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A coalition of like minded citizens and organizations that promote bicycling as a healthy alternative to driving and advocate safe provisions within our transportation system.

Firm and Stable Surface Material for ADA Accessible Pedestrian and Bicycle Trails in White Clay Creek State Park

Draft Position Statement

Nov. 30, 2010

Several trails that are suitable for walking and non-technical biking exist in White Clay Creek State Park, some as both recreational and transportation corridors. The northern Pomeroy Trail, beginning on Creek Road just south of the newly installed trestle bridge, is one such facility.

Delaware State Park's choice for surfacing materials tends to vary. Sometimes it consists of a mix of marble and golfball size (course) ballast stone (Figure 1). Other times, ideally, a finer packed "stone dust" or "crush and run" (Figure 2) is chosen.

The latter, illustrated in Figure 2, is the clear choice when it comes to quality, safety, and comfort for bicyclists riding road or hybrid bicycles which are not equipped with suspension or low PSI tires. It also reduces the risk of ankle injuries among runners and hikers, and meets American Disabilities Act (ADA) Accessibility Guidelines for multi-use trails.

"Soft surfaces, e.g., sand and gravel, are more difficult for all users to negotiate, including those with baby strollers"⁽¹⁾.

Figure 3 (next page) shows a recently installed bridge on a trail connecting Paper Mill Park in Pike Creek with an adjacent neighborhood that meets the above requirements. Crush and Run is the material used along the entire length of the trail.



Figure 1



Figure 2

Figure 4 shows the newly constructed bridge across the railroad trestle bearing off Creek Road and onto the Pomeroy Trail. Crush and Run was chosen leading up to and beyond this facility for approximately 25-30 yards in each direction. It was also installed for the first .5 miles south of Hopkins Road at the request of Bike Delaware advocates. The remainder, Approximately 1 mile between these points, remains course ballast stone as seen in Figure 1.

ADA accessibility guidelines. These apply to those trails that are designed and constructed for pedestrian use. These guidelines are not applicable to trails primarily designed and constructed for recreational use by equestrians, mountain bicyclists, snowmobile users, or off-highway vehicle users, even if pedestrians may occasionally use the same trails. *However, a multi-use trail specifically designed and designated for hiking and bicycling would be considered a pedestrian trail* (2).

Firm and stable is required. Asphalt pavement and concrete trails generally come to mind when thinking about ADA accessible trails. However, packed crushed stone, gravel fines compacted with a roller, packed soil and other natural materials bonded with synthetics can provide the required degree of stability and firmness (2).

Conclusion: In the interest of safety and desirability on multi-use trails in White Clay Creek State Park (and Delaware State Parks in general), Bike Delaware strongly advocates the use of the finer, hard packed “Crush and Run” (aka Stone Dust) surfacing material. It should be used in all cases of trail maintenance, rehab, and construction. Continued use of course ballast stone discourages use by any form of wheeled or foot conveyance, particularly when other options are available, such as the abandoned Creek Road opposite the White Clay Creek. It presents an injury or crash hazard, and denies access to the handicapped, especially those in wheelchairs.

Endnotes:

1. US Federal Highway Administration “Trail Design for Access”, Chapter 5.
2. Tennessee Department of Environment and Conservation, Recreation Educational Services Division, Greenways and Trails Program, ADA Accessibility Guidelines.

Bike Delaware thanks the following participants in crafting this position statement: Rachel Anderson, Frank Warnock, and Amy Wilburn.



Figure 3



Figure 4



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