

VISTAS



AMERICA'S BYWAYS®

MARCH/APRIL 2007

What's Inside:

Roadside Reflections	2
Capital Corner	3
The Refuge System Birding Initiative	8
A Conversation With Kym Murphy	10
What is the Future of Trails and Greenways in America?	11
Roadside Assistance	12
What's A Scenic Byways Program To Do Without A State Tourism Office?	14
Calendar	16



VIRTUAL ROUND TABLE DISCUSSION

Byways And Indian Country: Opportunities For Everyone

In August 2005, the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (P.L. 109-59) was enacted. SAFETEA-LU amended the transportation law to allow FHWA to provide byway funds to Indian tribes and for Indian tribes to nominate roads designated as Indian tribe scenic byways, State scenic byways or Federal land management agency byways for national designation directly to FHWA.

What does this mean for the byway community? What are the opportunities for tribes, States and existing byways? How can we welcome new members to our byway community?

**FOR THIS VIRTUAL
ROUNDTABLE DISCUSSION,
WE TURNED TO SEVERAL
PEOPLE FOR THEIR INSIGHTS.
OUR GUESTS INCLUDED:**

ED HALL, *Transportation Specialist, USDI Bureau of Indian Affairs*

KATHIE KNAPP, *State Scenic Byway Coordinator, Arizona Department of Transportation*

CHERYL CLOUD, *Program Manager, Tribal Technical Assistance Program, Michigan Technological University*

VERGINIA YAZZIE, *Transportation Planner, Navajo Nation in Arizona*

DENELLE HIGH ELK, *Tourism Director/Byway Leader, Cheyenne River Sioux Tribe*

SCOTT ECKBERG, *Idaho Unit Manager, Nez Perce National Historical Park; Chair of the Northwest Passage Scenic Byway Advisory Team*

Vistas:

What are the opportunities for tribes participating in the National Scenic Byways Program?

ED HALL:

Tribes have many opportunities. More importantly, the National Scenic Byways Program is realizing a tremendous opportunity by being directly available for tribal participation and having the addition of tribal governments as integral partners in the Program.

Tribes can educate byway visitors about the tribal communities' contributions to the culture, heritage, history, archaeology,

sacred landscapes, and scenic vistas that exist on American Indian lands. This may inspire others to include tribal involvement and interpretation on byways that are not on tribal lands but have a history and relationship with tribal cultures. In turn, this can help to create a better appreciation for the first peoples of this country.

Also, this Program creates the opportunity for tribal governments to establish a comprehensive planning infrastructure by incorporating the tenets of the corridor management plan. It also creates the opportunity for tribes to create better working relationships with other communities and jurisdictions.

"Tribes have many opportunities. More importantly, the National Scenic Byways Program is realizing a tremendous opportunity by being directly available for tribal participation and having the addition of tribal governments as integral partners in the Program."

– Ed Hall, Bureau of Indian Affairs

Published in cooperation with the Federal Highway Administration by:

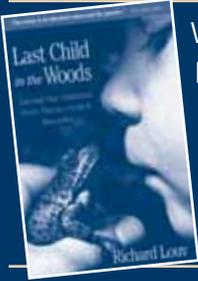
America's Byways Resource Center
394 Lake Avenue South
Suite 600
Duluth, MN 55802
1-866-974-6403





Michelle Johnson
Director,
America's Byways
Resource Center

Reflections On Children And Nature: Childhood Memories From America's Byways Resource Center Staff



We're looking forward to hearing the National Scenic Byways Conference keynote speaker, Richard Louv, talk about the value of nature. His book, *Last Child in the Woods*, inspired me to ask our staff members about their favorite "child in the woods" stories.

Jeanine Buck, Administrative Assistant

When I was growing up, we lived on the banks of a moderately sized creek. This creek, which we pronounced "crick," flowed into the Brule River, a canoeing and trout stream. My bedroom window hung over the creek and in the summertime I could hear it gurgling over the rocks. In the winter, I could hear the ice moving, cracking and splitting.

Summer was the best time. My brothers and I would devise rafts and floating objects of all sorts bound together with the twine from old hay bales. Every once in a while we found a stray boat, washed down from who-knows-where. Until my parents could find the boat's owner (who would eventually come with a little trailer and take it away), the boat was ours to drag through the brush to the furthest limits of the creek on my parent's land. We would ride several miles downstream to the bridge on the main road. The three of us did not fit well into one little boat. We usually lost one or two passengers by the time we reached the bridge, which produced a lot of shouting and splashing. Since we had no motor or paddles, we had to find long, tough tree branches to pole the boat around the many curves in the creek. Canoes worked the best for navigating the creek, but we were not lucky enough to find them very often. Small, rickety little fishing boats washed down the creek more frequently.

One summer my dad bought a rubber raft for us. He brought it down to the creek with a long pole; he was going to demonstrate how he used to pole a raft as a young boy and as a fishing guide on the Brule River. He climbed on

the rubber raft and the middle started to sink. The creek took him out to the deeper part of the water—and then the raft buckled and dumped him in the water. All three of us stood on the bank with our mouths open, until he surfaced, laughing. "I guess you can't stand and pole on a rubber raft!" he told us and went back to the house to dry off. We had a lot of fun with the rubber raft until it washed down the creek and we lost it. I like to think that some other kids further down the creek found it and had a fun summer.

Dennis Adams, Byways Specialist

I was a kid 58 years ago in the early era of travel. How can I remember those stories now?! We barely had cars and sure didn't have road systems to link great areas together. However, I understand I drove on the San Juan Skyway when I was about 8 years old.

Leah Kohlts, Event and Communications Manager

When I was about 4 years old, I went for a walk with my mom and dad in the woods near my house. Something black, white and cute on the side of the road caught my eye. I said, "Oh, look! A skunk!" I proceeded toward it in hopes of petting or hugging it. My parents whisper-yelled at me: "Leah! Come back here! What are you doing? It's going to spray you!" I reached for it just as it scurried back into the culvert. Lucky for me! My dad scooped me up and we quickly ran away. As I hung over my dad's shoulder, bouncing up and down as we sprinted back to the house, I remember thinking that my parents were nuts for being so scared of that cute little skunk.

Jeff Plunkett, Technology Specialist

I spent my entire childhood out of the woods, yet still outside, working on the farm. That type of outdoors is not the typical outdoors like camping, hunting or hiking in the forest that many people enjoy. The outdoors that I am familiar with is taking care of farm land that was created during the early 1900s through 1940. My family's farm was a dairy farm, surrounded by other dairy farms. These farms produced milk, cheese, butter, corn, wheat, barley and oats. I learned how to milk cows and harvest grains. I also learned that farms support area wildlife like deer, bears, wolves, birds, foxes and many other animals. Farms produce food wildlife uses to survive harsh Wisconsin winters. I also learned to appreciate the hard work that went into keeping a farm during hot summers, cool falls and cold winters. As I look around now, there are fewer family farms. Farmers retire and some farmland has been left to turn into woods. My family and I are still working the farm, and although some things have changed over time, we are still here working and loving the land.

Susan Koschak, Byways Specialist

Growing up, my backyard was a doorway to the forest of Northern Minnesota. All year round, the parents in the neighborhood would hear kids shout, "I'll be out in the woods!" and off we'd go for the day. Out to the Swamp, back to the Big Pond, up Bunker Hill, along Stinky Creek, at the Fort, in the Vacant Field, over to Muddy Mountain, into the branches of the Big Pines. We created games and adventures, hiked and went on picnics, built shelters and picked berries, watched animals and caught frogs. I knew where every trail went and learned how to stay 'unlost' while bushwhacking. I learned what happened when a grasshopper met a bumble bee in a jar or when a scoop of ants from one colony was introduced to another. I watched frog eggs hatch and transform from pollywogs to frogs. I observed, over days, the decomposition process of birds and small mammals. I tested my bike on a rocky path long

before mountain bikes were trendy. Trade any of that for organized sports or computer games? What do you think?

Michelle Johnson, Director

I have many great stories and memories from growing up among the lakes and woods of Northern Wisconsin. I think I was in high school when I realized that not everyone grows up on the shores of a lake. When I was nine or ten, my father and I walked the hills and wooded trails searching for flowers. Together we made a book of pressed flowers. My dad would write down the Latin name for the flowers and I would write the common name. The booklet is long gone, but the memory of that special time with my father and my knowledge of flowers stays with me.

We spent a lot of time outside together as a family. Sunday afternoons in September and October were spent in the woods, safely behind my dad as he hunted grouse and woodcock with our family dog, Sammy. Winters were for cross-country skiing, ice fishing and walking the trap line. In the summer we would camp and ride bikes. We had a tradition of camping on Lac Vieux Desert and then biking into town to have breakfast at a great greasy spoon called The Pitts. And we still talk about the time we took a shortcut on a bike trip that added 24 miles to our trip. (We didn't laugh at the time.)

I am excited to build memories about the great outdoors with my children. My youngest son Wyatt's favorite activity (read: obsession) is fishing. Here he is with his first fish. He's covered with fish slime and he's thrilled.



See you in Baltimore! ★



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

President Bush's National Park Centennial Initiative Comes To The Skyline Drive National Scenic Byway

President George W. Bush recently traveled to Shenandoah National Park to convene a roundtable on his National Parks Centennial Initiative. The Shenandoah National Park provided a spectacular setting along the Skyline Drive, a nationally designated byway. Attending were Mrs. Laura Bush, Interior Secretary Dirk Kempthorne and National Park Director Mary Bomar, as well as representatives of the recreation and conservation communities.



through recreation on our public lands and along our byways.

Other private-sector national park advocates invited to the President's roundtable were Vin Cipolla of the National Park Foundation, Gene Sykes of the National Parks Conservation Association, Fred Andreae of the Shenandoah National Park Trust, Gary Kiedaisch, President of The Coleman Company and a member of ARC's Board of Directors, and Sally Jewell, CEO of REI.

The Centennial Initiative launched by the President in August 2006 will enhance our national parks during the decade leading up to the 100th anniversary in 2016. The President's 2008 budget inaugurates this historic, multi-year investment of \$2.3 billion—the largest-ever budget for operations and programs that benefit our national parks.

The Centennial Initiative launched by the President in August 2006 will enhance our national parks during the decade leading up to the 100th anniversary in 2016. The President's 2008 budget inaugurates this historic, multi-year investment of \$2.3 billion—the largest-ever budget for operations and programs that benefit our national parks.

The President is proposing \$100 million a year over the next decade, or \$1 billion, as part of what the Administration is calling the Centennial Commitment to improve both park infrastructure and the experiences of park visitors.

administration have come up with what we call the National Parks Centennial Initiative. It's a bold program that calls upon the government to do its part, as well as our citizens to become invested in a campaign to really enhance the parks."

In his opening remarks, the President said, "Today we're going to talk about an initiative called the National Parks Centennial Initiative. And I'm looking forward to hearing from our fellow citizens about ways to make sure this initiative fully honors the Park System."

Speaking informally to the group about the initiative, Mrs. Bush said, "It's very, very important for our country to make sure, as we come upon the centennial in 2016, that our national parks are treated with the respect that we want them to be treated with—and it also gives us a chance to educate the stewards of our national parks that will come after us."

Recognizing the importance of partnerships for the success of the challenge, he remarked that "Dirk and I and others in this

The President was seeking input from the recreation community and others on how this huge investment should be made to bring the greatest benefit to Americans outdoors. In my remarks, I observed that the Centennial Initiative provides a perfect opportunity for putting the outdoors on the radar screen of all Americans, and especially our youth. This investment will help families enjoy the outdoors. It embraces the work of thousands of organizations and agencies across the country working to invite Americans out to play. In addition, it provides opportunities for potential health benefits as more Americans become physically fit

For a White House summary and transcript of the meeting: www.whitehouse.gov/news/releases/2007/02/20070207-4.html

For Derrick Crandall's prepared comments: www.funoutdoors.com/files/DAC%20comments%202-7-07.pdf

For a Fact Sheet on the National Parks Centennial Initiative: www.whitehouse.gov/news/releases/2007/02/20070207.html

★



Vistas:

From a tribal perspective, could you share with us what it means for a tribe to participate in this Program and how will it benefit a tribe?

DENELLE HIGH ELK:

A tribe will definitely benefit from participating in the National Scenic Byways Program when a scenic byway is either on or goes through its reservation. Educating local communities about the benefits of scenic byway designation will create the opportunities for a process of economic development sustainability within their region. It gives the tribe an avenue to educate, promote and protect its cultural identity, its natural resources and its businesses. The National Scenic Byways Program is an opportunity for the tribe to really think about what it wants to tell the visitor.

VERGINIA YAZZIE:

I believe participating in the National Scenic Byways Program has helped the Navajo Nation by providing a better understanding of the tourism industry. Tourism development not only benefits the traveling public, but also the local

PROGRAM GUIDANCE FOR INDIAN TRIBES

The Federal Highway Administration leads and manages the National Scenic Byways Program. There are two major components of the Program: funding and designation. Like States, Indian tribes may apply for discretionary program grants to support their byway activities. Under SAFETEA-LU, \$35 million is authorized to be appropriated for States and Indian tribes in 2007.

Indian tribes may use the funds to develop a byways program and to advance projects along roads designated as Indian tribe scenic byways, State scenic byways, Federal land management agency byways, National Scenic Byways or All-American Roads. FHWA's grants guidance is available online at www.bywaysonline.org/grants/application/. Within the guidance is information on the participation of Indian tribes in the National Scenic Byways Program and on the role of the tribal byway coordinator.

The second major component of the Program is national designation. Under the National Scenic Byways Program, the U.S. Secretary of Transportation recognizes roads for their outstanding qualities by designating them as National Scenic Byways or All-American Roads. Information on the designation criteria, the nomination process, and the benefits and responsibilities of designation are available online at www.bywaysonline.org/nominations/. FHWA currently is in the process of developing nomination guidelines for Indian tribes.

people. Developing new products and services attracts tourists and their dollars.

With the 20 percent Federal match, we can do a lot more. We can protect the resources along the roads. The Navajo Nation has a steering committee comprised of BIA Roads and various tribal departments who work with the Tourism Department to prioritize roads, and we will work on setting up policies and procedures for establishing the Navajo Nation Scenic Byway Program.

Vistas:

Are there resources available to help tribes navigate the transportation world?

CHERYL CLOUD:

The Technical Transportation Assistance Program (TTAP) can be a valuable resource. When tribes participate in the TTAP, it means they are resource- and efficiency-oriented. They know how to make a little go a long way. Those that use the TTAP resources, such as the library materials, training, website, or

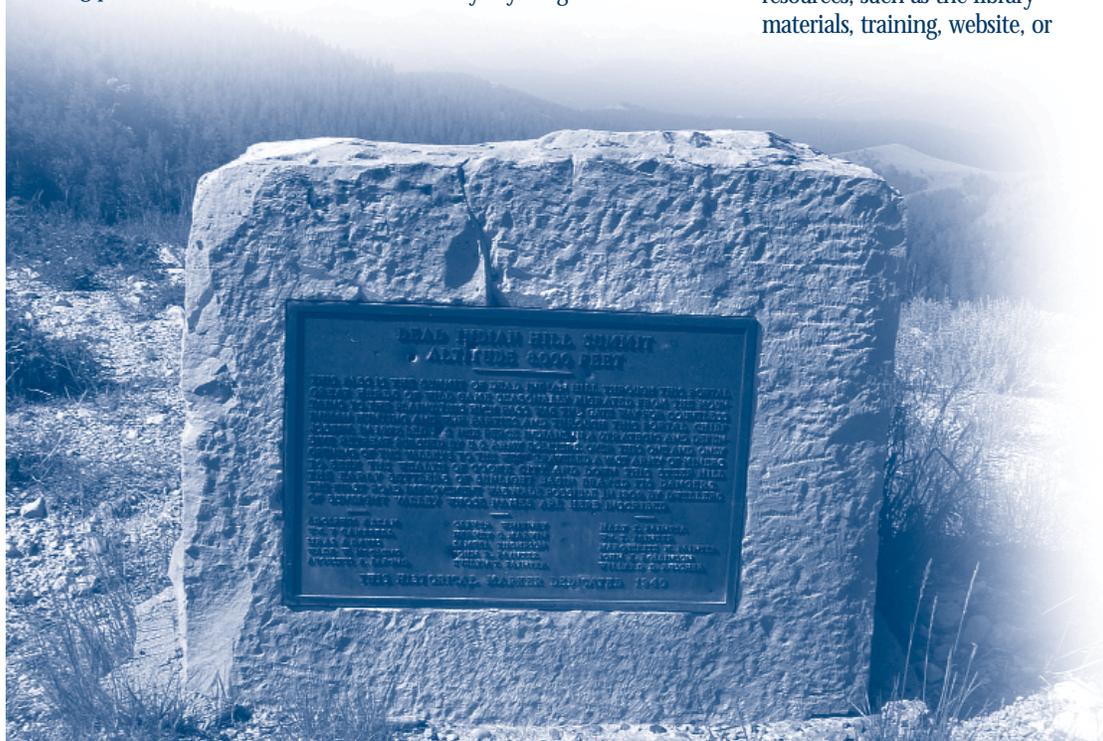
liaison elements, have a good appreciation for the cost, time and staffing factors associated with running and managing a grassroots-level tribal roads program, as well as trying to be engaged in local, regional, and national transportation issues. We try to be a clearinghouse or one-stop shop for tribal transportation professionals by providing information and resources, or links at the touch of a button. We work to bring training out to them, to build the tribal transportation workforce close to work and home, where it's needed most. We realize what a valuable commodity time is to them. The tribal transportation professionals and TTAP Center staff are of the same spirit and heart. We work together towards the same goal: to make the tribal communities better and safer places to live, work and travel.

Vistas:

Byways are about stories. Share with us the connection between your byway's stories and your tribal culture and heritage. How does byway designation support tribal initiatives?

DENELLE HIGH ELK:

Like byways, tribes have so many stories. For the Cheyenne River Sioux Tribe and our section of the Native American Scenic Byway,



This monument tells the story of the Nez Perce Tribe and their journey over the mountains in search of freedom. Public domain.



our priorities are about telling and hearing those stories from the Lakota People themselves. We also want to clear up some of the stereotyping and some of the inaccurate information regarding our Lakota Culture and People that have been written by non-natives. In the past, many non-natives have come and our People, being hospitable, invited them into their homes. There was some participation in sacred ceremonies, songs, etc. Today, we are protecting those sacred ceremonies and songs, and in a sense, we are taking back our Lakota Culture. Many tribes need to send a message of who we are and where we come from. Many visitors come to the reservation with inaccurate information regarding our Lakota Culture and expect to see or hear about the romanticized stories. Being nationally designated will give the tribes an opportunity to tell the people: this is where we come from, this is who we are and

this is where we are going! There is so much negativity regarding Indian Country, but participation in this type of program—such a positive program—gives the tribes the chance to tell the “other side” of the stories. We can move toward our future—a positive and sustainable future.

VERGINIA YAZZIE:

Navajos are a proud and friendly people and we have much to share with the traveling public. By working with the local people and residents, we only share what they want us to share.

Vistas:

How does your agency support tribes in terms of transportation, tourism and byways?

KATHIE KNAPP:

Six of the State-designated byways are on State routes, and one is on a Tribal route. Arizona Department of Transportation (ADOT) has legislated guidelines they must follow for any work done on a State-designated byway. For example, cuts must be stained, native vegetation must be salvaged, the project must be reseeded with native vegetation, and boulders must be replaced where they were standing. And most importantly, the scenic qualities that made it a State-designated road must be preserved and protected. ADOT District offices have worked with tribes on roadway projects, including providing the local match, constructing pullouts, building turn lanes and paving a visitor center parking lot.

ADOT doesn't officially handle tourism, but I do as the Scenic Byway Coordinator. I work closely with the Arizona Office of Tourism and have found its staff to be very helpful in informing key players in the Arizona tribes about potential grants. Brian Lang with the Arizona Office of Tourism has been a wonderful source of information.

ADOT's tribal liaison is Don Sneed. His role is to be a “go-between.” He handles all of the agreements, like the Memorandum of Understanding between the



A Koshare Native American beats a drum for spectators at the Santa Fe Trail Days Festival. Public domain.

Department of Transportation and the Navajo Nation. This MOU was signed May 6, 2006 by the ADOT Director and the Navajo Nation President. The premise is for the Navajo Nation to be able to release grant funds to ADOT quickly on any grants the Navajo Nation may receive.

ED HALL:

The Bureau of Indian Affairs manages the Indian Reservation Roads Program and provides a conduit of funding for transportation infrastructure and planning for federally recognized tribal governments. We also support the Tribal Technical Assistance Program (TTAP) which provides technical assistance and training to tribal governments in transportation, transportation planning, (PL 93-638 Indian Self-Determination and Education Assistance Act of 1975, Titles I and III), and recreational travel and tourism. In addition, the BIA has helped to establish the American Indian Alaska Native Tourism Association (AIANTA) and works with this organization to further create an environment for training and technical assistance in tourism development and related programs. Through the TTAP and AIANTA, the BIA supports forums for tribes to network and establish professional relationships with others in the fields of transportation, tourism and byways.

CHERYL CLOUD:

The TTAP offers support in any way we can. We offer training,

print publications and electronic media resources, information distribution, liaison services, newsletters, conferences—you name it, we'll try to do it! Whatever we can do to facilitate knowledge within the tribal transportation workforce on issues affecting them and their community, we see that as part of our role. We partner with numerous Federal, State and local agencies/entities to distribute their information and participate in national, regional and local meetings. We develop toolkits on subject matters pertaining to tribes in these areas. I guess maybe you could say that we “broker awareness.” Also, we support tribal economic development as well as historic and cultural preservation, and, as an agency, are very aware of the importance of these issues to Tribes.

Vistas:

Can you offer a couple of suggestions to help byways connect with area tribes?

ED HALL:

My first suggestion is to contact the Tribal government and ask to speak to the offices responsible for economic development, tourism/cultural heritage, and transportation. Byways incorporate a broad representation of tribal programs and all have a role to play in byway development. Also, you can contact our BIA Regional Office for help in communication. A list of Tribal Governments and Regional Office contact information

LINKS TO INDIAN COUNTRY

Federal Highway Administration's Tribal Transportation site:

www.fhwa.dot.gov/hep/tribaltrans/index.htm

Site index to the Local Technical Assistance Programs and Tribal Technical Assistance Programs:

www.ltap.org

Michigan Tech TTAP:

www.ttap.mtu.edu/index.php

Colorado TTAP:

<http://ttap.colostate.edu/Index.cfm>

USDI Bureau of Indian Affairs:

www.doi.gov/bureau-indian-affairs.html

Discover Navajo

www.discovernavajo.com

Arizona Department of Transportation:

www.azdot.gov

American Indian Alaska Native Tourism Association:

www.aianta.org



is available on the Department of Interior website (www.doi.gov). I also welcome the addition of the tribal liaison position at the America's Byways Resource Center to help facilitate communication (see sidebar).

KATHIE KNAPP:

I'm very involved with the tribes, and I'm trying to get all of the other tribes involved with the Scenic Byways Program. I give PowerPoint presentations that explain the benefits. I go to the different Chapter houses and meet with anyone I can. I take every opportunity I can to put the Byways Program in front of them—like booths at the rodeos, help with the website, and working closely with Verginia.

CHERYL CLOUD:

Hit the road. Connect with the people. You have to be out there with the people. You have to be among them, really take and demonstrate a personal or professional interest in the matter. Become invested in true reciprocal partnering with them. You'll find if you listen closely enough, they'll tell you what you can do to help advance the byways program by individual tribe, and soon you'll be hearing enough from all of them to know how to comprehensively advance the byways program nationally. But first you have to

“suit up and show up.” Get your face out there, and make your message known.

I would also suggest partnering with TTAP, since TTAP is tied into such a large national network. With connections in so many tribal and tribal interest groups, to be in that loop would provide opportunities to the Byways Program that may not have been available before, and perhaps open more doors. This is a day and age of relationships, and credible partnerships cannot be underestimated. They are as necessary for a business today as operating capital.

SCOTT ECKBERG:

The process of dialogue with Indian tribes is unique to each tribe. Federally recognized tribes are sovereign nations in which a government-to-government relationship prevails. Understanding and respecting this status is important in establishing the kind of relationship a byway advisory team desires in Indian Country. And like any relationship, once begun it must be patiently cultivated and sustained.

If a byway courses through or near an Indian reservation, and an advisory team seeks the tribe's involvement, the team must first consider what it wants from the tribe: a partnership with tribal

tourism; cultural or heritage education or other opportunities for byway travelers; consultation on byway media; corridor management planning input; tribal representation on the advisory team; and so forth.

The next step is to approach the tribal governing body and ascertain its protocol to meet and discuss the basis and follow-through for byway/tribe consultation. Through this process, one becomes familiar with the tribe's internal organization, departments, and contacts; and perhaps a formal designation of a tribal member or employee to work with the byway will result.

Note that some tribes will be in a better position than others to offer the kind of assistance or partnership a byway may seek. Tribal government elections may result in a turnover of officials and employees, or internal reorganizations, necessitating reestablishing byway contacts. But even if a tribe is unable to immediately engage with or devote resources to the byway, it is important to cultivate communications, as tourism or other economic development may over time elevate the byway's relevance and value to tribal communities.

And finally, Ed Hall is an excellent resource in guiding byways that seek to engage with Indian tribes.

In cooperation with the America's Byways Resource Center, Ed facilitated a dialogue between the Northwest Passage Scenic Byway and the Nez Perce Tribe in December 2005, the fruits of which are continuing to grow along with the Tribe's tourism development in north-central Idaho. As a member of the Three Affiliated Tribes of western North Dakota, he can also share a cultural understanding that can help byway teams work more effectively with tribal partners. ★

EMPLOYMENT OPPORTUNITY AT THE RESOURCE CENTER

The America's Byways Resource Center is looking for an exceptional candidate to serve as a tribal liaison. Responsibilities of the position include supporting tribes as they develop byway programs, prepare corridor management plans and designate byways. Interested candidates can find more information at www.ardc.org/jobs.



Buffalo graze in the Lakota Tribal Park, an immense section of grasslands on the eastern side of the Cheyenne River Indian Reservation, along the Native American Scenic Byway. Public domain.

REGISTER ONLINE TODAY!

MAY 20-23, 2007 ★ BALTIMORE, MARYLAND

explore!

2007 NATIONAL SCENIC BYWAYS CONFERENCE



THIS WAY TO **LEARNING, NETWORKING & FUN!**

Join the America's Byways® community in Baltimore May 20-23 for the 2007 National Scenic Byways Conference. It's your time to *Explore!* Find new directions, ideas and best practices through workshops, national speakers, applied field workshops, presentations and networking.

THANK YOU, SPONSORS!

U.S. Fish and Wildlife Service
USDA Forest Service
Bureau of Indian Affairs
National Park Service
Bureau of Land Management
American Road Magazine
American Society of
Landscape Architects

DISCOVER CORE LEARNING AREAS

Learn strategies and best practices for guiding your byway down the road to success and sustainability:

Fundraising
Organizational Development
Corridor Management
Visitor Experience
Marketing

* IMPORTANT HOTEL INFORMATION *

Due to circumstances out of our control, the 1-800-WYNDHAM reservations line will no longer connect you to our host hotel, the Sheraton Baltimore City Center. Please call (866) 837-5182 to make your hotel reservations for the 2007 National Scenic Byways Conference. For savings on lodging, be sure to ask for the National Scenic Byways Conference group rate.

The America's Byways Resource Center and Sheraton Baltimore City Center sincerely apologize for any inconvenience and look forward to assisting you in any way we can.

Register online today for the 2007 National Scenic Byways Conference at
www.bywaysonline.org

SEATS STILL AVAILABLE FOR PRE-CONFERENCE INTERPRETIVE WRITING WORKSHOP

"The Art of Interpretive Writing" is a one-day workshop packed with skills you will use every day to make a powerful impact on your readers. Alan Leftridge, author of *Interpretive Writing* and the executive editor of *The Interpreter* magazine, will guide you through an engaging and informative workshop that will sharpen your skills for

connecting with your audiences. You will leave the workshop with a workbook and a product applicable to your professional situation.

THE ART OF INTERPRETIVE WRITING WORKSHOP

May 19, 2007 • 9 a.m. to 4 p.m.
Wyndham Baltimore Inner
Harbor Hotel Baltimore, Maryland

Visit www.leftridge.com, for additional information about *The Art of Interpretive Writing* workshops.

Register by contacting:

Alan Leftridge
Post Office Box 976
Swan Valley, Montana 59826
PH: 406-754-2940
leftridge@blackfoot.net ★

Working With America's Byways®
To Help Foster A Conservation Ethic
And Sustainable Rural Economies

THE REFUGE SYSTEM BIRDING INITIATIVE

By Roxanne E. Bogart, Wildlife Biologist, Division of Bird Habitat Conservation, U.S. Fish and Wildlife Service, and Nathan Caldwell, Scenic Byways Coordinator, National Wildlife Refuge System, U.S. Fish and Wildlife Service.

In 1903, President Theodore Roosevelt established Florida's tiny Pelican Island as the first national wildlife refuge dedicated to the protection of native birds. Today, the U.S. Fish and Wildlife Service's National Wildlife Refuge System has grown to 547 refuges that provide breeding, wintering and stopover habitat for more than

700 species of migratory birds. In fact, virtually one-third of all globally significant Important Bird Areas (IBAs) in the United States are national wildlife refuges (NWR) and potential destination sites for the nation's 46 million birdwatchers. Indeed, more than sixty percent of refuge visitors will be watching birds during their visit.

Team. A "circle" of a couple dozen Fish and Wildlife Service employees has been recruited to consult with and support the Team. In addition, a circle of supporting birders from outside the Fish and Wildlife Service is on hand to provide advice and feedback to the Birder's Team.

"The Birding Initiative is long overdue and a welcome chance to learn more about what birders would like to see happen on refuges," remarked Mr. Andrew. "It is also a great opportunity to help make the broader birding community aware of how to help conserve and protect refuge lands and other important bird habitats."

As part of the Birding Initiative, the Fish and Wildlife Service is working with the National Scenic Byways Program (NSBP) to improve information on bird watching along many of the 126 America's Byways® and to highlight birding opportunities on National wildlife refuges along National Scenic Byways and All-American Roads. There are already 62 national wildlife refuges and several of America's Byways are also closely associated with designated Birding Trails, which invariably have national wildlife refuges as featured sites. The Great River Road National Scenic Byway, Coulee Corridor National Scenic Byway, Pacific Coast Scenic All-American Road, Lake to Locks All-American Road and the Volcanic Legacy All-American Road are examples of these associated routes.

As part of the Birding Initiative, the Fish and Wildlife Service is working with the National Scenic Byways Program (NSBP) to improve information on bird watching along many of the 126 America's Byways® and to highlight birding opportunities on National wildlife refuges along National Scenic Byways and All-American Roads.



Sandhill cranes, Canada geese and other waterfowl migrate through the Coulee Corridor in Washington State each spring and fall. Many of these birds congregate at the Columbia National Wildlife Refuge at the south end of the byway, creating a spectacle of sight and sounds.
© 2005. Teri J. Pieper.

Recognizing the importance of refuges to future generations of birds and birders, the Service has launched a National Wildlife Refuge System Birding Initiative. The effort aims to strengthen the relationship between the birding community and the Refuge System and to increase opportunities for quality bird watching on refuges.

To carry out this initiative, the Fish and Wildlife Service will be collaborating with a newly appointed 14-member Birder's Team—a panel of well-known authors, editors, educators, conservationists, eco-tourism experts and members of the business community.

Jon Andrew, Refuge Chief for the Fish and Wildlife Service's southeast region, chairs the Birder's

The Fish and Wildlife Service is coordinating the Birding Initiative and NSBP efforts to take advantage of existing opportunities that showcase birding opportunities on national wildlife refuges. The Birding Initiative is also about fostering a conservation ethic and involving more Americans in the work of conserving the nation's birds and their habitats. At the same time, the National Scenic Byways Program promotes sustainable economic development that benefits the resources along America's Byways. Birding can play a significant role in a byway's continued success.

National wildlife refuges and the Fish and Wildlife Service and its State wildlife agency and park partners are key players in managing natural resources that make the byways special places to visit and live. Ottawa National Wildlife Refuge (NWR) along the Lake Erie Coastal Ohio Trail National Scenic Byway is an internationally recognized birding destination. According to the U.S. Fish and Wildlife Service's publication *Banking on Nature 2004: The Economic Benefits to Local Communities of National Wildlife*

Refuge Visitation, non-consumptive recreation-related visitation to Ottawa NWR contributed almost \$2.9 million to the local economy in 2004. In *Birding in the United States: A Demographic and Economic Analysis - Addendum to the 2001 National Survey of Fishing, Hunting and Wildlife-Associated Recreation*, the Service estimates that 84 percent of all non-consumptive recreation users on national wildlife refuges are birders. Based on that percentage, birding at Ottawa NWR contributed almost \$2.5 million to the local economy and the byway. Ottawa NWR adjoins the State's Crane Creek State Park and Magee Marsh Wildlife Area, another birding hot spot that probably provides similar economic benefits.

Much work needs to be done, as many bird populations continue to decline. The Fish and Wildlife Service has listed more than 90 bird species as threatened or endangered in the U.S. and nearly 300 species as birds of conservation or management concern. Habitat loss due to alteration or destruction continues to be the major reason for the declines of many species. Collaboration with byway communities provides tremendous

opportunities to share these conservation messages with the American public.

Declining, too, are outdoor recreational experiences for families. In his recent best-selling book, *Last Child in the Woods*, author Richard Louv reports the dramatic decline over the past 20 years in unsupervised outdoor play and discovery by children. He cites diminishing opportunities for young people to enjoy woods and streams because of fear of crime, rapid suburban development, and an increasing trend toward indoor entertainment. By participating in a quality family-oriented, wildlife-dependent recreation like birding, citizens—especially youth—can develop a deep sense of wonder for the natural world and a passion for protecting and restoring the earth's community of life for future generations.

Byways.org, the website for America's Byways travelers, promotes bird watching as a featured activity. National Wildlife Refuges are along 10 of the byways currently listed. When the list is revised to include the 45 new National Scenic Byways and

All-American Road designations, at least five new byways with National Wildlife Refuges will be added. Part of the Service's effort with byways will be to develop modest Birding Itineraries for the byways with National Wildlife Refuges units along them. The Itineraries will be accessed so travelers interested in bird watching can easily plan the wildlife-oriented part of their visit.

The National Wildlife Refuges Service and its partners, including the NSBP and America's Byways, will work through the Refuge System's Birding Initiative and Birder's Team to establish refuges as the premier birding locations. These destinations will help reconnect people to nature, fostering in them a passion for conserving and managing bird habitat.

For more information, on the Birding Initiative and America's Byways, contact Paul Baicich at paul.baicich@verizon.net or Nathan Caldwell, the Service's Scenic Byways Coordinator, at Nathan_caldwell@fws.gov or call (703) 358-2205. ★



Tourists stop to view the birds along Ohio's coastline. With its diversity of habitat, the Lake Erie Coastal Ohio Trail offers opportunities to see approximately 350 species. Public domain.

A Conversation With...

Kym Murphy
formerly of The Walt
Disney Company

Kym Murphy retired in 2006 from The Walt Disney Company where he held many positions, most recently as Senior Vice President of Environmental Policy. He continues to advise the company on a wide variety of matters, including environmental issues.



*Kym Murphy,
formerly of
The Walt Disney
Company*

1 *One of your previous positions at The Walt Disney Company was “Imagineer.” What a wonderful job title! Tell us what kind of work you did.*

I was involved in developing concepts that eventually became Disney shows and facilities at Walt Disney World. The major projects included “The Living Seas and The Land” at EPCOT Center and “Typhoon Lagoon,” one of Walt Disney World’s water parks. I also developed the initial concept work on the Disney’s Animal Kingdom Park. These projects are all amazing and represent some of the most exciting years of my life. They also represent thousands of hours of input from the most talented people I have ever known: our company’s Imagineers.

2 *When and how did your involvement with byways begin?*

I really can’t tell you exactly when my involvement began. But I can tell you one thing: you can’t be around Derrick Crandall and not eventually become involved in our country’s byways. He has “scenic” in his veins and “byways” in his arteries. His enthusiasm for these treasures is infectious. So, I am willingly one of his conscripts.

3 *The Walt Disney Company culture seems to be based on creativity. How can we foster that kind of mentality in other groups/organizations?*

Encourage thinking outside the box. This is much easier said than done. Often times, people become so set in their ways or tied to convention that they are, to some extent, creatively paralyzed. It helps to have a wild and crazy right brain facilitator or strict brainstorming rules to help them break the chains that bind them. It’s amazing what can come out of a meeting where people are not afraid or intimidated to be truly creative.

4 *We loved your blog entry on www.byways2021.org where you suggested using byways as laboratories for innovative communication. That’s exactly the kind of forward thinking we need to jump-start new ideas and find opportunities to get the word out about byways.*

Well, as I just mentioned, for exciting and captivating change to take place you have to lock up the rules and regulations, the pride of authorship, and the “if-it-ain’t-broke-don’t-fix-it” mentality, and let the creative

games begin. No idea is too silly, because it may lead to an “ah ha” that is paradigm-shifting even in a small way.

5 *This is an exciting time for byways—the America’s Byways® collection is larger than ever, we’re about to embark on an effort to tell the world about byways, and we have passionate, creative people at the byway level who know better than anyone what makes their roads special. What advice do you have for byway groups?*

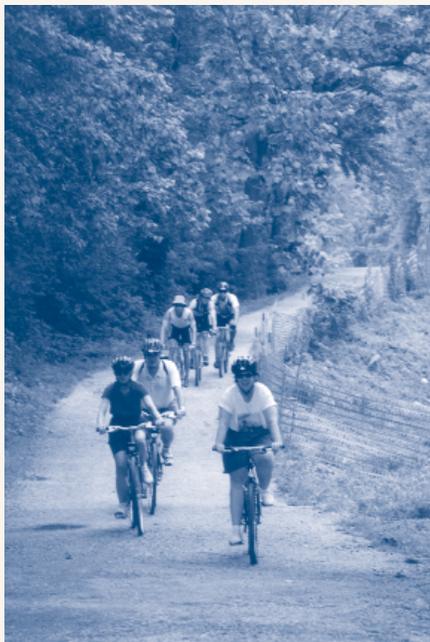
Don’t ever let your feelings get tweaked if your pet idea doesn’t make the final cut. If I had a dollar for every one of my ideas that landed on the cutting room floor, I’d probably own a byway! Just keep the ideas coming and encourage others to do the same. Also, don’t hesitate to involve others outside of your immediate circle. You might be surprised what your local Bingo group or Eagle Scout troop might contribute.

6 *Will we see you at the National Scenic Byways Conference in May?*

I’m going to make every effort to be there! ★

WHAT IS THE FUTURE OF TRAILS AND GREENWAYS IN AMERICA?

In October of 2006, American Trails held its 18th National Trails Symposium in the Quad Cities of Iowa and Illinois. More than 550 trail and greenway advocates attended. At the kick-off plenary session, all of the attendees participated in a session to discuss the future of trails and greenways in America. Entitled "Ten Steps to Save Our Outdoors," the participants were asked to share their suggestions. The leading national Presidential hopefuls were also asked to submit their ideas and a number of them complied.



Mountain bikers ride the C&O Canal Towpath, a part of the Washington Heritage Trail. ©2000. A. E. Crane. Photo courtesy of www.byways.org.

HERE ARE THE TOP TEN SUGGESTIONS THAT GREW OUT OF THAT SESSION.

Promote Connections In Our Communities: Create trail and greenway infrastructure that connects people and places in our neighborhoods, towns, cities and regions so that it is readily accessible within 15 minutes walking distance of every American.

Create a National Trails Network/System: Develop an integrated trails network at all levels that links cities, States and regions of the United States and North America, as well as trails accessing National Parks, National Forests and other public lands.

Commit Sustainable Funding: Secure ongoing, sustainable revenue streams to fund and offer incentives to create trails and greenways. This includes Federal funds and programs such as *Transportation Enhancements, Recreational Trails Program, Congestion Mitigation and Air Quality (CMAQ), National Park Service Rivers, Trails and Conservation Assistance (RTCA) program, USDA Forest Service and Bureau of Land Management (BLM) programs, Land & Water Conservation Fund (LWCF), and Safe Routes to School and Complete Streets.*

Expand Environmental Education: Work to ensure environmental education is an integral part of national and local school curricula at every grade level.

Associate Trails with Health And Fitness: Trails are, and should be, a significant part of community health and fitness programs.

Encourage All Americans To Participate: Provide opportunities for the American People to give back, help plan, fund and work on trails in our neighborhoods and parks, as well as on State and Federal lands.

Promote Sustainable Transportation: Support alternative modes of travel that lessen dependence on foreign oil and reduce CO2 emissions linked to climate change.

Engage and Motive Youth: Promote stewardship with youth conservation/trail building corps.

Promote Access and Accessibility: Develop an accessible, safe system for all abilities within easy reach of all homes and places of employment.

Build Trail and Greenway Partnerships: Create trails and greenways as vital infrastructure, working with homebuilders and developers, transportation, utility, flood and fire control agencies, and others with mutual benefit.

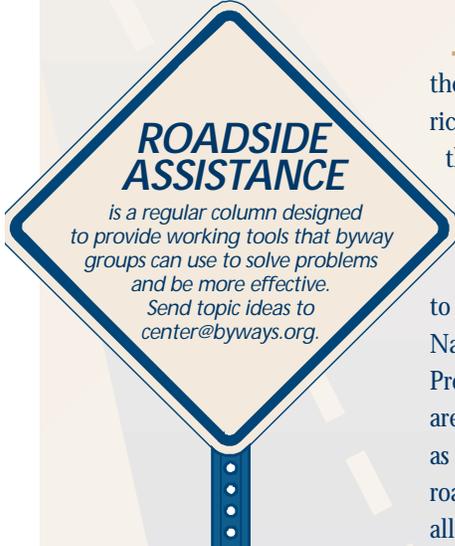
To read more about trails and greenway advocacy, training and resources, visit the American Trails website at www.americantrails.org. ★



Roadside Assistance

STRIVING FOR SUSTAINABILITY

By Bonnie Hundrieser, Byways Specialist



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:

Bonnie Hundrieser
bhundrieser@byways.org

The National Scenic Byways Program is a grassroots program, and the byway organizations are the rich, fertile ground from which the Program grows. The strength and sustainability of byway organizations around the country is critical to the healthy future of the National Scenic Byways Program. Byway organizations are made up of people who are as unique and dynamic as the roads that they represent, and all byway groups stretch and grow as they learn from their strengths and weaknesses, success stories and challenges.

Just as a traveler is mindful of the intended route and progress along your byway, we hope that your byway organization will also take the time to regularly stop and reflect on the strategic map that you have laid out for

your progress: Where have we been? Where are we now? Where are we headed? In this Roadside Assistance, we want to offer you a simple evaluation tool to gauge the health of your byway organization, and keep you moving down the road of positive growth for your byway.

If you participated in one of the 2004 Power Workshops, this extended evaluation activity will be familiar to you and can be revisited as a helpful review. During the 2006 North Dakota State Byways Conference, byway leaders used this activity to share their progress and challenges with their byway peers. In the evaluation matrix provided (see page 13), read the range of stages for each Organizational Sustainability Factor and note where on the scale between 1 - 5 (e.g., 2 or 3.5) your byway organization

ranks in three ways: A) 2 years ago B) presently and C) your goal for two years from now. To add to the value of this exercise, you may want to create a written report for your byway group to utilize in your strategic planning.

As with any self-evaluation, this tool will only be as helpful as you are honest and realistic in your reflections and goal setting. We encourage you to further adapt this activity with new self-crafted questions to evaluate the progress of goals you have laid out in your corridor management plan.

To receive copies of the Power Workshop evaluation questions for fundraising sustainability and resource management sustainability, email Bonnie Hundrieser at: bhundrieser@byways.org.



Just as a traveler is mindful of the intended route and progress along your byway, we hope that your byway organization will also take the time to regularly stop and reflect on the strategic map that you have laid out for your progress:

*Where have we been? Where are we now?
Where are we headed?*

BYWAY ORGANIZATIONAL SUSTAINABILITY MATRIX

MISSION & PLAN

	1	2	3	4	5
Our byway group has a mission, vision and plan to make it all happen.	My byway has a general idea of what we want to accomplish.	My byway has a CMP that we refer to occasionally.	My byway has a mission, vision, and a CMP.	My byway integrates our mission and vision into decision making.	My byway prepares action plans that flow from our integrated vision, mission and CMP.

STRUCTURE

	1	2	3	4	5
Our byway group has a functioning organization structure with clear decision-making and conflict-resolution methods.	My byway group has not talked about how we should be structured.	My byway has a loose, verbally agreed-upon structure.	My byway has a written structure that is defined in legal documents and/or our minutes.	My byway has a formalized structure and we have a written decision-making method that we use at all meetings.	My byway has a good, formalized structure, we follow agreed-upon decision-making methods and we have agreed-upon ways to manage conflicts.

RECRUITMENT, RETENTION & SUCCESSION

	1	2	3	4	5
Our byway group has a system to recruit new members and works to retain existing members. We have a strategy for preparing new leaders and dealing with unexpected leadership changes.	My byway takes new members as they present themselves and copes with people leaving as it occurs.	My byway has a defined recruitment program.	My byway has a recruitment program. My byway also has a retention program.	My byway has recruitment and retention programs. My byway also has a leadership succession plan.	My byway has recruitment, retention and leadership succession plans. We evaluate their success each year and make needed adjustments.

MANAGEMENT

	1	2	3	4	5
Our byway group has a good process for prioritizing work, delegating responsibility and managing tasks to completion.	My byway deals with work challenges and opportunities as they arise.	My byway has a process for setting work priorities. We also periodically put together an action plan that covers at least several months.	My byway sets priorities, makes action plans and delegates work in a manner that plays to people's strengths.	My byway sets priorities, makes action plans, delegates work and has a management structure that ensures that work gets done.	My byway integrates the previous ideas so that projects are completed and members are satisfied with their involvement in our group.

What's A Scenic Byways Program To Do Without A State Tourism Office?

By Sally Pearce, Scenic Byways Program Coordinator, Colorado Department of Transportation

What's a Scenic Byways Program to do without a State tourism office? Colorado found the answer the hard way. Back in 1992, voters eliminated State funding for tourism. The State existed for about eight years without a tourism office. Visitation dropped. No one knew what Colorado had to offer

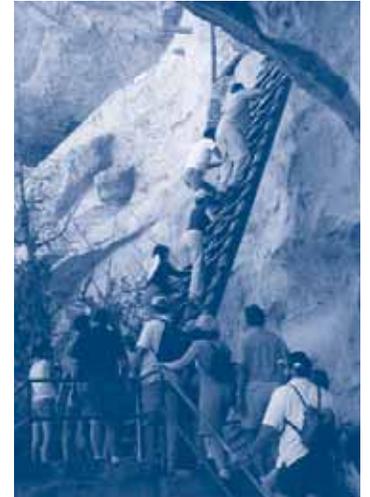
other than tall mountains and great skiing. Unfortunately for Colorado's Scenic and Historic Byways Program, those were our formative years. While many in the scenic byways world knew about the Colorado scenic byways program, few outsiders did.

...sometimes you don't know what you've been missing until you have it back! Now we're finding out the true benefits of working with a State tourism office.

In 1999, the Colorado Legislature reinstated limited funding for tourism and, in 2000, created the Colorado Tourism Office (CTO). But the Colorado Tourism Office had essentially no staff and a tiny budget, so byways remained on the sidelines for a few more years.

A study of byway visitors in 2004 revealed that Scenic and Historic Byways were the best kept secret in Colorado; nobody knew what they were and they certainly didn't plan a trip around one. But we also learned that when visitors stumbled across a byway, they had a great experience and they wanted to come back. Come back they did. The survey found that 72 percent of respondents had traveled the byway before. So, Colorado's byway organizations had created a great experience for travelers, but the news wasn't spreading.

It wasn't that we weren't doing anything to promote Colorado byways. We'd been chipping away at it for years with a highly



Visitors at Mesa Verde National Park (Trail of the Ancients, Colorado) climb ladders up to Balcony House, one of the cliff dwellings available for exploration. Public domain.

successful statewide brochure, **Discover Colorado**, a website (www.coloradobyways.org), a presence at statewide conferences, frequent presentations to community groups, partnerships



Majestic mountains provide a backdrop for signs at the beginning of the San Juan Skyway in Colorado. © 1996. San Juan Skyway, 1996.

with local media such as network and public television, press releases in local newspapers, radio interviews—essentially anything that didn't cost much because there was no marketing budget (and there still isn't).

But sometimes you don't know what you've been missing until you have it back! Now we're finding out the true benefits of working with a State tourism office. How did we get our foot in the door? Through the Colorado Heritage Tourism Program: a partnership between the Colorado Historical Society and the CTO that was launched in 2005. The Colorado Scenic and Historic Byways Program is now an equal member of the partnership.

No doubt you've heard the National Trust for Historic Preservation's definition of heritage tourism: "Traveling to experience the places and activities that authentically represent the stories and people of the past and present." But you may not know that heritage travelers also like to engage in other activities like recreation and wildlife viewing. They sure sound like byway travelers!

At the start of 2005, the CTO commissioned a comprehensive market study of heritage travel in Colorado, began including heritage-based materials in the State's marketing efforts, and undertook a statewide heritage tourism strategic planning process. As a result of the planning process, the CTO discovered the Scenic and Historic Byways Program—a ready-made group of 25 heritage-based itineraries, chock full of authentic historic experiences.



A snowmobiler enjoys an afternoon ride along the Colorado River Headwaters Scenic Byway. Public domain.

Colorado byway organizations are now reaping the benefits of recognition by the CTO. For the first time in years, the 2005 Official State Vacation Guide had a four-page spread highlighting seven scenic byways and a mention on the cover of the summer edition. The 2006 guide featured another five byways and included a two-page spread on one byway. In 2007, the new guide features all 25 byways, and also identifies those designated as America's Byways® with the logo and a description of the National Scenic Byways Program.

We now have a presence on the State's official website (www.colorado.com) with editorial content, photographs, maps, and links to local byway groups and attractions. Local byway organizations are eligible to apply for regional marketing grants, and many have developed strong relationships with the State Welcome Centers, which are managed by the CTO. Seven of the eight welcome centers are located



This red and silver Cog Train brings visitors to the expansive view from the top of Pike's Peak (Gold Belt Tour Scenic and Historic Byway, Colorado). © August 2006. Neil Li.

Finally, grants from the Colorado State Historical Fund and the National Scenic Byways Program to the CTO will benefit byway organizations in many ways. The CTO recently awarded funds to four regional groups in the State to conduct pilot projects to help advance heritage tourism in Colorado. Primary goals include contributing to local economies,

additional \$150,000 towards the new products. We'll be developing a new brochure for glove-compartment use, similar to the popular **Discover Colorado** brochure, and also a longer, magazine-style, itinerary-based booklet for trip planning. We'll also enhance the byway features on the State's website.

So, the moral to the story is this: don't sit back and wait for people to discover you. Be sure to involve your State's tourism office in your byway activities.

directly on designated byways, so it's an obvious partnership.

We have been able to use the research on heritage travelers developed by Longwoods International for the CTO to help justify the benefits of byway designation to local communities and businesses. After all, in 2003, 34 percent of all overnight travel trips in Colorado included heritage sites; and heritage travelers stay longer and spend more money than average Colorado tourists. Because byways are now part of the mix, future surveys by Longwoods will include questions about byways, so we'll be able to gather more byway-specific data.

supporting historic preservation, creating cultural vitality, and conserving natural landscapes. All four regional projects were either initiated by or included a designated byway organization as a partner. Grant awards of \$55,000 per project have gone on to leverage over \$1 million in additional project support. The CTO is looking to expand the pilot projects program in the coming years, and byways will no doubt be in the middle of it.

In FY2006, the National Scenic Byways Program awarded a \$100,000 grant to the CTO to develop two new statewide publications on scenic byways, which has in turn leveraged an

So, the moral to the story is this: don't sit back and wait for people to discover you. Be sure to involve your State's tourism office in your byway activities. Keep the tourism office informed, partner with the agency when you can, and be visible and responsive to its inquiries just like you do with the National Scenic Byways Program's staff. If you've got a State tourism office, use it. ★

Calendar

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

MARCH

March 4-9
2007 Trailbuilders Conference
Reno, Nevada
Professional Trailbuilders Association
For more information, please visit:
www.trailbuilders.org/conference/index.html

March 14-17
National Bike Summit 2007
Washington, D.C.
League of American Bicyclists
For more information, please visit:
www.bikeleague.org/conferences/summit07/index.php

March 18-22
*New Frontiers, Next Stages:
Annual Convention*
Sacramento, California
The Association of Partners for
Public Lands (APPL)
For more information, please visit:
www.appl.org/

March 25-29
*Building a Sustainable Future:
National Main Streets Conference*
Seattle, Washington
For more information, please contact:
Mary de la Fe at 202-588-6329,
mary_delafe@nthp.org
or visit: tinyurl.com/pwyqh

APRIL

April 14-18
2007 National Planning Conference
Philadelphia, Pennsylvania
American Planning Association
For more information, please visit:
www.planning.org/2007/conference

April 21-25
39th Annual International Pow Wow
Anaheim, California
Travel Industry Association (TIA)
For more information, please visit:
www.tia.org/powwow/index.html

MAY

May 6-10
NARRP Annual Conference
Austin, Texas
National Association for
Recreation Resource Planners
For more information, please visit:
www.narrp.org/conference/index.html

May 12-20
National Tourism Week

May 19
The Art of Interpretive Writing Workshop
Sheraton Baltimore City Center
Baltimore, Maryland
For more information, please contact:
Alan Leftridge at 406-754-2940
or lefridge@blackfoot.net

May 20-23
*Explore! 2007 National
Scenic Byways Conference*
Baltimore, Maryland
For more information, please visit:
www.bywaysonline.org

JUNE

June 2
National Trails Day
American Hiking Society
For more information, please visit:
www.americanhiking.org/events/ntd

June 11-16
Great Outdoors Week
Washington, D.C.
American Recreation Coalition
For more information, please visit:
www.funoutdoors.com

June 18-21
*International Heritage Development
Conference*
Detroit, Michigan
Alliance of National Heritage Areas
For more information, please visit:
www.nationalheritageareas.org/2007_conference.htm

June 23-30
Preservation Leadership Training
Owatonna, Minnesota
National Trust for Historic Preservation
For more information, please visit:
www.nationaltrust.org/plt

JULY

July 23-26
National LTAP Conference
Chicago, Illinois
Local and Tribal Technical Assistance Program
(LTAP)
For more information, please visit:
The Illinois Technology Transfer Center, at:
www.dot.state.il.us/blr/t2center.html
or contact: (217) 785-5048,
E-mail: T2LRSDOT@dot.il.us

AUGUST

August 8-10
*International Trails and Greenways
Conference*
Portland Oregon
Rails-to-Trails Conservancy
For more information, please visit:
www.railtrails.org/index.html

SEPTEMBER

September 7-11
*11th Conference of National
Scenic & Historic Trails*
Duluth, Minnesota
For more information please contact:
Gary Werner at (608) 249-7870 or
natrails@aol.com

September 16-19
*American Indian / Alaska Native
Tourism Conference*
Cherokee, North Carolina
For more information, please visit:
www.aianta.org

September 27-Oct 2
AASHTO Annual Meeting
Milwaukee, Wisconsin
For more information, please visit:
www.dot.wisconsin.gov/business/engrserv/aashto-index.htm

OCTOBER

October 2-6
National Trust for Historic Preservation
Saint Paul, Minnesota
For more information, please visit:
www.nthpconference.org/

October 3-6
*Rally 2007: The National Land
Conservation Conference*
Denver, Colorado
Land Trust Alliance.
For more information, please visit:
www.lta.org/training/rally.htm

NOVEMBER

November 6-10
NAI National Workshop
Wichita, Kansas
National Association for Interpretation
For more information, please visit:
www.interpnet.com/workshop/index.shtml

2008

SEPTEMBER

September 11-14, 2008
Preserving the Historic Road 2008
Albuquerque, New Mexico
For more information, please visit:
www.historicroads.org/

NOVEMBER

November 11-15, 2008
NAI National Workshop
Portland, Oregon
For more information, please visit:
www.interpnet.com/conferences/calendar.shtml

REGISTER ONLINE TODAY!

explore!

2007 NATIONAL SCENIC BYWAYS CONFERENCE

BALTIMORE, MARYLAND ★ MAY 20-23, 2007

**REGISTER ONLINE TODAY AT
www.bywaysonline.org**

SHARE YOUR NEWS!

Contact **Vistas** Editor:
Leah Kohlts
Direct: (218) 625-3301
lkohlts@byways.org

VISTAS is printed on
100% post-consumer
recycled paper,
processed chlorine free.