

VISTAS



AMERICA'S BYWAYS®

JULY/AUGUST 2006

What's Inside:

Roadside Reflections	2
Chel Ethun Accepts Training Manager Position	2
Capital Corner	3
Dear Kate	4
America's Byways® Resource Center Announces Scenic Conservation Workshops for America's Byways	6
Roadside Assistance	8
A Conversation With... Janet Zeller, National Accessibility Program Manager, USDA Forest Service, Recreation and Heritage Resources	10
Driving America's Byways	12
America's Byways: Access to Our Federal Recreation Lands	14
Calendar	16



National Center Promotes Use of Accessible and Universal Design Among Byways

By Catherine Nolan, National Center on Accessibility

The prevalence of disability continues to be on the rise in the United States. Today, one out of every five Americans has a functional impairment that limits daily life activities and two out of every seven families are affected by disability. The occurrence of disability is also of concern as Baby Boomers move into retirement and acquire disabilities related to aging and disease. In the field of parks and recreation there is a new emphasis and increasing awareness of disability among older adults as the relationship between disability status, quality of life, wellness and preventive health care has become clearer. The National Center on Accessibility (NCA) is one such organization working to promote the use of universal design among

Today, one out of every five Americans has a functional impairment that limits daily life activities and two out of every seven families are affected by disability.

recreation and land management agencies. Since 1992, NCA has provided training, technical assistance and research to increase awareness and promote inclusion of people with disabilities in all aspects of recreation, parks and tourism.

As health concerns about risk factors of disability surface, the role that accessible recreation environments like trails and byways can play to support healthy living is becoming increasingly important.

Compliance with Federal disability mandates like the Americans with Disabilities Act, Section 504 of the Rehabilitation Act and the Architectural Barriers Act is critical to building healthy communities. However, the accessibility standards related to these mandates are only minimum standards.

Simply stated, the term "accessibility" describes a minimal level of compliance with established standards needed to accommodate people with disabilities. Accessible design aims to provide accommodations for individuals with disabilities to benefit from all opportunities offered, including programs, audiovisual presentations, tours, exhibits and trails.

Taking the minimum concept of accessible design a step further, universal design aims to accommodate not only individuals with disabilities but the diverse needs of people of all abilities and all ages. Universal design is achieved through the creation of products and environments that are usable by all people, to the greatest extent, without the need for additional adaptation or



Gary Robb, second from left, instructs trail coordinators on proposed accessibility guidelines for outdoor developed areas during an NCA training program in Yellowstone National Park.

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Pigs in the Road



Michelle Johnson,
Director,
America's Byways®
Resource Center

I ran over a pig the other day. Not the pink, squealing farm animal. I believe the proper term is "rumble strip." My parents grew up in the rolling farm country of southern Wisconsin where the county roads all have rumble strips to warn big trucks of upcoming intersections. During our frequent visits to the grandparents, and for some unknown reason, my little brother decided to call those noisy announcements "pigs." Every time we hit one of them, he would yell out, "Pig!"

I found this outburst annoying as a kid (incidentally, there were a lot of these annoying outbursts, plus I thought my brother was generally quite annoying, which created significant irritation for me on any family trip). Despite my irritating brother, today every time I hear that familiar rumble I yell out, "Pig!"

I'm sure we all have funny, quirky little travel stories. I grew up in a very rural area, so I have plenty. Back then, "going to town" meant a twenty- to thirty-minute journey to a hamlet no bigger than a fleck on the map. Sometimes we would ride into town with neighbors, frequently with Fred and Marion. Every time we rounded the sharp curve that hooked onto four miles of stick-straight blacktop that led to our house, Fred would announce, "We've hit the home stretch." Every time, Marion would respond that a "home stretch" is much closer than four miles away from

your home—it's where you can actually see your home. Then, every time, Fred would counter that this section of road reminds him that he is almost home. They would continue this argument until they dropped us off, and maybe beyond that. To this day, every time I drive that stretch home, I think about our wonderful friends.

These memories will rightly never fill an interpretive panel! But they illustrate the smaller stories of travel and community that connect us to our roads. These stories are part of the package of stories, events and resources that we individually value and want to share with our neighbors and our visitors. Maybe it's the story of the old, bent pine tree standing solo in a field or the rock outcropping that looks like an old man or a beautiful stand of birches or a spectacular view of a mountain top.

Perhaps your moment on the road is not just yours. There is a huge rock along US Highway 2 in northern Wisconsin that signals the entry into the small community of Oulu. Locals know the standard greeting is to honk at the rock. (You heard right, honking at the rock.) Once your neighbors recognize and embrace your special spot, that's the stuff that motivates people to action. Imagine if the transportation department suggested moving the rock or vandals disgraced it. It would inspire the community to treasure, preserve and protect the resource, story or local history.

Enjoy those special stories as you travel around your town and along familiar roads. Treasure your home stretches. Share your funny stories with family and friends while driving your favorite roads. You might discover that it's fun to honk at rocks and hit a few pigs in the road! ★

SCENIC BYWAY AWARDS ★ DEADLINE APPROACHING ★



July 17 is the deadline for submitting applications for the 2007 Scenic Byway Awards.

Byways must submit applications to their State DOTs and American Indian tribes must submit applications directly to AASHTO (c/o Corridor Solutions) by July 17. Winners will be honored at a ceremony at the National Scenic Byways Conference in May 2007.

For the eligibility information, requirements and application forms, visit AASHTO's website at www.transportation.org.

Chel Ethun Accepts Training Manager Position



Chel Ethun,
Training Manager

The America's Byways® Resource Center is pleased to announce that Michelle "Chel" Ethun has accepted the position of Training Manager. Chel has worked at the Resource Center as a Byways Specialist for nearly five years.

In this newly created position, Chel will have the primary responsibility for planning, conducting and coordinating the Resource Center's training package, as well as developing curricula for the National Scenic Byways Conferences, trainings and workshops offered by the Resource Center.

Many in the byway community have known Chel through numerous trainings, meetings and on-site visits. When Chel is not traveling to byway communities or organizing workshops, she balances her time between her family of three children and husband David and their twenty-two canine companions. (Chel gets really busy during the winter!)



Chel in "real life."
Photo courtesy of
Joy's Sled Dog
Photos.



CAPITAL CORNER

By Derrick Crandall, President, American Recreation Coalition (ARC)

Summer 2006 Hints at Work Ahead

The fifteenth anniversary of the National Scenic Byways Program in December 2006 is fast approaching. And many of you, like me, can remember the special excitement we felt about the nation undertaking an effort that would add another important legacy for the American public, joining our systems of national parks and national forests, national wildlife refuges and national monuments.

The task was daunting. How could an important new initiative like this be launched with limited funding and a very small contingent of staff at the Federal Highway Administration? The answer emerged quickly: by working in partnership. One of the great examples of partnership in the early days of the National Scenic Byways Program was the Scenic Byways Advisory Committee named by the Secretary of Transportation in 1992. The group was diverse and passionate, and it took its work very seriously. There were significant disagreements among the members on priorities—even on the two-level designation strategy of All-American Roads and National Scenic Byways. But the group talked and worked and resolved its differences, largely, working closely with the outstanding FHWA staff associated with the Program.

The spirit of partnership grew rapidly in support of the advisory committee's recommendations, involving State transportation and historic preservation officials, local tourism organizations, and major national groups like AAA and the National Trust for Historic Preservation. Progress was rapid and astonishing. Applications for funding were prepared and funds dispersed. The nomination process was initiated and led to the first

round of designations in 1996 at the Colorado governor's mansion, with Transportation Secretary Federico Pena proudly unveiling the initial routes. The system has now grown to 126 America's Byways® in 44 States. More than 1,800 byways projects—from widened road shoulders to new interpretive signs, from brochures and maps to economic impact studies—have been funded with \$250,000,000 in Federal funds and matching funds from States, local communities and the private sector.

All of this is the result of partnerships: national and local, public sector and private sector, preservationists and economic development advocates, transportation planners and conservationists. And that is what is needed for the next chapter in the byway storybook. The National Scenic Byways Program can and should continue to grow and evolve. But this growth is not a sure thing.

The Future: Washington Action has Begun

Late this spring, the National Commission on Surface Transportation and Revenue met for the first time and Transportation Secretary Norman Mineta told the group and others gathered that he felt the nation was approaching a key decision-point, a third time in just over fifty years that decisions would be made which transformed transportation in America. The first decision-point he cited was in 1956, when the Highway Trust Fund and the Interstate system were launched under President Dwight Eisenhower. The second key decision-point, he said, was in 1991, when President George H.W. Bush signed into law ISTEA – the first post-Interstate surface transportation measure, and the

beginning of true intermodal, comprehensive transportation strategies. In 2009, Mineta predicted, we will need to address the nation's surface transportation system as we see changes in fuel types, funding programs and transportation patterns.

Long-time observers of transportation legislation feel that the debates associated with the next major transportation legislation will be intense, driven by the collision between growing needs of existing programs, continued pressure from donor States to win "fair shares" of transportation dollars, new and unmet needs, including a collapsing national forest transportation system, and declining Federal revenues from taxes on motor fuels. And that could mean that even well-regarded programs like scenic byways will face the danger of elimination as a Federal effort, under a devolution strategy that puts more responsibility for discretionary programs on States.

The future of byways as a Federal program can remain bright, though, if the partnership which prompted its creation and subsequent growth remains active and continues to create awareness of opportunities ahead. That is why our efforts, together, under Byways 2021 will be so important.

Summer of 2006: Predictions and Opportunities

Barring truly dramatic events, leisure travel along byways and other American roads is expected to be up from 2005. Reservations at public and private campgrounds have been stronger than ever before and sales of recreation equipment continues to be strong.

The value of opportunities along America's Byways is clear to those planning vacations, especially

when compared to the sharp increases in lodging and related costs in America's urban centers and the high cost of international travel. Moreover, American families can deal with a 15% increase in fuel costs by finding a destination 15% closer—and that appears to be a real factor in vacation planning. Byways can capitalize on the cost of energy in several ways. First, byways often mean fewer miles traveled in total, usually traveled at speeds better for higher gas mileage. And byways invariably offer more smiles per gallon!

Longer term, there are opportunities to institutionalize lower travel costs to benefit byways. Campgrounds and marinas along byways can boost storage options, allowing boaters and campers to slash the costs and nuisance of towing equipment from home and adding new incentives to return often to the byway region. Byways can develop transportation options that are fun and efficient, such as paths and trails for walking and biking that eliminate car trips, even mass transit options that move people AND add learning and fun with onboard interpretation. What a great incentive for some strategic planning sessions this fall involving multiple communities, recreation and tourism businesses, local governments and more!

Funding Maneuvers – 2006 Style

The ink was barely dry on SAFETEA-LU when the harsh realities of the current fiscal climate caused many of us to change our focus. In late 2005, Congress passed three separate rescissions affecting SAFETEA-LU programs. One was across the board. The other two gave States great flexibility in deciding which

programs would be cut. With incumbents more concerned about the Congressional races of 2006, the hunt for ways to fund popular projects back home has become very serious. We also have the impact of obligation limitations, with States told that they must reduce overall spending below SAFETEA-LU-approved limits.

The results of these forces are just now emerging. We know that Arkansas essentially zeroed-out its Recreational Trails Program funding. Transportation Enhancement funding has also suffered in several States.

To date, the national merit nature

of the byways program has provided us with some protection against these threats. But the pressures will reopen another theater of conflict: Congressional earmarking of byway grants. Such earmarking occurred during three of the TEA-21 years, but we fended off the threats in FY2006. Our national partners will continue to monitor and inform all byway interests of developments in this arena. We urge all byway interests to reject any involvement in earmarking efforts that provide short-term gain for you and put the entire national program at risk. A pattern of earmarking could be just the tipping point in the 2009 debate of whether or not

the National Scenic Byways Program is truly a national effort.

Come Blog with Us!

As we look to the future, we need a consensus vision about priorities and goals. New technology is helping us develop that consensus. Starting this summer, you and all other byway interests can read and react to the ideas and suggestions from national and local leaders about the future of byways in America.

You'll be able to read online:

- How some people see byways as a path to a healthier America by adding new opportunities

for physical activity along our byways.

- Ways to apply new technologies to help our byways become premier teachers of history and geology.
- Information about byways serving as catalysts of carefully shaped growth.

And, best of all, you will be able to express agreement or disagreement with these concepts and offer your own visions for tomorrow's byway efforts. At the time of printing, www.byways2021.org was under construction. Please visit the site soon to register and start blogging!

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Dear Kate Bolder:

E-mail your questions for Kate to center@byways.org with the words "Be Bold" in the subject line.

Dear Kate:

Summer is here and just like the travelers on my byway, I'd like to be out playing in the warm air and sun. Trouble is, I run a small business on the corridor. I support the byway organization, it promotes my business and I depend on visitor spending for my income. Not to be a whiner, but don't you think I should be able to close shop around dinner time so I can at least enjoy the evening?

Sincerely,
Must the door always be open?

Dear Swimming Upstream,

We all sometimes wonder why we raised our hand to do the job we're doing. At some point, the image of keeping shop and serving customers must have been a happy dream for you. It probably still is most of the time. But, it can get wearing when it seems like you are working all the time and the rest of the world is taking a break.

Remember that byway travelers are often out on the road much of the day. If yours is a business that provides an early day activity or a service that few people would miss in the evening, you may be able to close with minimal impact to your business. However, if you provide something like food, toiletries, cool-weather clothing or activities close to where travelers sleep, you will certainly miss out on the customers who roll past your door at the end of their travel day.

Plus, when they find your shop closed, and maybe other shops in town as well, their last experience of the day may be disappointing or frustrating. Unfortunately, that may be the story they tell when they get back home. Your individual business practices may even reflect on how customers perceive neighboring shops and the rest of the corridor.

I can't give you a simple answer to your question and you have many variables to consider. I suggest you boldly post your concern on the byways discussion forum at <http://www.bywaysonline.org/forums/index.html>. You are likely to get ideas that will keep both you and your customers content.

Your turn will come,
Kate

specialized design. Because the goal of universal design is to accommodate a range of abilities, it is most cost effective.

NCA is a center of the Department of Recreation and Park Administration at Indiana University. Currently NCA is working on several initiatives to support land managers and recreation professionals. The initiatives of most interest to byway managers include:

- ★ NCA's National Trail Surface Study, a trail mapping and accessibility assessment pilot project utilizing GPS
- ★ Professional training programs throughout the United States
- ★ Technical assistance for consumers, land/facility managers, trail coordinators, accessibility specialists, architects, engineers and anyone with questions related to accessing recreation areas

NCA's National Trails Surface Study

NCA's National Trails Surface Study is a longitudinal study. For many years NCA has received and continues to receive questions from organizations, agencies and individuals who desire to make their trails accessible; are interested in an unobtrusive surface that blends and is friendly to the environment; and provide a quality trail experience for people with and without disabilities. Trail sites located in six regions of the United



Participants in an NCA training course at Yellowstone National Park practice mapping a trail. NCA's pilot testing with GPS will eventually assist to streamline the multifaceted process.

States will test native soil surfaces, accessible aggregate surfaces and surfaces that are stabilized with various types of manufactured stabilization products. The goal of this study is to determine the effectiveness of various types of trail surface treatments that enhance accessibility for people with disabilities. Applications to host trail study sites are currently being accepted by NCA.

Assessment Needs

There are two areas of assessment needs for land managers and trail coordinators. First there is a need to conduct thorough accessibility assessments of all facilities, identifying barriers to access for visitors with disabilities in order to prioritize barrier removal and ensure compliance with Federal

accessibility mandates. Second, there is a need to conduct assessments of trails and byways, collecting information on slope, cross slope, width, maximum grade, features and obstacles. Output of such information in the form of trailheads, brochures and maps can assist visitors to make informed decisions on what trails or portions of trails are appropriate for their individual abilities.

To streamline these assessment processes, NCA has begun pilot testing the use of GPS and GIS.

For accessibility assessments of outdoor recreation areas like picnic areas and campgrounds, NCA is pilot testing the use of GPS with handheld PDAs to collect information on the accessibility or barriers to features like routes, drinking fountains, picnic tables and restrooms. The information will be transferred to NCA's newly developed Park and Recreation Accessibility Management System (PRMS).

Last summer, NCA staff developed PRMS to assist in conducting accessibility assessments in both the built and natural environments. The data management system eases data collection and analysis of physical barriers identified in park and recreation facilities. Currently NCA is experimenting with the system to develop a comprehensive trail assessment system, with all data being collected via satellite, then uploaded in the PMRS and transferred to a GIS mapping program to produce a detailed trail map and informational brochure.

Gary Robb, NCA's Executive Director said, "This new technology will increase accuracy of assessments in both built and natural environments and will decrease data collection time while providing flexible and state-of-the-art outputs, depending upon our customers' needs."

Training Tools

NCA has several ongoing trainings that provide tools to land managers to expand opportunities to best accommodate individuals with disabilities in the most resourceful and cost-efficient manner. Trainings include both open

registration training courses and programs specifically tailored to agency requests. NCA's use of a broad speaker base of expertise, interactive discussions and field visits to enhance the curriculum serve as an opportune learning exchange. Professionals from all 50 States and countries such as Brazil, Canada, England and Spain have benefited from NCA programs.

Ray Bloomer, Director of Education & Technical Assistance, stated, "This summer the National Center on Accessibility will offer training courses in June, July and August on a variety of issues, including Federal legislation and requirements regarding both physical and programmatic accessibility in indoor and outdoor settings. These trainings will provide awareness through policy for managers, human resource departments, civil rights agencies and supervisors."

Technical Assistance

Additionally, NCA serves as a resource and support center, providing technical assistance to countless individuals on a local, national and international level. Technical assistance is provided through various types of communication, including via telephone, e-mail and list serve. The NCA News list serve provides the latest news on accessibility issues from Federal agencies, courts and other media. Through this service, NCA has answered technical assistance questions posed by facility superintendents, land managers, individuals with disabilities and other parties with questions ranging from standards and regulations that relate to a facility, to how to find local resources, to vendor information, and technical information regarding fonts and texts for interpretive exhibits.

For more information on NCA initiatives such as the trails surface study, use of GPS or to subscribe to the NCA list serve, visit www.ncaonline.org or call (812) 856-4422 (voice) or (812) 856-4421 (TTY).

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The USDA Forest Service has released the new Forest Service Accessibility Guidebook on Outdoor Recreation and Trails. This user-friendly guide to integrating accessibility in the outdoor recreation environment while maintaining the natural settings was funded through a partnership with the Recreational Trails Program of the FHWA/DOT under a Forest Service Recreation Project with Missoula Technology and Development Center (MTDC).

The Guidebook is easy to use and full of photos, illustrations, design tips, hotlinks and valuable side-bar information to help Forest Service personnel, partners, contractors and Federal and State agencies working in cooperation with the Forest Service to assist in a better understanding of the integration of accessibility into the outdoor recreation environment. Readers will also find information about applying the Forest Service Outdoor Recreation Accessibility Guidelines and Forest Service Trail Accessibility Guidelines.

This Guidebook is available at <http://www.fs.fed.us/recreation/programs/accessibility/> in html, and it will be available in printer-friendly PDF this summer.

America's Byways® Resource Center Announces Scenic Conservation Workshops for America's Byways®

America's Byways® Resource Center (ABRC) has partnered once again with Scenic America to aid scenic conservation efforts on America's Byways. Scenic America will work with specialists at ABRC to provide scenic conservation workshops for six nationally designated Byways over the next two years. A pilot workshop was held in May 2005 for the Northwest Passage Scenic Byway in Idaho after the release of *Conserving Our Treasured Places: Managing Visual Quality on Scenic Byways* (ABRC, Scenic America, 2005). This document, released by ABRC and available to the byway community, detailed a scenic conservation workshop model that byways could use when designing their own workshops.

"...I was impressed by the workshop's broad participation, including key Idaho Transportation Department staff who now have a better understanding of our byway and its needs. They will continue to be a valuable partner for administrative, funding and regulatory support as we implement

our corridor management plan," said Wanda Keefer, co-chair for the Northwest Passage Scenic Byway (from the September/October 2005 *Vistas* article about the workshop).

The Application Process

The process in 2005 included discussion with the State coordinator, an application and

"...I was impressed by the workshop's broad participation, including key Idaho Transportation Department staff who now have a better understanding of our byway and its needs. They will continue to be a valuable partner for administrative, funding and regulatory support as we implement our corridor management plan."

– Wanda Keefer, co-chair for the Northwest Passage Scenic Byway (from the September/October 2005 *Vistas* article about the workshop)

telephone interviews to determine eligibility. In 2005, three Byways met the selection criteria. Northwest Passage Scenic Byway was randomly selected out of the three. The first two slots for the six new workshops will be awarded to the other two finalists from the last round: Frontier Pathways (Colorado) and Turquoise Trail (New Mexico).

In early July, ABRC will open the application period for the remaining four workshops. A letter will be sent to all Byway leaders and State coordinators with the details of the application process. The timeframe for each workshop is approximately five months and includes data collection, preparation work by group members and the workshop

itself. The workplan and date for each workshop will be scheduled with each participating Byway to be completed by the end of 2007.

Each Byway selected for the workshop will be responsible for:

- ★ Ten to twenty-five participants (refer to pages 111-112 of manual)
- ★ All associated costs for participants (e.g., transportation, parking, child care, lodging, evening meals, lost income)
- ★ Meeting space appropriate for group size and all activities
- ★ An article written for the *Vistas* newsletter describing the experience and anticipated outcomes (due 30 days after the workshop)

What the ABRC will provide:

- ★ Trainers and their associated costs
- ★ Training materials
- ★ Group transportation required during workshop
- ★ Two breakfasts, two lunches, break time refreshments

If you are interested in applying for a workshop, please contact your State coordinator.

What is Scenic Conservation?

Scenic conservation is a process for preserving and enhancing the visual quality of a community or landscape. It provides a means of addressing the planning, design and management of those elements in the built and natural environment that affect the visual quality, aesthetic appeal or character of a place. Byways concerned with managing the attractiveness and visual integrity of their corridors should develop a plan for scenic conservation that builds on goals identified in their corridor management plan. In this way, strategies for scenic conservation can help preserve the context for other intrinsic resources along Byways.

These workshops are well suited for Byways that have visual or scenic conservation issues already identified in their corridor management plans. Please note that there is a considerable amount of work required prior to delivery of the actual workshop (see interview with Northwest Passage Scenic Byway Advisory Team for details) as well as the work associated with implementation after the workshop.

The America's Byways® Resource Center is excited about this partnership and believes these workshops will extend better technical assistance to Byways regarding questions about visual quality.

Have Questions about Scenic Conservation? Need More Help?

In addition to these workshops, the partnership with Scenic America will provide for technical assistance to byways needing help with scenic conservation issues. The process is simple. You or your State coordinator contacts the Byways Specialist assigned to your State. Then, the Byways Specialist will refer your question to Scenic America.



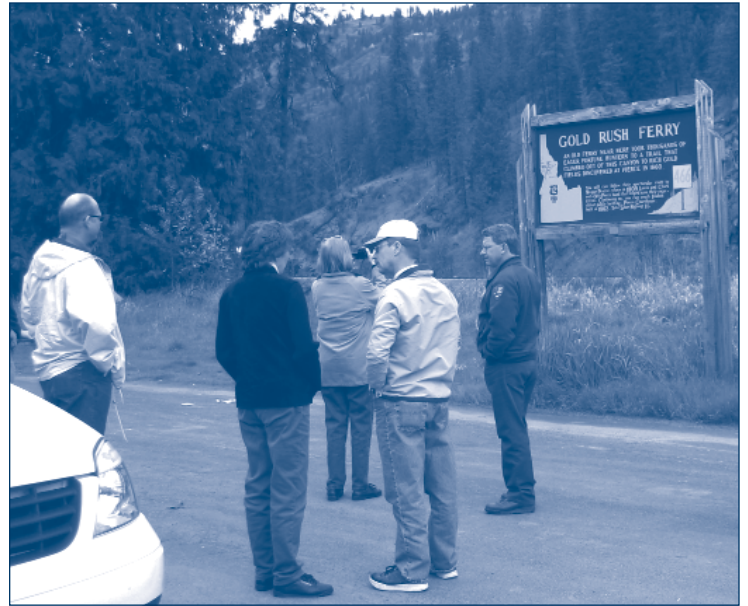
Scenic Conservation workshop groups discuss many different aspects of assessing, enhancing and preserving visual quality.



Brad Cownover, Director of Scenic Conservation Services for Scenic America, will lead the technical assistance for Byways and facilitate six scenic conservation workshops over the next two years.

Brad Cownover, the new Director of Scenic Conservation Services for Scenic America, will lead the technical assistance for Byways and workshop facilitation. Prior to arriving at Scenic America, Brad served as the Chief Landscape Architect for the U.S. Department of Interior, Bureau of Land Management. While in this position, Brad was the policy, program and training lead for the Bureau's Visual Resource Management and Byways programs and coordinated the development

of numerous training sessions and workshops related to visual quality. Scenic America is the only national nonprofit organization dedicated solely to preserving and enhancing the scenic character of America's communities, countryside and public lands. Through national advocacy efforts and technical assistance services, Scenic America works with local communities, institutions and other organizations to provide resources and solutions in the arenas of viewshed analysis, open space protection, scenic easements and smart growth, context-sensitive transportation planning, visual mitigation of wind turbines, cell towers and other visual intrusions, billboard and sign control, and scenic byways corridor management. ★



Scenic Conservation workshops include site evaluation and other field research, as well as extensive pre-workshop preparation.

Northwest Passage Scenic Byway Advisory Team Reflections on the 2005 Scenic Conservation Workshop

1. What was the original goal or interest in conducting a scenic conservation workshop?

The BAT (Byway Advisory Team) was already on a roll, having substantially revised its corridor management plan to expand the Federally designated corridor, and submitted a nomination for the byway's designation as an All-American Road to FHWA. The main impetus behind the workshop, however, was the realization that north-central Idaho was on the cusp of significant impacts accelerated by the national attention accompanying the 2003-2006 Lewis and Clark expedition bicentennial.

The region's rural nature and comparatively low property prices are attracting retirees and second-home buyers from outside Idaho. That, combined with the local government's apparent reluctance to pursue land-use planning and zoning, led the BAT to partner with Scenic America and the America's Byways® Resource Center to host such a workshop. The BAT wanted a neutral facilitation of these subjects—and we were fortunate to have applied and been randomly selected to host the model workshop that followed in May 2005.

2. What were the results of the workshop?

The workshop resulted in a renewed local appreciation for the byway's presence and its contribution to both the tourism sector and to residential quality of life. It convened an array of people willing to broach the subject of preserving intrinsic scenic, cultural and historic qualities by enforcing existing regulations, and by considering alternative approaches. And it reintroduced the BAT to State and local government representatives in a position to influence and implement policy benefiting the byway and its scenic conservation needs.

3. Were there other benefits not originally anticipated?

The resources and expertise provided by staff of the America's Byways® Resource Center and Scenic America, and the facilitation by Meg Maguire, were particularly helpful. As outsiders, they were able to articulate their observations and direct group discussions in ways that BAT members could not. Moreover, the *Conserving Our Treasured Places* manual proved to be a useful template around which to organize the workshop.

4. Was the local byway community prepared for the workshop?

The BAT hosted a pre-workshop visit a month beforehand to orient facilitators

to the byway, the socioeconomic condition of its communities, and traditional land uses and their respective constituencies. We also ensured that key people among city, county, State and tribal stakeholders were invited and represented at the workshop. We were as prepared as we could be.

5. What were the biggest surprises or unexpected outcomes?

The timing for this workshop could not have been better, coinciding with the bicentennial and the investments that were beginning to culminate with highway improvements, byway site enhancements, and placement of interpretive and informational signing. The appearance of key individuals, including the State byways coordinator and other representatives of the Idaho Transportation Department, was particularly appreciated, as their grasp and support of several of the BAT's initiatives (and billboard enforcement) was critical to the byway's viability. But in the long run, the workshop was one of many recent milestones, the latest being the subsequent September designation of the Northwest Passage Scenic Byway as an All-American Road.

6. Are you still working on a scenic conservation plan?

Through application to the NPS Challenge Cost-Share Program, the BAT

has obtained funding for a viewshed conservation plan, with additional funding being pursued. This project would incorporate digital imagery to convey potential long-range development on existing sensitive viewsheds along the byway corridor. This graphic imagery would be used as a tool to facilitate community discussions as to what kind of changes residents would like to see, or to prevent, in a ruggedly beautiful landscape that is on the cusp of profound and possibly irreversible change.

It is the BAT goal that these discussions will spur the kinds of local land-use planning and policy implementation—including voluntary protection afforded by scenic and other easements—that would, in facilitator Meg Maguire's words, "Take beauty off its pedestal and put it into policy, practice and performance."

7. What advice would you give another byway considering such a workshop?

Identify and personally invite as many of the key players and constituencies to attend. Brief and orient your facilitators to the byway and its scenic threats and challenges well in advance. And prepare, prepare, prepare. ★



Roadside Assistance STRATEGIC PLANNING: YOUR MAP FOR SUCCESS

By Susan Koschak, Byways Specialist

Imagine going on a multi-year road trip to explore the entire great U.S. of A. You know you want to experience all there is in the country: landscapes, cultures, history, recreation, events, food and, of course, America's Byways®. It's a grand vision and there's a temptation to just grab an atlas of the country, hit the road and see where it takes you.

That could be a really fun and spontaneous way to travel. You might, indeed, have the experience you envision.

Or, you might arrive home several years later feeling a bit unfulfilled because haphazard twists and turns led you away from, rather than toward, locations that would have been significant to the trip. You might miss events because you didn't confirm dates, not notice subtle cultural nuances because you didn't do any research or you could run out of money because you didn't have enough detail in your budget.

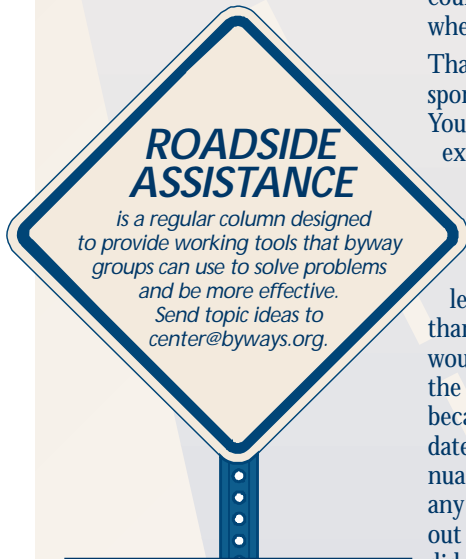
Turning a vision into reality is more likely if there is a plan in place. It doesn't have to include all the details that take you into the next decade, but knowing what needs to be done in the upcoming months will keep things on track.

Organizations often do this with a strategic plan, which sets out the steps that need to be taken to achieve major goals. Terms, structure and process vary from one organization to another. However a strategic plan is developed and updated, it's only useful if members of the organization understand and implement it. If it's too broad, too long, uninspiring, too complicated, unrealistic or unread, it will sit on a shelf collecting dust and generating cynicism.

This Roadside Assistance tool can help to simplify and speed things up a bit. Keep the big picture of your corridor management plan in mind—rather like the atlas of the whole country when you're on that long road trip—but really focus on the immediate future and choose actions that will lead toward achieving your goals. For an organization, accelerating the strategic planning process and simplifying the resulting document can

generate excitement and action. People will soon be saying, "Now I know what I need to do right now!"

Here are some basics for strategic planning after you already have a mission and a corridor management plan. Agreeing on goals and strategies gives the group a concrete way to check progress and be accountable to each other. This model will keep you moving for a year or two at a time, and that's what the action-oriented people in



Our Byways Specialists are here to assist you. Find the Resource Center contact for your state on the Community website at www.bywaysonline.org/contacts/rc_contacts.html. Call us toll-free at 1-800-4BYWAYS, Ext. 5, or contact your Byways Specialist directly:

Susan Koschak
Direct: (218) 625-3307
skoschak@byways.org

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cpionalto@byways.org

SAMPLE AGENDA

9:30 – 10:00	Arrive and social time
10:00 – 10:15	Introductions and agree that the objective for the day is to draft goals and specific strategies for the next 1 to 2 years
10:15 – 10:30	Current status (Report from ED/Pres of BoD – financial, program, public image, relationships between partners)
10:30 – 10:45	Review and reaffirm mission
10:45 – 11:15	Vision and Values
11:15 – 11:30	Break
11:30 – 12:00	Report from environmental scan, focus groups, stakeholder interviews; agree on Key Goals
12:15 – 1:00	Lunch
1:00 – 1:45	Key Goal: Objectives, activities, resources needed, responsibilities
1:45 – 2:15	Key Goal: Objectives, activities, resources needed, responsibilities
2:15 – 2:30	Break
2:30 – 3:15	Key Goal: Objectives, activities, resources needed, responsibilities
3:15 – 3:45	Other concerns and activities
3:45 – 4:30	Summarize and define next steps

Adjourn

Notes:

First Key Goal will probably take longer and the rest get shorter as the group learns the process.

Activities: Be sure to ask "when?"

Responsibilities: Define, at least, the next immediate step, who will do it and when.

Other concerns: Ask, "Is there anything else we need to do for the good of the cause?" Then go around and give each participant 30 seconds to give some feedback on the day.

TASK	WHEN TO DO IT	WHO TO INVOLVE	GUIDELINES
Decide who will be the Strategic Plan Leader	Initial stage of process	Director, board members, key staff members	Decide who will be involved and who will take the lead. Recognize that organization leaders must support and promote the process and strategic decisions. The selected leader may or may not be an outside facilitator.
Set the date for the planning session	Hold strategic planning annually after new board members are elected and before budget development	All key attendees	Do strategic planning annually to check progress and make updates. Hold the session after elections so that new members are fully engaged and before budget development so it's clear what resources need to be acquired and available. Required attendees should be notified of the date 2 or 3 months prior to the session.
Environmental scan	4 to 5 weeks prior to the planning session	Organization leaders	This is a simple look around that answers the question, "Where does our mission and vision fit into the bigger picture of the region and/or nation?"
Stakeholder interviews	3 to 4 weeks prior to the planning session	Strategic Plan Leader, one-on-one with organization leaders, BoD members, key staff members, highly involved community members	Conduct individual (or in groups of two at most) conversations with key stakeholders. This is mainly to ask questions, listen and identify patterns. Plan on meetings of 30 to 45 minutes each with 8 to 10 stakeholders.
Get a focus	2 to 3 weeks prior to the planning session	Strategic Plan Leader	After each conversation, record the 4 to 6 major concerns/ideas/challenges/problems. The same few are likely to be mentioned by most or all of the participants. These will become your suggested goal statements.
Plan the meeting	2 to 3 weeks prior to the planning session	Strategic Plan Leader	Arrange for room set up. Prepare materials and handouts (keep to a minimum). Draft and send out the agenda and copies of the organization's mission statement, vision and core values.
Hold the meeting			See page 8 for sample agenda.
Report and approve	1 to 3 weeks after planning session	Strategic Plan Leader, Organization Leader, Executive Committee members	Keep the report simple and brief; try for one page per goal. For each goal, include the strategies, key activities, resources needed, person responsible and next steps. Depending on organization structure, BoD may need to approve the plan with a formal vote.
Implement	Ongoing	Persons responsible for each goal	The Strategic Plan drives the programming, budgeting and staff direction. The specific tasks and actions don't need to go in the strategic plan report. Each work group and individuals need a work plan and measurable performance goals. Job descriptions for each position should reflect the strategic plan. Goal statements may become standing items on meeting agendas; check-in frequently and celebrate all accomplishments.

your organization need to stay motivated and involved. Using the model, you will have strategies to last a year or two and keep you working toward long-term goals. It's like knowing which five of the fifty States you'll be visiting during the first

year of your trip. You can get out those few maps, plan the stops you want to make, decide how long you will stay, figure out how much money you need to spend and set aside the maps for the rest of the country until several months from now.

Want more assistance? Your State Scenic Byway Coordinator is your go-to person. She or he has probably been through many strategic planning sessions and can contribute to your own successful process. Also, there's a Byways Specialist at America's

Byways® Resource Center who is assigned to your State who will be happy to consult with you on setting up and conducting an effective process. Find contact information at www.bywaysonline.org/contacts/ ★

A Conversation With...

Janet Zeller
National Accessibility
Program Manager
USDA Forest Service,
Recreation and Heritage
Resources

1 *What, exactly, does accessibility mean? How does this apply to built environments, natural environments or cases like historic preservation?*

To the 54 million people in the U.S. who have disabilities, as well as to their families and friends, and to our aging population, accessibility means the opportunity to enjoy experiences together. The strict definition of an accessible building, constructed feature or area is that it was in compliance with the accessibility guidelines at the time it was constructed or altered. So it is either in compliance or not, therefore it is either accessible or it is not accessible. The legal requirement to comply with the guidelines has been in place since 1968 with the Architectural Barriers Act (ABA) for Federal agencies and those utilizing Federal dollars in their projects, and since 1990 with the Americans with Disabilities Act (ADA) for State and local government funded projects and for businesses open to the public.

Accessibility guidelines have been in place since 1969 and have been refined over the years.

From the beginning, the purpose of the guidelines has been to ensure that people with disabilities could participate in the activity along with everyone else and to do so with independence and dignity. The guidelines are based on the footprint of a wheelchair, because if a person who uses a wheelchair can participate in the program in the building or area, then it is likely all other people can as well.

When buildings are constructed or altered it is usually not difficult to integrate the accessibility guidelines requirements into

the structure, including such provisions as the width of doorways, lever handles rather than doorknobs, the slope of walkways and so forth. However, the natural environment poses more of a challenge. The accessibility guidelines, which currently are the Americans with Disabilities Act/Architectural Barriers Act Accessibility Guidelines (ADA/ABA AG) address the built environment, all types of buildings as well as playgrounds, boating docks, fishing piers and similar developed recreation facilities.

However, those guidelines do not address viewing areas at overlooks, campgrounds, or other types of developed outdoor recreation sites or trails. Applying the guidelines for the built environment to these outdoor areas could significantly impact the natural setting by causing them to be overdeveloped. In order to provide guidance that maximizes accessibility while maintaining the natural setting, the U.S. Forest Service has developed the Forest Service Outdoor Recreation Accessibility Guidelines (FSORAG) and the Forest Service Trail Accessibility Guidelines (FSTAG). See page 5 for details. These guidelines allow for exceptions if meeting specific requirements would result in a change to the natural setting. The result of applying these outdoor recreation focused guidelines from the beginning of a project is accessibility integrated into the natural setting.

Historic structures present a different set of issues. The legal requirement is that historic structures must be made accessible, unless that action would result in "substantial impairment" to the significant features of the historic property. If the facility

The strict definition of an accessible building, constructed feature or area is that it was in compliance with the accessibility guidelines at the time it was constructed or altered.

The two major barriers to making universal design a standard in all projects are awareness and the need to integrate accessibility from the start of a project.

cannot be made accessible without substantially impairing the historic features, the key elements of the program are to be accessible. So an alternative program may need to be developed. For example, at a historic lighthouse photo panels could be placed outside the structure showing key features inside the lighthouse as well as the view from the top.

2 Where can byway organizations go to get information about accessibility?

The U.S. Forest Service has an accessibility Web page that provides lots of helpful documents. www.fs.fed.us/recreation/programs/accessibility

3 Universal accessibility makes any environment a better place for everyone. What do you think are the major barriers to making those changes happen in a broad way?

Universal design is the design of programs and facilities to serve all people, regardless of the user's size, physical, sensory or mental abilities, or language skills in an integrated setting that is a safe, efficient, comfortable and inviting environment. Universally designed projects provide access to programs and facilities for people to share the experience together. The two major barriers to making universal design a standard in all projects are awareness and

the need to integrate accessibility from the start of a project. By incorporating a commitment to universal design into the development process from start, the setting is maintained and accessibility is maximized.

4 What would you say are the two or three main priorities for us to pay attention to in developing and improving byway projects?

From the start of the project, set the goal as universal design by using the following measures:

- ★ Apply the appropriate accessibility guidelines to the building's constructed features and areas.
- ★ Ensure the program is accessible by asking the following four questions, and developing the program so the answer is "Yes" to each:

Can a person with a mobility impairment access/participate in the program/exhibit along with everyone else? Then repeat that question inserting,

- a person who is blind/low vision?
- a person who is deaf or hard of hearing?
- a person who has a learning disability?

- ★ Include an accessibility specialist on the project team to keep an eye out for accessibility opportunities.

5 What can we do to increase input and feedback from visitors and users who have disabilities, rather than make assumptions or guesses?

People who have disabilities tend not to view themselves first as a person with a disability, but rather identify themselves first, as most people do, by their interests, type of work they do, where they live and so forth. As a result, there is not a separate and distinct community of people who have disabilities and so there is no efficient way to separately increase input and feedback from a broad range of individuals who have disabilities solely from the perspective of their disability. Outreach to the entire community remains the most effective way to include a broad range of people who have disabilities in public comment opportunities.

In many communities there are independent living centers (ILC). These centers are nonprofit, community-based organizations providing services and advocacy by and for persons with disabilities. Their goal is to assist individuals with disabilities to achieve their maximum potential within their families and communities. Independent living centers often have websites or other means of outreach that will reach their members who have disabilities. While outreach through ILCs is limited in the number of people it will reach, it is worthwhile to contact the local ILCs at the



Janet Zeller
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USDA Forest Service, Recreation and Heritage Resources

beginning of any project's comment process to ensure that whatever outreach methods the ILC uses are included in the project's outreach plans. A listing of all of the ILCs in the U.S. is available at www.ilusa.com/links/ilcenters.htm.

6 Accessibility workshops seem to be a tough-sell to conference registrants.

It is very important for all Byway projects to maximize access for all visitors. To integrate accessibility seamlessly, people need to know how to develop their projects in accordance with the legal requirements for accessibility and yet balance the preservation of the setting. At least one person on each Byway's project team needs to learn the how-tos of accessibility. Accessibility sessions at the National Scenic Byways Conference are an important way to both develop expertise and to learn from the experiences of other Byway projects. ★

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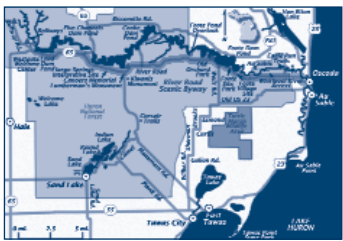
River Road Scenic Byway (Michigan)

Official Byway name:
River Road Scenic Byway

Designations:
National Scenic Byway, 2005

Intrinsic Quality:
Recreation

Location:
River Road National Scenic Byway parallels the historic Au Sable River. The Byway is located in Iosco County in the northeast corner of Lower Michigan.



Byway length:
22 miles

Type of roadway:
The entire roadway is paved and safely accommodates all types of passenger vehicles, including tour buses. The Byway travels on 17.5 miles of county road and 4.5 miles of State Highway M-65.

Time to allow:
Allow two full days to comfortably drive the route, make stops and experience the full array of recreational opportunities.

Best time of year to visit:
All four seasons

Special attractions:

- ★ Lumberman's Monument Visitor Center
- ★ Hydroelectric Dams and the impoundments on the Au Sable River
- ★ Au Sable River Queen Paddle Boat
- ★ Iargo Springs

The River Road Scenic Byway was established for the enjoyment of touring motorists and for all who love its natural beauty. In December of 1988, 22 miles of highway in Iosco County were designated as the Nation's 20th National Forest Scenic Byway. River Road is the gateway to the Huron

The two-lane, paved highway follows the remnants of an early Indian trail along the Au Sable River and includes scenic overlooks, interpretive areas, river access sites, paddle boat rides, hiking, cross-country skiing, snowmobile and ATV trails and other recreation sites. From what was once a Native American trail

The steep bluffs overlooking the Au Sable and the panoramic views that exist along the highway were not the same as the vistas one sees today. The forests of the Au Sable were primarily pine plains comprised of super canopy white pine. During the logging era of the late 1800s, the white pines were harvested for the

Leave behind fast-paced urban living to relax and enjoy the surprises that nature has to offer in this "up north" setting, paralleling the Au Sable River.

National Forest. Leave behind fast-paced urban living to relax and enjoy the surprises that nature has to offer in this "up north" setting, paralleling the Au Sable River. The Scenic Byway offers motorists a wide range of recreational opportunities in a managed National Forest environment.

that connected a Chippewa village at the mouth of the Riviere Aux Sables (River of Sand) to the numerous main north-south trails of interior Michigan, to its designation as a National Scenic Byway in September of 2005, River Road continues to improve and provide a recreational experience for all to enjoy.

building industry. As the large white pines disappeared, attention focused on the smaller Norway pines and, later still, the hardwoods. The forest continues to incorporate multiple-use management and provide for the hundreds of thousands of recreationists that yearly frequent the River Road Byway corridor. The recreational opportunities that are found along River Road today have been inspired by Native American heritage and the logging era of late 1800s.

The sights and sounds begin as visitors enter the Byway from the west at the Westgate Welcome Center, where two barrier-free viewing decks allow visitors to observe the Au Sable River and occasionally get a glimpse of a mature bald eagle. Walking between the two decks is an easy hike on a hardened limestone path, which connects to each end of the large paved parking lot. Access from the visitor's vehicle, be it a tour bus or family car, is made easy by the accessible curbs and cement



Canoers Memorial was constructed by local individuals to honor those that have paddled the river through time, from the Native Americans that used the river to access inland forests, to French explorers and fur traders, lumbermen, and today's recreational canoers. The barrier-free overlook is located midway between Iargo Springs and Lumberman's Monument. Photo courtesy of www.byways.org.

sidewalks, which also provide easy connections to the decks and path.

Lumberman's Monument Visitor Center is the heart of River Road Scenic Byway. Lumberman's Monument, located about 15 miles west of Oscoda, is a 14-foot-high bronze statue dedicated to Michigan's logging area. The three figures of the statue stand on a bluff on the Visitor Center grounds overlooking the beautiful Au Sable. The statue was erected in 1931, at a cost of \$50,000, which was contributed by descendants of the lumbermen who harvested the crop of Michigan. The Center has over a mile of barrier-free sidewalks and pathways that access viewing decks, the statue, picnic tables and grills to make for an enjoyable family outing.

If Lumberman's Monument is the heart, Iargo Springs is the soul of River Road. Three hundred steps lead down to the famed Iargo Springs area and to the boardwalks that extend in a maze to the shoreline and vista points. Iargo Springs have been used as a source of drinking water since pre-settlement times, and the Chippewa Indians used the sites for tribal gatherings. Many believed the Springs held mystical or curative powers. More recently, early loggers constructed dams on the springs prior to the turn of century and then continued to



This fishing area at Whirlpool River Access is one of three located along River Road. These fishing piers offer easy, barrier-free access to the water for those travelers that don't want to negotiate steep banks or don't have a boat to get out onto the water. *Photo courtesy of www.byways.org.*

improve them. The current log dams, pools and boardwalks are only about 20 years old and provide a peek at a wetland ecosystem. Visitors look for unique wildflowers, such as jack-in-the-pulpit and skunk cabbage under the cool canopy of large trees and try to spot birds and animals that prefer an old-growth habitat. The beauty of these springs is unequaled

anywhere in the region. Although the actual springs are accessible only by the stairs and boardwalks, the observation deck is fully barrier-free. It perches over the bluff 200 feet above the river. The birds-eye view of the landscape and the Au Sable River is breathtaking. ★

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This public fishing pier on Cooke Pond provides an easily accessible area to anyone wishing to dangle a hook in the water. It's also an inviting place to sit and enjoy the water or view the operation of Cooke Dam. *Photo courtesy of www.byways.org.*

America's Byways®: Access to Our Federal Recreation Lands

By Mark Conley, Federal Lands Scenic Byways Coordinator, U.S. Forest Service, Duluth, MN

One of the intrinsic qualities that Byway groups often cite for National Scenic Byway designation is the recreation qualities found along or adjacent to the Byway. Recreational Intrinsic Qualities are defined as features that are traditionally associated with outdoor recreation. This can include traditional nature-based recreational activities like canoeing, fishing, camping, river rafting, skiing and wildlife viewing. Sometimes the roadway itself is highlighted for its recreational features because of the activities it offers. Such features may include biking, jogging, roadside picnic areas and direct access to recreation sites, visitor centers, campgrounds, day-use areas and wayside exhibits, as well as commercial resorts, lodges, hotels and ski areas.

Many of the America's Byways routes provide access and outdoor recreational opportunities for national and international visitors to explore America's public recreation lands. There are currently 63 All-American Roads and National Scenic Byways located entirely in or pass through national parks, national forests, grasslands, wildlife refuges and other public lands. America's Byways are the

RECREATIONAL QUALITY DEFINED

Recreational Quality involves outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

link that provides access for visitors to experience some of the most special places found in America.

One of the goals of the National Scenic Byways Program is to provide opportunities for the traveler to experience the diversity of landscapes, beauty and natural heritage of our country. This goal mirrors the Federal resource agencies' respective missions: to educate visitors and inform the public about the great outdoors, as well as provide experiences for the public to observe the natural world up-close.

If your interest is adventure travel or ecotourism recreation, America's Byways can take you there. Depending on the All-American Road or National Scenic Byway that you choose to explore,

America's public lands offer wide-open landscapes that provide opportunities for visitors to experience the diversity of ecological systems, archaeological sites, historic mining sites and ghost towns, wild and scenic rivers, unusual geologic formations and historic, buildings, ruins and trails.

Since last December, I've had the privilege to travel many of America's Byways as the Federal Lands Scenic Byways Coordinator. I've seen first-hand many of the strong partnerships between Federal agencies and byway groups. These partnerships serve an important purpose by providing opportunities to showcase many of the special places, recreation sites and vast open spaces of our Federal lands. I would like to highlight two outstanding partnerships between Federal partners and the byway community that have advanced the goals of the National Scenic Byways Program and offer the byway traveler opportunities to experience the great outdoors.

North Shore Scenic Drive

The North Shore Scenic Drive (NSSD) is comprised of the northern 150 miles of Minnesota Highway 61, from the City of Duluth, to Two Harbors all the way to Grand Portage, near the U.S.-Canadian Border. The NSSD was designated by the U.S. Secretary of Transportation as an All-American Road in 2002. The Chief of the Forest Service designated Highway 61 as a

National Forest Scenic Byway in 1989. The intrinsic qualities that were cited in the application for national designation were the scenic and recreational resources along the roadway. The road follows the majestic shoreline of Lake Superior, the world's largest freshwater lake. Along the route, you are never far from the lake and will experience some of the most spectacular scenery in northeast Minnesota.

The drive provides access to the Grand Portage National Monument, the eastern portion of the Superior National Forest and eight State parks. The 200-mile Superior Hiking Trail and the Gitchi-Gami Bike Trail have many access points along the NSSD.

Some of the recreational activities that you can experience along the NSSD are camping, canoeing, shoreline fishing, backpacking, hiking, rock-hounding or watching ships from all over the world ply Lake Superior. There are also many museums, visitor centers, lighthouses and historic sites for visitors to enjoy. The NSSD offers many family-owned businesses, motels, restaurants, resorts, and gift shops for visitors to discover old-fashioned hospitality in this four-season vacationland.

Much of the accomplishments along the NSSD can be attributed to the NSSD Council. The group is comprised of citizens and government agency representatives working together to cooperatively



The Kancamagus Scenic Byway / White Mountain Trail carves through miles of mountains.
© 1996, Kancamagus Scenic Byway/ White Mountain Trail.



The North Shore's dramatic cliffs are one of the great attractions of the North Shore Scenic Drive. © 1999, Minnesota Office of Tourism.

enhance the economic benefit of travel along the North Shore, and improve the quality of the route, while preserving its cultural, social and natural integrity. NSSD Council members include representatives from along the road: Arrowhead Regional Development Commission; Superior National Forest; Minnesota Department of Transportation; Minnesota Department of Natural Resources; Minnesota Department of Parks and Recreation; Cook County; Lake County; Grand Marais Area Tourism Association; and representatives from North Shore tourism and business interests.

The NSSD Council has set an ambitious agenda for the next five years to enhance the NSSD traveler experience. Some of the projects

that are underway include the development of a brochure, installation of interpretive signs with the America's Byways logo, and working cooperatively with other organizations to enhance the recreational services provided to the public along the NSSD.

Kancamagus / White Mountain Trail National Scenic Byways

The White Mountains region of central New Hampshire offers two nationally designated Byways: the Kancamagus and White Mountain Trail National Scenic Byways.

The Kancamagus Highway was designated a National Forest Scenic Byway in 1989. It was later designated by the U.S. Secretary of Transportation as a National Scenic Byway in 1996. This Byway covers 28 miles and meanders through some of the most beautiful coniferous forests in New Hampshire. It passes through the heart of the White Mountains National Forest and climbs nearly 3,000 feet as it traverses the flank of Mt. Kancamagus near Lincoln, New Hampshire.

This Byway attracts over two million visitors a year who come to enjoy the spectacular scenery and many recreational sites and opportunities. Located on or adjacent to the Byway are 14 recreation sites, designed to connect visitors' current experiences to the past in the context of a changing landscape. The Gateway

Visitor Center in Lincoln, the Russell Colbath Historic Site, the Discovery Trail Forest Demonstration sites, interpretive signs, and scenic overlooks are some of the many attractions the traveler will experience along the "Kanc."

Local communities working in partnership with the White Mountains National Forest staff and the New Hampshire State Scenic Byway committee were instrumental in complementing the Kancamagus National Scenic Byway with the addition of 64 miles to form the White Mountain Trail National Scenic Byway. This Byway was designated by the U.S. Secretary of Transportation in 1998 and designated by the Chief of the Forest Service in 1999 as a National Forest Scenic Byway.

The White Mountain Trail links to the Kancamagus on its southern edge and offers a drive through a section of the White Mountains that has been long known for its natural beauty and panoramic vistas unspoiled by overdevelopment. This road provides views of hardwood forests, wetlands, steep topography, and passes by historic building and structures, such as the Mount Washington Hotel, Historic Cog Railroad and the site of the "Old Man of the Mountain."

Public-private partnerships have been extremely important to leverage funds and provide resources for these two nationally designated Byways. The USDA

Forest Service has worked closely with the NH Department of Transportation, regional planning agencies, White Mountains Attractions, community groups, civic organizations, county foresters and local schools, to name just a few. These government agencies and partners share a common goal, working together to identify funding opportunities, market and promote tourism and rural economic development in New Hampshire.

A great deal has been accomplished, but even more is planned in the future for these two nationally designated Byways. Byway leaders have forged a close working relationship with the State of NH Byway Committee and NH Department of Transportation to better integrate the two Byways' plans into overall planning for State transportation funding.

Successful Partnerships

The examples above are just a few of the many successful partnerships between Federal agencies and Byway groups that provide opportunities to experience outdoor recreation activities. The USDA Forest Service and the other Federal agency partners are excited to work with the National Scenic Byways Program. We will continue to work with the Federal Highway Administration and all our partners to encourage the public to visit America's great outdoors. ★

Forest Service Launches "FIND A PHOTO" Library

It's a common problem: you need a photo for a presentation or report, but the only pictures that you can find contain watermarks or are not available for use! The USDA Forest Service's NatureWatch Program is making great strides to see that you have plenty of quality wildlife photos for your next big project with the new release of its "Find a Photo" electronic photo library.

"Find a Photo" currently contains over 2,400 copyright-free photographs of wildlife, fish, and wildflower species, plus a complete assortment of wildlife, fish, and botanical management and research photographs. A section on environmental education includes photographs of people watching wildlife and kids participating in environmental education festivals and activities, such as building bird houses.

All of these photographs are for you and anyone else. Brochures, annual reports, presentations, posters, screen savers, school projects, framing, etc., are just a few of the things you can do with the photographs. *However, none of the photographs may be used for profit.*

Check it out:

http://www.notes.fs.fed.us:81/wo/wfrp/find_a_photo.nsf/home?openpage



2006 Calendar

Send calendar entries by the 5th of each month to center@byways.org

AUGUST

August 7-10, 2006

State Coordinator and FHWA Division Contact
Training Workshop (by invitation only)
Minneapolis, Minnesota
For more information, please e-mail:
dennis.adams@dot.gov

August 13-16, 2006

Last Best Place: National Rural ITS Conference
Big Sky, Montana
For more information, please visit:
www.coe.montana.edu/wti

August 18-23, 2006

2006 AASHTO National
Civil Rights Conference
Minneapolis, Minnesota
For more information, please visit:
www.dot.state.mn.us/aashto

August 19-22, 2006

ESTO 2006: The Educational Seminar
for Tourism Organizations
Minneapolis, Minnesota
Travel Industry Association of America (TIA)
For more information, please visit:
www.tia.org

SEPTEMBER

September 6-8, 2006

Federal State Tourism Summit
Arlington, Virginia
Southeast Tourism Society
For more information, please visit:
www.southeasttourism.org/fall_meeting.html

September 10-13, 2006

2006 APWA International Public Works
Congress & Exposition
Kansas City, Missouri
American Public Works Association
For more information, please visit:
www.apwa.net

September 13-15, 2006

Tools of the Trade: 10th National Conference
Nashville, Tennessee
Center for Transportation Research
For more information, please visit:
www.trbtoolsofthetrade.org/conference.html

September 26-29, 2006

URISA 44th Annual Conference
Vancouver, British Columbia
Urban & Regional Information
Systems Association
For more information, please visit:
www.urisa.org

OCTOBER

October 11-13, 2006

Marketing Outlook Forum 2006
Boca Raton, Florida
Travel Industry Association of America (TIA)
For more information, please visit:
www.tia.org

October 12-15, 2006

Rally 2006: National Land
Conservation Conference
Nashville, Tennessee
Land Trust Alliance
For more information, please visit:
www.lta.org/training/rally.htm

October 18-19, 2006

State Trail Administrators Meeting
(by invitation only)
Quad Cities Iowa/Illinois
National Association of State Trail
Administrators and the Federal Highway
Administration
For more information, please visit:
www.fhwa.dot/environment/rectrails/stam2006/index.htm

October 19-22, 2006

National Trails Symposium
Quad Cities Iowa/Illinois
American Trails
For more information, please visit:
www.americantrails.org/quad/index.html

October 31 – November 5, 2006

National Preservation Conference 2006
Pittsburgh, Pennsylvania
National Trust for Historic Preservation
For more information, please visit:
www.nthpconference.org

NOVEMBER

November 7-11, 2006

National Interpreters' Workshop
Albuquerque, New Mexico
National Association for Interpretation (NAI)
For more information, please visit:
www.interpnet.com/niv2006

November 8-11, 2006

8th Cultural & Heritage Tourism Alliance
Conference: Culture is the Spark
Atlanta, Georgia
Cultural & Heritage Tourism Alliance
For more information, please contact:
Samantha Wallace at swallace@atlanta.net
or visit www.chtalliance.com/conference.html

November 11-14, 2006

The 29th Ranger Rendezvous
Coeur d'Alene, Idaho
Association of National Park Rangers
For more information, please visit:
www.anpr.org

EVENTS IN 2007

May 20-23, 2007

National Scenic Byways Conference
Details coming soon!

September 2007

National Historic and Scenic Trails Conference
Duluth, MN
National Park Service, National Trails System
Details coming soon!

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2007 NATIONAL SCENIC BYWAYS CONFERENCE

BALTIMORE, MARYLAND ★ MAY 20-23, 2007

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