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THE WINSTON CHURCHILL MEMORIAL TRUST
OF AUSTRALIA

Report by JIM SMITH - 1992 Churchill Fellow

THE ROYAL AUSTRALIAN INSTITUTE OF PARKS
AND RECREATION CHURCHILL FELLOWSHIP TO STUDY
GREENWAYS IN THE U.S.A.

INTRODUCTION

This report contains a summary of a two month study tour to the U.S.A. to learn how to create and manage greenways or green corridors. I would like to thank the Winston Churchill Memorial Trust for giving me the opportunity to undertake the tour and the Royal Australian Institute of Parks and Recreation for sponsoring my particular fellowship. I would also like to thank the staff of the Conservation Fund in the U.S.A. who provided the most assistance with my studies.

EXECUTIVE SUMMARY

The Royal Australian Institute of Parks and Recreation Churchill Fellowship for 1992. Report by Jim Smith BSc, DipEd of 65 Fletcher Street, Wentworth Falls NSW 2782, a teacher of the NSW Department of TAFE, Parke Street, Katoomba 2780, on a study tour of the U.S.A. to learn about greenways with a view to encouraging a greenway movement in Australia.

Greenways (linear reserves or green corridors) represent the fastest growing segment of conservation activity in the U.S.A. This study tour was designed to sample the diversity of greenway projects in that country. Across eleven states, thirty-two greenway organisations were visited and thirty-one greenways inspected on half or full day tours. Over 1,000 leaflets, reports and maps were collected to form the nucleus of an Australian greenways resource centre. To promote goodwill and make the exchange of information a two-way process a talk on Australian greenways was given to fourteen of the organisations visited.

Highlights of the tour were

- 1 The opportunity to study at the major greenway planning organisation in America, the Conservation Fund in Washington, D.C. for almost two weeks.
- 2 The opportunity to attend two greenway planning conferences, the first organised by the Aquidneck Island Trust in Rhode Island and the second organised by the Yampa Valley Alliance in Colorado.
- 3 Seeing the three most inspiring greenways on the trip:
 - i the greenways linking the lakes of Minneapolis, Minnesota, with the Mississippi River for the 'magic' illusion they gave of being in the middle of a forest while in the heart of a major city;
 - ii the Boulder Creek greenway, Colorado, for the diversity of added attractions along its length that make it almost a 'theme-park' greenway and its integration into the life of the town;
 - iii the Yakima greenway for the happiness it so obviously brought to the whole community.

I would like to thank the four people who were the most helpful to me in terms of the amount of time they were able to spend with me and the valuable contacts they arranged:

- i Ed McMahon of the Conservation Fund, Washington, DC
- ii Keith Hay of the Conservation Fund, Oregon
- iii Duane Holmes of the National Parks Service,
- iv Richard Trudeau of California

The main lesson learned was that the popularity with local communities and value for nature conservation of greenways make the difficulties and expense of creating them worthwhile. The techniques of lobbying, publicity, planning, funding, land acquisition, construction, mobilisation of volunteers and management of greenways that I observed can all be applied with modification to the Australian scene. There are many encouraging signs in Australia of a developing greenway consciousness. I hope to play a role in encouraging this consciousness and providing practical help to greenway lobbyists and planners through a programme of public lectures, workshops and publications that will culminate in a book 'Greenways for Australia'. This programme is already underway.

PROGRAMME OF U.S.A. STUDY TOUR .

Note: at organisations marked * I gave a presentation on Australian greenways

1. State: WASHINGTON DC 21/4-30/4

Organisations visited

Main contact

Conservation Fund *
National Parks Service -
Rivers & Trails Division *
Land Trust Alliance
Rails to Trails *
National Recreation and Parks
Association *
Nature Conservancy
Isaac Walton League
Student Conservation Association
American Hiking Association

Ed McMahon
Steve Elkington

Jean Hocker
Peter Harnick
Kent Blumenthal

Robert Jenkins
Karen Firehock
T. Destry Jarvis
Susan Henley

Greenway inspected

Washington and Old Dominion Railroad Regional Park Trail

2 State: MARYLAND 1/5

Organisation visited

Main contact

Maryland Dept. of Natural Resources -
- Greenways and Resource Planning
Division, Annapolis *

Anne Sloan

Greenways inspected

Bates Middle School greenway
Annapolis to Washington DC Rail to Trail Project
Baltimore to Annapolis Rail to Trail Project
Link between Merkle Wildlife Sanctuary and Putaxant
Regional Park

3 State: MASSACHUSETTS 7/5-12/5

Organisations visited

Main contact

Lincoln Institute of Land Policy,
Cambridge *
Boston Parks and Recreation Dept.

Beth Shields

Ellen Lipsey

Greenways inspected

Concord's Walden Woods Project
Boston's Emerald Necklace Parks

4 State: RHODE ISLAND 8/5

Organisation visited

Main contact

Aquidneck Island Trust *

Beth Shields

Greenway inspected

Route of proposed Aquidneck Island greenway

5 State: ILLINOIS 19/5-25/5

Organisations visited

Main contact

Open Lands Project, Chicago
Chicago Parks Dept. *

Betsy Otto
Julia Sniderman

Greenways inspected

Boulevard Park System
North Branch Trail
Illinois Prairie Trail
Fox River Trail
Virgil Gilman Trail

6 State: MINNESOTA 28/5-29/5

Organisations visited

Main contact

Minneapolis Park and Recreation
Board
Metropolitan Council, St Paul

Al Wittman
Jack Mauritz

Greenways inspected

Greenways linking uptown Minneapolis via Lakes to
Mississippi River

7 State: COLORADO 1/6-13/6

Organisations visited

Main contact

Urban Edges, Denver *
Colorado State Parks Dept., Denver
National Park Service, Rocky
Mountain Region, Lakewood
Yampa Valley Alliance, Steamboat
Springs

Bob Searns
Chris Ford
Duane Holmes
Duane Holmes

Greenways inspected

Highline Canal and South Platte River greenways
Arapahoe greenway
Boulder Creek greenway and links to Mesa, Sanitas and
Wonderland Trails
Route of proposed Yampa Valley greenways

8 State: WASHINGTON 17/6-26/6

Organisations visited

Main contact

Seattle Engineering Dept, Bicycle Programme	Peter Lagerwey
Washington Trails Association, Seattle	Jan Milligan
Trust for Public Land, Seattle *	Donna McBain
Outdoor Recreation Information Centre, Seattle	Computer
Yakima Greenway Foundation	Cecilia Vogt

Greenways inspected

Bourke-Gilman Trail)
Duwamish Trail) Seattle
Elliot Bay Trail)
Alki Trail)
Centennial Trail, Snoqualmie
Pacific Crest Trail
Route of proposed greenway: Snoqualmie Pass to Puget
Sound
Yakima greenway

9 State: OREGON 28/6-2/7

Organisations visited

Main contact

Conservation Fund, Newberg *	Keith Hay
Chehalem Park & Recreation District	Don Clements
Metropolitan Service District, Portland *	Patrick Lee
Portland City Council, Bureau of Planning	(name not recorded)

Greenways inspected

Route of proposed Portland to the Sea greenway
Newberg City Parks
Portland's 40-mile Loop

10 State: CALIFORNIA 5/7-6/7

Organisations visited

Main contact

National Park Service, Western Region *	Ray Murray
California Park and Recreation Society	Richard Trudeau

Greenways inspected

San Francisco Bay Trail
Lafayette to Moraga Rail to Trail

REPORT

Greenways are linear open spaces or long thin parks. They are also referred to as green corridors or green webs. The creation of greenways is the fastest growing segment of conservation activity in the USA. Several hundred have been made and an equal number are in the planning stage.

Part of the impetus for the nation-wide movement came from the 1988 report of the "President's Commission on Americans Outdoors" entitled "Trails for All Americans" which set the goal:

"the creation of a network of trails so extensive that all Americans can reach a trail within 15 minutes of their home or workplace"

American communities and government agencies have embraced this ambitious goal with enormous enthusiasm. Many greenway planning documents quote the words by Daniel Burnham:

"Make no little plans; they have no magic to stir men's blood, and probably themselves will not be realized. Make big plans, aim high in hope and work, remembering that a noble, logical diagram, once recorded, will never die."

The resulting greenways, when provided with recreational pathways prove to be extremely popular with local communities. So crowded with people are they becoming, that avoiding conflicts between user groups is a significant management problem. Part of the reason for this popularity is the emphasis Americans place on personal fitness and daily exercise.

The strategy for my study tour was to:

- meet greenway planners at Federal, State and local levels
- visit greenway lobby organisations
- study and collect greenway planning documents
- inspect greenways

The main lessons learned were:

- 1 Any existing corridor, either man made (e.g. for powerlines, water or gas pipelines or road transport) or natural (e.g. ridgelines, streams) can have its nature conservation values and potential for recreation enhanced with appropriate planning and hence become a greenway.
- 2 Corridors can be created by linking isolated parks and green places either by land acquisition or creation of easements on private property.
- 3 Any existing corridor should be regarded as a non-renewable resource, due to the difficulty and expense of creating new corridors once land passes into private ownership. In the USA the main sources of greenways are abandoned railway line and canal corridors.

- 4 The value of greenways is summarised:
they - allow wildlife movements
 - are important for flora conservation
 - protect streamsides
 - increase recreational opportunities
 - promote environmental education
 - link people to nature.
- 5 Land acquisition by conservation organisations in the USA is a sophisticated multi-billion dollars per year business. Acquisition of land to create greenways is a rapidly growing segment of this activity.
- 6 The diversity of funding sources to acquire land for conservation is inspiring. The role of land trusts which get funding from charitable trusts, corporate sponsorship, special tax measures, and even special purpose lotteries was studied in detail.
- 7 The extent of professionalism in conservation advocacy/lobby groups. The techniques used by them to raise "grass-roots" community support for greenway projects were studied.
- 8 The value of co-ordination and communication between citizens' lobby groups, trusts and non-profit organisations and all levels of government was observed in several conferences where the different groups worked towards the common goal of greenway creation.
- 9 Part of this co-ordination process involves where possible the drawing up of state-wide greenway plans.
- 10 Greenway groups have been very effective at mobilising volunteer labour. The input of volunteers into all aspects of conservation in the USA is massive. Trail construction and environmental restoration are two labour intensive areas where volunteers fill the gap between what is needed and what can be paid for. The Appalachian Trail, 2,100 miles long, is entirely maintained by volunteer labour.
- 11 Greenway users prefer to be on separate paths according to the speed of their preferred form of recreation. High speed users - cyclists and rollerbladers - need to be separated from walkers. Even then, joggers who tend to move at an intermediate speed between these two groups, can feel frustrated and create their own unofficial path.

Problems observed with greenways:

- 1 The need to "green the greenways" is all too often ignored. That is, after recreational facilities have been provided the enhancement of the conservation values of the greenways tends to be forgotten.

- 2 Maps, signposting, provision of information about greenways at tourist outlets and access to greenways is often inadequate.
- 3 The high cost of greenways with full recreational pathways (up to US\$1 million per mile) will inhibit their development in the much smaller Australian local economies.
- 4 Older corridors provided by visionary early planners, such as the Boston "Emerald Necklace" parks and the Chicago Boulevards can become extremely degraded due to lack of community commitment to their maintenance and pressures to develop parts of them.
- 5 Cyclists can tend to dominate greenway planning and tend to be "bullies" on the pathways. Greenway planners e.g. in Oregon are now looking at ways to slow down cyclists e.g. by making paths less straight and with rougher surfaces.

CONCLUSIONS

My main conclusion from the study tour is that people love greenways. They are prepared to work hard and pay a high price for the valuable community facilities they provide. The main resources that are converted to greenways in America are abandoned railway lines and canal corridors. In Australia these are much less abundant but we have another resource not present in America - 2.2 million hectares of travelling stock routes in NSW alone (SMH 2/11/92). Americans use a very wide variety of sources of funding for greenway projects. Many of these, such as multi billion dollar charitable foundations, are not available in Australia. We could however adopt special purpose lotteries such as is done in Arizona. Another possible source of funding in NSW is the proportion of land tax currently being given to Aboriginal Land Councils. This scheme is due to conclude in 1998 when the Land Councils will be self sufficient (SMH 23/3/92). Could these funds, of some \$50 million per year, then be applied to conservation projects including greenways?

The effective mobilisation of volunteer labour is essential to greenway development. The South Australian Recreation Institute's use of volunteers to create and maintain the 1500 km Heysen Trail is a model for the rest of Australia as was the Western Australian government's "Heritage Tracks" bicentennial project. There are many other encouraging signs that a greenway philosophy is taking root in Australia. These are summarised under National, State and Local headings:

1. National

- a The growth of a National Trail System
- b The Federal Government's Local Capital Works Programme that is helping to create hundreds of kilometres of new cycle paths (SMH 19/9/92)
- c The Federal Government's "Demonstration Cycle Path Project" scheme which includes the 25 km Kurnell to Ryde pathway (SMH 20/10/92)
- d Mr Keating's Environment Statement of December 1992 that promised a \$3.1 million "Corridor of Green" along the Murray River (SMH 22/12/92)
- e Cathay Pacific's \$1/2 million sponsorship of a project to link South Australia, Victoria and NSW with a "ribbon of trees" (SMH 7/10/92)

The surge of published research on the environmental and conservation value of corridors, e.g.

- a D. Saunders & R. Hobbs, "Nature Conservation 2: The Role of Corridors", Surrey Beatty, 1991
- b B. Hussey et al, "Guidelines for Bush Corridors", Surrey Beatty, 1989
- c A. Bennett, "Habitat Corridors", Vic. Dept. Conservation, 1990
- d R. Breckwoldt, "Living Corridors", Greening Australia, 1990

- e Australian Ranger No 23, Special Issue,
"Conservation Outside Parks", 1991
- f The Victorian Naturalist Vol.109(4), Special Issue,
"Vegetation Corridors in Victoria", 1992

2. State

NSW

- a Formation of a greenways subcommittee of the NSW
Tree Forum
- b The Western Sydney Corridors initiative of the NSW
Dept. of Planning and Greening Australia
(Corridors of Green Newsletter No.1 1992)
- c The initiative of the NSW Lands Dept. in creating
new corridors such as the Great North Walk

Victoria

- a The Dundas-Black Range Corridor Project ("Grow a
Green Web", Dept. of Arts, Sport, the Environment
and Territories)
- b Melbourne's Yarra River Trail - Australia's best
example of a greenway development
- c The appointment of a "Corridor Officer" by the
Victorian Dept. of Conservation and Natural
Resources
- d A very active "Rails to Trails" programme under the
auspices of the above Department
- e Australia's first Land Trust: The Victorian
Conservation Trust
- f Corporate sponsorship by Portland Aluminium of the
250 km "Great South-west Walk"
- g The establishment of scenic driving corridors
(called Parkways in the USA) such as the 2100 km
Major Mitchell Trail

3 Local Government

a Blue Mountains City Council

- i Moves to make the Katoomba Falls Creek Valley a
greenway
- ii Securing of the Jamison Creek corridor for a
greenway with world class recreational facilities
- iii Moves to link the Minne Ha Ha Falls reserve to the
Blue Mountains National Park
- vi Creation of a greenway plan for the city by Jim
Smith

b Hawkesbury Council

Creation of a cycleway linking Richmond and Windsor as
part of a larger long term scheme.

c Manly Council

Spit to Manly walkway

d Warringah Council

Bicentennial Coastal Walk

e Lake Macquarie City Council

'Rail to Trail' Project linking Toronto and Fassifern.

Plans to disseminate the information gained on the study tour:

1 Publication of a series of articles

The first two are being prepared at the moment. One is a review of Australia's long distance track system. (These trails form an important focus for local greenway planners who often try to link their local corridors into a national trail system.) The second article will be a review of Australia's rail to trail projects. Then a series of articles will be written monitoring greenway developments in Australia.

2 Publication of a book

Eventually the information in the series of articles could be brought together into a book "Greenways for Australia" similar to Charles Little's book "Greenways for America".

3 A series of public lectures

Five public lectures explaining the findings of the study tour and the potential for greenway development in Australia have already been given. Some testimonials from the audiences to those talks are attached.

- a Public lecture for Blue Mountains residents, hosted by Upper Blue Mountains Conservation Society, 30 October 1992
- b Public lecture for Sydney residents, hosted by Sydney Technical College, 4 November 1992
- c Staff lecture, hosted by Victorian Dept. of Conservation and Natural Resources, Melbourne, 13 November 1992
- d Lecture to Royal Australian Institute of Parks and Recreation, Golden West Division, Lithgow, 5 February 1993
- e Lecture to Aldermen and Staff of the Blue Mountains City Council, Katoomba, 16 February 1993

4 Conduct workshops and provide technical advice for groups interested in greenway planning. Blue Mountains City Council has requested me to run such a workshop for its planning and engineering staff.

5 Formation of a lobby group to promote greenways

6 Share resources

I will make the greenway resource library assembled during the study tour available for any interested person

7 Promote a Blue Mountains Greenway Plan

I have mapped out a greenway plan for the City of the Blue Mountains and will continue to promote this in the local community and with the relevant authorities. This could become a model greenway plan for Australia.

8 Encourage professionalism in Australian Conservation organisations with an emphasis on promoting volunteerism and creative methods of fundraising.



**ROYAL AUSTRALIAN INSTITUTE OF PARKS AND RECREATION
GOLDEN WEST CHAPTER N.S.W. REGION**

(ACN 005 536952)

IC/VY/3837E

16 March 1993

Mr Jim Smith
65 FLETCHER Street
WENTWORTH FALLS NSW 2782

Dear Jim

On behalf of the Golden West Chapter of RAIPR, may I thank you for addressing us at our recent meeting at Lithgow. Our members found the talk on your travels very interesting and it created a lot of thought in all our minds. I hope that you may also have the opportunity of addressing other Organisations. It most certainly is far more effective in passing on the message than just reading about such things.

Best wishes for the future.

Your faithfully

IVOR COMPTON

Fellowship winner gives talk on "Greenways" 21/10/92

BLUE
MOUNTAINS
GAZETTE

Mr Jim Smith of Katoomba Technical College was recently awarded a Winston Churchill Memorial Fellowship.

This fellowship, sponsored by the Royal Australian Institute of Parks and Recreation, enabled Mr Smith to travel for three months in the USA studying "Greenways".

He found that these green corridors or long thin parks represented the fastest growing segment of conservation activity in America.

As well as the hundreds of projects already completed, some 500 greenways are in the planning stages. The basic technique of greenway planning is to identify isolated parks and link them together into systems that can have greater significance for wildlife conservation. Usually recreational facilities such as bicycle paths are also provided.

These green corridors are now penetrating deep into major American cities and bring large numbers of people closer to nature.

Mr Smith was based at the Conservation Fund in Washington D.C. for two weeks. This organisation is the major greenway planning body in the country. He then studied with greenway planners in Maryland, Illinois, Massachusetts, Rhode Island, Minnesota, Colorado, Washington State, Oregon and California.

Some of the highlights he recalls are seeing the original Minne-Ha-Ha Falls near Minneapolis and taking precautions against mountain lion attacks near the town of Boulder, Colorado.

In response to numerous requests for information about the greenway movement, Mr Smith is giving a public lecture at the new Conservation Hut (western end of Fletcher

Street, Wentworth Falls) on Friday, October 30 at 7.30 pm.

He will be showing slides from his American tour and slides showing the rapidly growing long distance track network of Australia. Mr Smith believes that their long distance tracks will form an important focus for greenway planners who will aim to join their local recreational corridors into the larger national system.

He also feels that the Blue Mountains, with its dense network of walking trails that link up with the Bicentennial National Trail and the Federation Track, will form an important hub in Australia's greenway network.

Mr Smith pointed out that the Blue Mountains has actually been an Australian leader in greenway planning.

"Century old corridors such as the Six Foot Track and the Jamison Creek reserves exemplify perfectly the greenway concept," he said.

The "Green Corridors" initiative of the NSW Dept of Planning and Greening Australia will be discussed as will pioneering projects such as Western Australia's Heritage Trail program and the "Rails to Trails" project linking Toronto and Fassifern near Lake Macquarie.

Mr Smith, who is currently training tourism guides at Katoomba TAFE will explain how greenways have become a major attraction in this rapidly growing segment of the tourism market.

To share in this exciting greenway vision for Australia and experience in what promises to be an outstanding free presentation it is only necessary to bring a chair or cushion to sit on, as the new \$750,000 Conservation Hut is currently unfurnished.

Lecture on green corridors 18/11/92

Loud applause greeted Blue Mountains author, Jim Smith's lecture with slides, at the Wentworth Falls Conservation Hut recently.

Jim told the story of his three month visit to the USA to study the American green way system.

He had a slide to illustrate every point of his story. "The value of a green way," said Jim, "is that it creates walking access to nature for urban dwellers."

Jim Smith, on a Churchill Fellowship, was very impressed with American organisation. The green ways are community based and funded. In the west, in Colorado, they are funded by a local lottery. "Americans are very practical, people," he said. "They are very 'can do' people."

"If you want to create a green corridor near to where people live, you get hold of a pre-existing corridor," Jim said. In the USA, this meant the quarter million miles of privately-owned railway lines, or the US canal system. Jim studied green corridors in Boston, Chicago, Minneapolis, San Francisco, Washington State. Here he saw the Rocky's Trail which links Canada with Mexico. In Colorado he learnt also "what to do when you

meet a mountain lion." He didn't say if it was a marsupial mountain lion. The green ways have two tracks, fast and slow. Fast is for cyclists, and roller bladers, and slow for walkers joggers, power walkers and mothers and fathers wheeling babies in prams.

Green ways already exist in Australia, in Australia's National grid of walking trails. "Jim said hundreds more could easily be created linking grids, east-west, and north-south, all over Australia. R.M. Williams devised the Australian continental trail, up and down the Great Dividing Range, in 1973. Jim Smith said he supported horses and the horse community using the trail. And he did not want to see the trail necessarily broken up by three proposed National Parks. "The Australian Conservation Movement is dominated by the Wilderness Movement," he said. "Wilderness is very important, but it is only one part of the spectrum of conservation."

Green corridors are planned for Sydney's west and inner-west. Planning started in 1985. The

Gregory's Guide shows you pools of green which can be joined to form a green corridor flowing all the way to Penrith, and from Penrith into the Blue Mountains National Park.

Jim Smith grew up in the inner-west of Sydney. He would climb the highest hill on Liberty Plains to look at the Blue Mountains. Since then he has written about 14 books on the history, and ecology of the Mountains, and has an international reputation. His last book was "Aboriginal Legends of the Blue Mountains," and his next will be a book of writing, drawings, poems and songs about the Jamison Valley.

... expert quest



Upper Blue Mountains Conservation Society

Nature Conservation Saves for Tomorrow's People

P.O. BOX 29
WENTWORTH FALLS
N.S.W. 2782

Tuesday 24th. November 1992

Dear Jim,

Members and friends of our Society have asked me to express their very sincere thanks to you for the most interesting and inspiring talk that you presented to us last month.

We have always tended to regard the U. S. of A., as a continual - "Develop at all costs, whatever the consequences" sort of creature - and it is truly thrilling to know that in so many cases, this is not their one and only consideration.

To have easy access so close to the centre of cities to such a variety of green havens - and with such a diversity of styles, cycle tracks, handicapped paths - up to the much longer and more rugged walking tracks, must be highly appreciated by such diverse quantity of city-dwellers.

It is also encouraging to hear that a similar sort of scheme is already operating in Australia and that State and Federal Governments are realising the need to improve their respective images, especially in regard to the common need as against the industrial demands.

Thank you so much for both the effort in getting to America to see and learn what the project was about - and the really 'first-class' talk that you presented to a very appreciative audience.

We trust that these sort of projects are going to continue and even expand - and hope that you will be willing to inform and inspire us with further talks and displays

Yours Most Sincerely

Dulcie & Reg Toseland

PENRITH PRESS 9/3/93

Walk trail plan takes new step

by DAVID McGOVERN

A "GREEN corridor" may join Penrith and Lapstone as part of a national walking trail.

Katoomba TAFE lecturer Jim Smith says such a corridor would link isolated vegetation pockets, eventually allowing bushwalkers to go from the Lower Mountains to coastal national parks.

The corridor also could be used by joggers, pedestrians, cyclists and residents.

Mr Smith outlined the "Corridors of Green" concept at a recent Blue Mountains Council meeting.

He said cycleways, footpaths, parks and reserves could be part of the corridors.

"The first step is to secure a public right of way between Penrith and Lapstone," Mr Smith said.

"If the greenway plans had been in place while the escarpment plans were being drawn up by council, provision could have been made for it."

The scheme aims to en-

courage wider use of "green spaces" and to increase appeal of national parks.

The project relies on statutory bodies or local government to acquire land between parks, reserves and bush for the link.

The State Planning Department has begun implementing the idea at Prospect, Eastern Creek, South Creek, Ropes Creek, Hoxton Park and Horsley Park.

"If the opportunity becomes available, you can acquire small gaps between parks to link them," Mr Smith said.

The corridor idea was developed first in the United States.

Blue Mountains aldermen agreed to hold a workshop to examine the plan.

A date has not been set.

Greenway completed in a year

THE planned cycleway for the Toronto-Fassifern 'Greenway' should be completed within a year after the Federal Government announced last week it would contribute \$120,000 to the \$130,000 project.

The announcement was made by Federal Land Transport Minister and Member for Charlton, Bob Brown, who said the cycleway would form part of an alternate transport system for cycling commuters and pedestrians.

The 4km route along the disused Toronto-Fassifern rail corridor serves four major schools and the Blackalls Park shopping centre.

Mr Brown said an additional benefit of the cycleway would be its tourist potential.

"It will be a path connecting several environmental and recreational areas around Lake Macquarie, including the Toronto wetlands and the Fossilised Forest," Mr Brown said.

"It is proposed to retain and rehabilitate all lake foreshore wetland areas adjacent to the proposed cycleway, and to establish viewing areas and picnic grounds for visitors."

Lake Macquarie MLA and chairman of the committee responsible for maintaining the rail corridor, Jeff Hunter, praised the Federal Government for providing the funding.

"This is the good news we have been waiting for and now the Greenway cycleway concept will become a reality," Mr Hunter said.



City of Blue Mountains

The City within a National Park

CITY OF BLUE MOUNTAINS

CERTIFICATE OF APPRECIATION

Council extends its appreciation to *Mr. Jim Smith* for his informative address to Council at its meeting held on 16th February, 1993 in relation to the Greenways concept, which is the fastest growing segment of conservation activity in the USA.

.....
BOB CLARKE,
Mayor

THE CONSERVATION FUND

*I hope all is going well
for you two.
Keith*

KEITH G. HAY
WESTERN GREENWAYS REPRESENTATIVE
AMERICAN GREENWAYS PROGRAM
15775 NE RIBBON RIDGE ROAD
NEWBERG, OR 97132
503/538-0924

September 24, 1992

Mr. Bruce W. Hamilton
82 Kilaben Road
Kilaben Bay
New South Wales
Australia, 2283

WINSTON CHURCHILL
MEMORIAL TRUST
LIBRARY

Dear Mr. Hamilton,

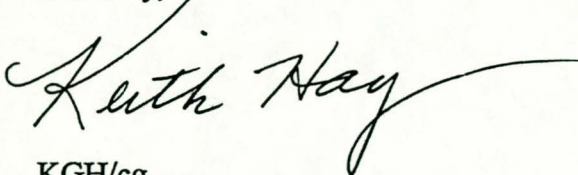
We are delighted to learn that our greenway efforts and the National Geographic Magazine article were helpful in the creation of the Lake Macquarie City Greenway Steering Committee and hopefully a state and interstate greenway policy initiative for New South Wales. Congratulations.

If a state or interstate greenway policy is developed in NSW, we would certainly like to receive a copy. Many states here are now developing similar state-wide greenway plans and policies including state assisted funding and technical assistance programs.

I am acquainted somewhat with greenway development in Australia, as a result of a visit by Jim Smith, a 1992 Churchill Fellow from Wentworth Falls, NSW. He visited greenways across the USA and gave an excellent presentation on down-under greenways to our parks and recreation people here in Oregon and in other cities.

Good luck in developing the Toronto-Fassifern project and I hope you will send us a brochure on this railway/greenway corridor when available.

Sincerely,



KGH/cg

cc: Garry West, Minister for Conservation, Land Mgt and Energy
Ed Mahan, Director, American Greenways
Jim Smith
Noel Grove, National Geographic Society
David Burwell, President, Rails to Trails Conservancy