trail amenities to make attractive (including commercial establishments). In any case, the closer to my house the more attractive (Urban & Suburban).
- Ensure the trails are multi-use. Allowing large parking areas for horse trailers.
- Have amenities such as restrooms and water fountains. If possible provide multiple access points which effectively creates multiple starting and stopping points. Incorporate return loops when possible
- have destinations at each point, and signs describing the trail at each trailhead. also have them connect to smaller in-town trails.
- More open and inviting as safe, lights for safer travel, many access points for different travel lengths, parking to accommodate the different lengths of travel, inviting topography to bring more people
- Although not a fan of rail trails unless there are no other options, having destination

points such as places to stay (B&B's?), to eat or drink like KATY trail in Defiance or Augusta MO. Shuttle?

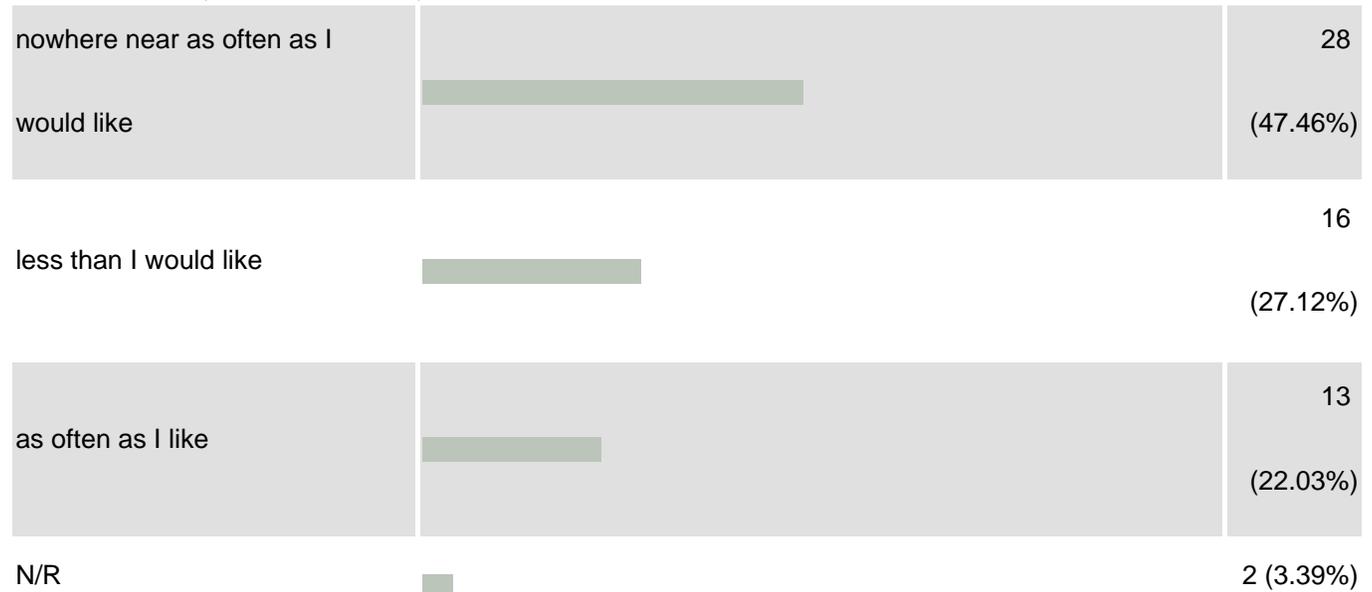
- create linkages
- Historical signage, landscaping, etc.
- Add some unique trail heads.
- provide links to destinations off the trails, places to stop and rest, provide loop trails that connect to the rail trails
- I don't know if one can. Rail to trails that are designed to be long with limited trailheads would only be used by a select user group. A long trail with multiple heads points would accomodate more
- make switchback trails with occasional light obstacles to make traversing the trail more interesting and challenging.
- Not enough knowledge on this subject to answer.
- Make sure the surfaces are designed and maintained to accomodate more than just mountain bikes. Provide safe and adequate parking at trail access points. Provide needed signage.
- I think this is a problem of education and marketing of the availability and uses for these facilities.
- Connect them so users can safely use the trails.
- I'm really not sure.
- Each end of the trail should connect to a destination or interest point and trailhead
- Place playgrounds in the middle. Along w/ drinking fountains, benches, etc
- How about camping sites at both ends. For equestrians, we need adequate parking space for trailers and appreciate a place to hose off horses.

- Add basic amenities such as restrooms, water stations, and attractive, informative signage.
- Add specialized trails or features near end points of linear trails. This might include bicycle features (skills or trials features, pump tracks, bmx tracks), outdoor shelters, restrooms, etc.
- Begin building in several location with a plan gto create a connected network of trails with as few road crossings as possible. Establish one or more public trail heads with parking and restrooms.
- Make them more accessible (proximity) to communities or large populations of people. General promotion/advertising would also be helpful.
- I do not know you the suppliers are but it you can link the trails from one to community to another that would be the best of all worlds for both the trail users and the people with goods and service.
- education the public, user friendly signage throughout the trail, add ammendities such as benches
- Good level terrain without erosion.
- Provide access to the communities connected by the trails. Include some information related to the environment and nature life of the area. Use signage to enhance the experience.
- Set the trail up so it can be used in segments.
- I would use the longer trails and would feel comfortable leaving a vehicle at the finish then drive another vehicle to the start. It would be good if patrol officers stop a periodically for security.
- Supply transporation from end to the other.

- Loop the ends of the trail; interesting signage
- Places to park vehicles and stopping points along the trail.

Question 11

How often are you able to use your favorite trail?



Question 12

Describe your ideal trail scheme or layout. Consider topography, length, surface, views, solitude, safety, etc..

- Any place with mountains and streams, preferably with a fly rod in hand walking to a trout honey hole. Walking to a destination or activity is more preferable than just walking.
- uses existing topography for views of natural areas - creeks, tree groves, open areas - to create a feeling of solitude. Especially needed in urban areas.
- A meandering trail that highlights views of the flint hills and provides a unique topographic experience to view low-lying areas as well as panoramic vistas.
- St. Joseph Missouri's Parkway System is the ideal "all things to everyone" trail system. It has something for everyone. Andy Clements is the POC. I also love the Katy
- Concrete path in the woods, water features are allway good...lakes, rivers. 1-5 miles with

options, depending on how much time I have.

- Trail should connect to other trails have rest benches every few miles, and have a form of shade.
- Being a hiker and mountain biker I like longer trails. Trails that extend out to 10 miles or more are preferred. It is also nice when the terrain varies in elevation and or view.
- It would be clean and smooth asphalt or concrete. Sight lines safe but keeps user guessing. Gradual sweeping curves and hills. Incorporates natural, historic, geologic or cultural interest. Amenities
- Asphalt surface plenty wide to accommodate multiple uses. The view would rarely allow the user to see trail further away than 100/150 yards. Trail would have no straight stretches longer than 100yds
- An interconnected trail system that started in my neighborhood, connected to parks, schools and retail and then returned on a separate alignment. I would like some of the trail to be grade separated
- Trail heads every 2-3 miles.
- My ideal trail scheme would allow me to ride my bike as a form of transportation to and from work or to run errands on a regular basis without having to share the road on busy streets or roads.
- Like a challenging MTB trail of 5+ miles (and hope I don't hurt myself) but would like to see more long distance trails with stabilized aggregate surface for scenic/leisurely & transportation uses.
- Loop trails 10 to 15 miles with a variety of topography (mostly wood or high overlooks) with natural surface. Ideal for camping would have two of these types of trails with the campsite between.

- Many natural features. Hilly, wooded, water feature. Long loop with shorter return option available. Safe area/ reasonable patrol. Mountains. secluded feel. crushed aggregate surface
- beautiful scenery, smooth riding, gentle hills, not highly populated, safe (nowhere for hooligans to congregate). for in town riding: flat, wide, safe, direct routes to convenient places.
- sections of varying topography to accomodate all travelers with parking for each section. This way more people would be able to use the trail. wider walk ways for safer travel.
- Mix of open and wooded setting with some variation of slope and curvature. Rial trails such as the KATY trail are a bit boring.
- Mixed topography, 4 miles, concrete, variety of views from urban to rural, safe with a starting point beginning and ending near my front door.
- White and Blue trails: North Shore of Clinton Lake
- 3miles long, loop, with high quality strategic vistas, native flora abundant, and viewable wildlife, surface compacted limestone screen.
- It is totally dependent on the type of use. For running, I like asphalt paved surface about 5 miles long with gentle topography and nice views. For bicycling, paved for road bikes, length about 40 mil
- varies in length, topo, cover and views. One that is safe and is creative.
- A 10 to 15 mile equestrian trails, with some switchbacks and water crossings, a few open areas for breaks and trees for shade in summer heat, etc. Diversity creates challenge and makes it interesting
- Not straight & not flat. Parallel to a waterfeature and wooded. Quiet & secluded. Mile markers & directional signs. 5-mile loop/asphalt.

- A loop and spokes connecting neighborhoods with each other and community attractions and recreational resources. Should include: good signage, multiple segments, good access, adequate total length.
- Equines need a variety of trails with difficulty to match riders abilities. Clean. wide. well marked trails can be enjoyed by all; but many like the truly natural state of more less refined trails.
- I enjoy a variety of trails. Perhaps something short of the indoor mall and nothing as manipulated as the slick golf course environment.
- Trail could be used for both recreation and also for travel to work.
- So that you feel you are out in nature not within a city--solitude. Comfortable walking/jogging surface--NOT gravel. Near water provided it does not cause a regular flooding hazard.Pts to enjoy view
- bends around through trees next to a creek; wide enough to accommodate walkers/runners and bikes; a bit hilly; able to use it at least dawn through dusk; wildlife
- loop trail that connect points of interest, parks and schools
- gravel, hilly, along river, trees with openings to prairie
- Concrete, NO LIGHTING, usable signage, ample parking,
- As an equestrian, I look for varied terrain so it's not boring. I like lots of ups, downs and overs. A two hour ride is easy to fit into an afternoon. I don't like to ride with lots of folks I don'
- Trailhead located near water such as stream or lake, trail runs next to a stream. Topography would be varied with at least 25% hills. Trail meanders through woods. Benches provided at overlooks
- When I design trails, say the Kansas River, I like to constantly reintroduce the river to

hikers meandering in and out of the woods. On the prairie turn the trail back on itself for panoramic views.

- Stacked loop system with more difficult, technical sections further from trailhead. Rolling topography, mix of wooded and prairie, near lake or river. Separate trails for horses vs. all other users
- A network of trails gains functionality for the same reason as a network of roads and highways. Rail-banked corridors, rails-with-trails, levees, electric utility right of ways, everywhere anywhere.
- Not sure - there are a variety of different types of trails that appeal to me.
- Trail from one small community to another with concrete surface for all users of the trail walkers, bikers and roller bladers. The trail could be a mix of environments from natural walk to urban walk
- Wide enough to accommodate multiple modes (excluding motorized) of transport with views throughout trail. Surface heavily mulched so that muddy, slick potholes are minimized. Routes return to start.
- Natural surface, variance in level, and open view of the landscape
- Ups and downs. 10,000 meters. Wood chips. Views are nice but not needed. Solitude is not an issue. Safety is a concern. If I don't feel safe on a trail, I do not use it.
- I enjoy multipurpose trails w/ secluded loops: single track, dirt surface, along streams w/ natural plantings to attract birds and wildlife. However, I like a quick walk on concrete paths close by.
- A loop, away from highways and development, into natural areas - could be any length from a couple miles to several days walk.
- Over one mile, cement, through natural landscapes

- At least 6' wide, urban setting, near home, open topography for safety with open feeling landscaping. Ok with some noise but not too loud and annoying.

Question 13

The KS Built Environment and Trails Summit brought together a diverse group of people with a common interest in safe trails and transportation routes. Planning is underway for another summit next year. What would you like to see included?

- Anything about urban and water trails.
- Updates or changes brought about by the first summit.
- Overall, I was pleased with the format of the summit and every session that was included. I felt that the first morning session was the most informative and provided a wide range of information.
- We need a coup d'état at KDOT. I'd like the replacement bike ped coordinator to actually believe in trails. Then I would like to our KDOT Secretary to listen for a change. Always talking that one is.
- Statewide efforts need to target enhancing local efforts. Not many people want to walk a 20 mile trail from Topeka to Lawrence, but many people want to walk 1 to 5 miles and be back home for dinner.
- Ledge registration and funding opportunities.
- What makes a successful trail, successful?
- Not sure.
- Workshop on building single track trails.
- Continued discussion of what is currently happening in Kansas, what plans are in place and working to identify the gaps. Advocacy that supports legislative policy for active transportation
- How we are moving forward with planning and construction of our statewide trail system

and what the impediments have been from accomplishing more and what is being done to overcome these impediments.

- Getting State Parks & corps to allow new trails or expand trails for multiple days use?

Ideal would be two 10 to 15 miles loop trails with a camp between. Support multi-use trails, all work together.

- Continue on with work started this year. Increase workshops for possible funding sources.

- More of the same. Design and maintenance examples. Input from user groups. update on the data base

- Help with grants and designing one

- rural multi-use trails and in-town transportation trails - how to advocate for and fund these things.

- Trails that create interaction and connection between communities as well as connecting and interaction with a community

- Project examples, what works and does not work.

- I was satisfied with the variety. Keep up the good work.

- Of course.

- Regional networking of trails, available funds, updated ADA presentation, links of urban walks and trails to greenways.

- I think there needs to be more focus on tracks. I am more interested in urban route planning and trails and far less interested in rural trails and rails to trails

- A little bit more equestrian focus, not just bicycles and hikers. There are more equestrian trail riders in the state than you think.

- Other cities where they have developers donate land for trails/parks per every acre they

develop. Some sort of land dedication requirement for new development. Ordinance language, was it successful?

- More on urban trail development and design such as: width, surfacing, striping, signage, etc.
- Truly include equestrians! The part of the 30 minute breakout for equestrians was taken up a great deal by other groups discussing their issues. We were quite ignored.
- I enjoyed the Summit speakers and would suggest similar topics with different presenters or views of those issues.
- Breakout discussion groups. Also highlight some trails and show some unique features.
- More ideas for communities as to how to go about creating their own connected trail systems. Ideas as to what a great trail should include. Pract. info people not commonly prt of this prof. can use
- topics similar to the one held in 2007
- More information on how to construct trails of all types
- Get more of the cities marketing people to attend to educate the locals by adding info. thru there web pages & brochures.
- I thought you did a great job this year. I would like more focus on equestrian trails and attention given to which trails are considered "multi-use" but don't include horses.
- Trails on private lands
- Outdoor sessions demonstrating best practices for single track trail design, construction techniques, maintenance methods, assessment of trail problems, trail layout.
- More existing trail presentations. More proposed trail presentations.
- A state trail map; ideas for building trails in rural communities
- More about how poeple in other states have gotten the trails completed from design to

construction

- How-to's on connecting innercity pathways with recreation trails.
- I would like to see each group bring more of their staff to the conferenc to begin to form a strong collection of talents within the larger group.
- What is new and important in the field. I do not know enough to be able to answer this question.
- Funding sources, volunteer listings, restoration of native plants, more trail maintenance.
- More stories on how communities got started and how they financed trails.
- The session on grant funding was very helpful. I would also like to see an interactive session on planning and estimating the costs of a city trail.
- Yes

Question 14

The Summit brought together a diverse group of trail enthusiasts and a number of state agencies; suggesting there is some commonality of interest. How might these resources best be utilized to forward the cause of improved health from increase trail use?

offer another summit next fall		39
with more quality sessions		(66.1%)
form a governor's task force with		23
multiple agency representation		(38.98%)
focusing on the benefits of trails		
expand the summit to include		25
toolkits		(42.37%)

hire a state trails coordinators;

27

with costs shared by multiple



(45.76%)

agencies

Other:



3 (5.08%)

N/R



1 (1.69%)

Other Text:

- No Response
- have a KDOT contact like the SRTS coordinator
- GIS-GIS-GIS!!!

- End of Survey -

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