

March 25th, 2021

Laura Ginsburg, Chair
Tunbridge Planning Commission

Dear Commissioner Ginsburg:

Thank you for the opportunity to provide input as the Tunbridge Planning Commission works to develop a policy recommendation for the use of the Town's legal trails.

I would like to take this opportunity to respond to the concerns submitted by Kevin Rose on March 10th and clarify misleading information. I agree with one of Kevin's concluding points that the planning commission should consider adopting a policy that restricts legal trail use during the seasons where they are most sensitive to erosion. What I do not agree with is the information about the impact of gravel cycling and the negative framing of The Ranger.

THE RANGER EVENT

The Ranger was founded by myself with the help of the Alliance for Vermont Communities in the spring of 2017. The event was created in response to the New Vistas development, as a means to share this special place with others and create an experience that allowed for participants to connect with the landscape and the people who live here. I came to appreciate this unique place through my frequent outings on my bike into the hills. I thought if others could have a similar experience maybe they would join me in protecting it from the threat of an inappropriate development. The event's energy and shared proceeds have gone onto assist the Alliance for Vermont Communities and Vermont Land Trust conserve over 500 acres of land in the area. The event has inspired many of the local youth through our Junior Ranger kids bike program and provided adaptive cycling equipment to those with disabilities through our work with Vermont Adaptive Ski and Sports.

ENVIRONMENTAL AND ECONOMIC IMPACT OF GRAVEL CYCLING

Gravel riding has become a very popular segment within the sport of cycling. One of the major draws for participants to this kind of riding has been its accessibility to beginners, people with disabilities, and advanced riders. Outdoor enthusiasts who are intimidated by the technical nature of mountain biking and the traffic dangers of riding on paved roads find dirt road or gravel riding to be the perfect outlet for safely enjoying the scenery while maintaining a healthy lifestyle. It has been popular in the state of Vermont because small towns relying on tourism to support the local economy do not need to invest in trail building infrastructure to realize economic impact. Mountain bike trail building is both intensive in labor and capital, so small towns without big resources have turned to gravel cycling in recent years as a means to increase local economic activity.

Kevin references events that are similar to The Ranger, Rasputitsa in East Burke and The Overland in Ascutney. Both of these events are heavily promoted and attract thousands of people. The Ranger will never be this size and was originally modeled after the monthly cookouts and bike rides in Braintree, organized by Zac Freeman. The Ranger has never had more than 325 riders at its peak and I do not anticipate it becoming much larger. Kevin brings up Strava heatmap data in the area. What he did not mention is that the heatmap feature within the popular cycling application was not made available to all users until 2017, making the claim that there was an increase in riding the first year of The Ranger both obvious, because of the event, and misleading due to a lack of data prior to 2017. Strava is not exclusively used for cycling, so many of these heat tracks are created by hikers, snowshoers, xc skiers and runners who may own the land or have landowner permission.

The Ranger has only ever used one legal trail along its route, The Crossroad. Every year myself and local volunteers discuss its use with the neighboring landowners. I have never considered the use of the Orchard road due to its wet and rough nature caused by other trail users during sensitive times of the year. Before and after the event, The Crossroad is trimmed, cleared and properly drained, creating a less sensitive travel corridor for walkers and other users the rest of the summer.

Kevin states that "*participants in these events primarily come from outside the area and return on non-event dates.*" I am not ignorant of the environmental impacts of cycling on unmaintained roads and trails. In the fall of 2020 I joined a group of local residents who meet every month to discuss how The Ranger and other organizations can help with road/trail maintenance and establish a respectful ethic among visiting cyclists. I was confused by Kevin's negative framing around all of this, as he is also a member of this proactive group. These returning cyclists represent an opportunity for the local community to support something that both increases local business activity and maintains the rural landscape without the need for development. Many of these visitors now regularly donate to the local nonprofits and some have moved to the area to start businesses and raise their families. As a young person who struggled to find consistent well paid work in Vermont, I know that small events like The Ranger bring energy and much needed economic impact. It should be noted that most of the participants coming from outside the "area" live in the Upper Valley.

Kevin made a point to mention that I live in Bozeman, Montana these days. I know from my time living in Vermont that it can sometimes be an unwelcoming place to be when you are from another state. It goes without saying for those who know me that I care deeply for the Tunbridge area, as I lived in Royalton for 4 years and in the Upper Valley for 28 years. Although I no longer live there, I still have the desire to give back to the place and people that have given so much to me, and I look forward to carrying out this mission through The Ranger in the future. I am very fond of Tunbridge, as it is still home to some of my favorite people.

Since starting The Ranger I have had the great pleasure of welcoming a few young families to the area who originally visited to take part in the energy of the event or to ride their bikes in the hills. Below is a quote from a friend and previous Tunbridge resident, Jillian Connor.

"When we were considering buying property in Tunbridge, we ran across The Ranger webpage. As young people, learning that our new town was the home of a vibrant, mission-driven organization helped us feel more comfortable moving to a rural town of 1,200 people because we knew there was a community of like minded people waiting for us there. Lucky for us, we were swiftly welcomed into The Ranger's robust community.

In the three years we lived in Tunbridge, we saw The Ranger revitalize our sleepy corner of Vermont and bring awareness to and support solutions to incredibly important environmental, social and economic issues. The Ranger and the Ride With Purpose mission has brought people, funds and energy into our beloved community and we can't wait to see where they go from here."

USER CONFLICTS AND SAFETY ISSUES

When I read Kevin's concerns it was the first time that I had heard about the incident during The Ranger in 2019 where a cyclist who was not a part of the event was traveling in the opposite direction, causing a safety issue. I am sorry for that cyclist's experience who was out for a quiet joy ride on the day of the event. We post signage two to three days in advance of the event every year to let the public know that many cyclists will be on the road that day. Prior to the COVID-19 outbreak in 2020, we were working with the Tunbridge town clerk to increase awareness and send mailers to every household to let them know when the event would take place and at what hours of the day they should expect to see cycling traffic on the roads. Had Kevin contacted me after this specific incident I would have rerouted the event and worked with him to find a solution. I have written to Kevin separately from this response and I hope that we can work together to make this work for him and others in the future.

LANDOWNER IMPACTS AND COMMUNITY RELATIONS

Kevin's comparison of the local gravel cycling scene here in Tunbridge to the mountain biking in Kingdom Trails in East Burke is misleading. The landowner issues within Kingdom Trails are related to the strains caused by limited access to mountain bike trails in that area of the state, along with a town wide effort to promote the attraction of riding on the trails. Mountain bike networks are limited in number due to the cost and impact of building them, so they can be busy places in some areas of the state. Vermont's dirt roads are more numerous than those that are paved. These roads cross town and state borders, making gravel cycling a much more decentralized activity throughout the state. Cyclists may come to Tunbridge for The Ranger and base their rides out of South Royalton for access to the local businesses when visiting at other times of the year, but these same people are not descending upon Tunbridge every weekend to ride, as they are generally the type of rider that enjoys cycling in other areas of the state and in neighboring states.

IN CONCLUSION

I think the planning commission should consider adopting a policy that restricts legal trail use during the seasons where they are most sensitive to erosion and work with the local trail/gravel group to create year-long maintenance solutions for the class IV roads. I have mentioned to the group that The Ranger can include maintenance work and financial support of the conservation commission in its budget every year.

Thank you for the opportunity to respond and comment.

Respectfully,

Alex Buskey

Tunbridge Planning Commission
271 Vermont Route 110
Tunbridge, VT 05077

23 March 2021

I am writing to express my support for maintaining access to Tunbridge's legal trails for use by non-motorized traffic. I have been biking -- and walking, and running -- Tunbridge's Class 4 roads and legal trails for decades, exploring them both on my own and on rides accompanied by friends and, increasingly, my children. As I and others have mentioned in our remarks to the Commission, and as the [2001 map of cycling routes in the Upper Valley](#) indicates, biking these trails is by no means a recent development.

As the history of that usage suggests, and has been recognized as a settled question by the Planning Commission:

- There is no current restriction on use of legal trails in Tunbridge; and
- Landowners whose property abuts or is bisected by legal trails have no right to restrict access to those trails.

There are several recurring themes made by those proposing to establish a policy in Tunbridge restricting use of our legal trails to foot traffic. Among them are:

- Tunbridge roads and trails are being inundated by bikers;
- These trails, which are being swamped by bikers, are nevertheless unsuited for cycling;
- The bikers who are benefiting from our network of roads are overwhelmingly from outside of Tunbridge;
- Growth in bike riding is so dramatic, and the roads of Tunbridge so appealing, that it is virtually inevitable that a giant bike event will spring up, further overwhelming our roads.

These objections may be well-intentioned, but they are also wrong. As I and others have noted during previous Planning Commission hearings, we would all see evidence of the sort of usage that's being described -- in the form of more bikers on Rte. 110 and on our Class 3 roads; in the form of significant bike-related erosion on our trails; and in more bike events being scheduled at the Fairgrounds or nearby venues. None of that observational evidence exists.

It is useful, however, to check these observations with any data that's available, and I have attempted to do so below.

Available Strava Data Does Not Suggest Unsustainable Growth in Cycling

The Planning Commission has heard suggestions that users of Strava and other online activity-tracking tools are sharing their rides on those networks, thus contributing to increased usage of Tunbridge's trails. Of these tools, Strava is undoubtedly the most popular and can provide the greatest insight into use of Tunbridge's roads.

Strava provides access to its user data to regional planning agencies and their consultants; it unfortunately does not provide access to others who are not working for planning agencies. I think an important first step to monitoring use of Tunbridge's trails would be having the Planning Commission [request access](#) to Strava's Metro dataset.

In his written testimony to the Commission dated March 10, 2021, Kevin Rose makes claims about rider growth on The Crossroad based on the Strava dataset. It would be helpful to dig even deeper into that data. For instance, the chart Kevin includes showing an increase in usage of The Crossroad raises two questions:

- What is the y-axis on the table, i.e., what is the actual number of riders using the Crossroad;
- If you exclude the dates of any events that ran through the Crossroad, what is the effect on rider growth (i.e., normalize the data by eliminating outliers)?

Even without access to the Strava Metro data, it is possible to make some observations using information available to paid subscribers of Strava and to produce rough estimates of yearly rider growth and overall rider numbers.

The number of cyclists on Tunbridge's backroads does not appear to have reached unsustainable numbers nor does it appear to have skyrocketed over recent years. Strava tools provide subscribers with some insight into the amount of usage on roads and the demographics of bikers using those roads. If one looks at a sample of Tunbridge roads that have not appeared on The Ranger route (e.g., Belknap Brook and Larkin Roads), and thus have not seen a temporary spike in usage, one finds evidence that overall ridership remains quite low. I would be happy to share my analysis with the Planning Commission, but I think it would be much more useful for the Commission to acquire and analyze the Strava Metro data itself.

Access to that data should also allow the Commission to tease out average weekly use of Tunbridge's legal trails. As a subscriber to Strava, I am able to make limited use of its Global Heatmap data; that data can be used to make some preliminary observations about use of those trails.

For instance, the Falls Hill Road legal trail is regularly but lightly used by local bikers. Strava's heatmap data seems to confirm that overall usage is quite low.

Figure 1 presents a snapshot of Global Heatmap tracks for a two-year period for the Falls Hill Road trail (the Falls Hill Road trail follows the maroon tracings to the left on the map; Falls Hill Road/Ward Hill Road are indicated in white):

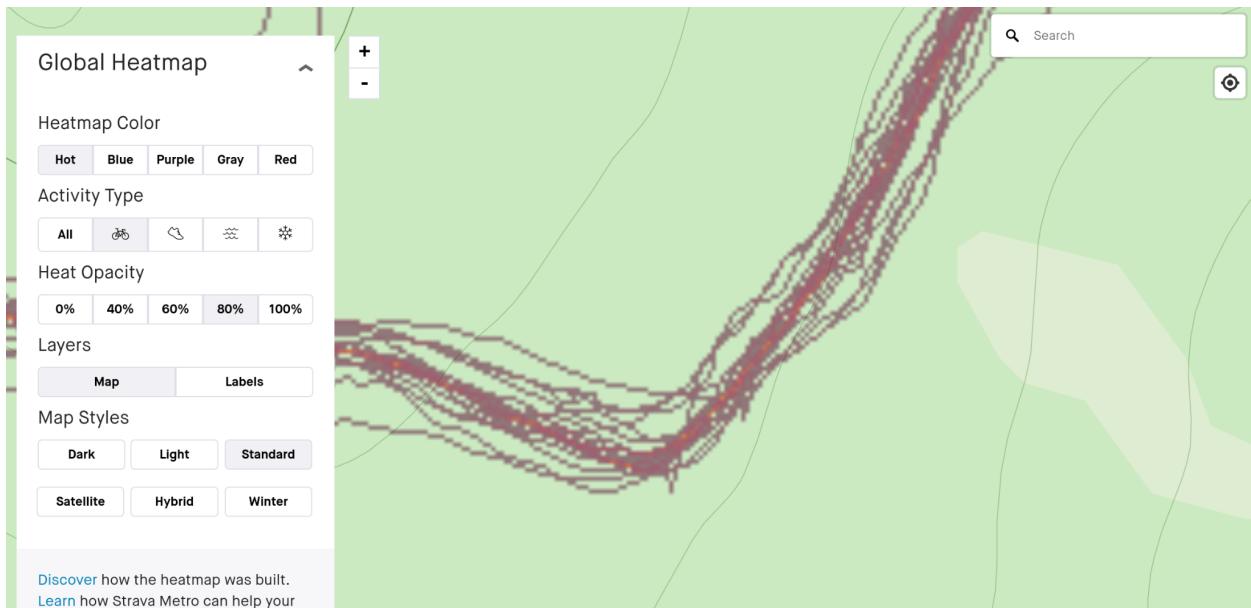
Figure 1: Global Heatmap for Falls Hill Road



Strava users contribute to the Global Heatmap with the users' GPS records. Because of the nature of the GPS system, which is intentionally inaccurate, each user essentially produces a unique track. The heatmap for the Falls Hill Road trail indicates that, in contrast to the nearby Class 3 Road, there were only a very small number of people biking over that trail during the two-year data-collection period.

A similar analysis of the Orchard Road/Moody Road trail also indicates light use over the most recent two-year period. The Global Heatmap GPS tracks for those trails (a screenshot of the intersection of those two trails is presented in Figure 2 below) reflects comparatively low usage, albeit usage that is slightly heavier than the Falls Hill Road trail. The slightly elevated usage of the Orchard/Moody trail is not surprising; it was used in the 2020 Pedal Power to the People route, which would contribute more GPS tracks for the two-year data collection period.

Figure 2: Global Heatmap for Orchard Road/Moody Road



A review of heatmap data on other Class 4 roads in Tunbridge that have not been used in The Ranger appear to confirm that: 1) use of Tunbridge's roads remains light, and 2) appearance of a Class 4 Road or legal trail on Strava Global Heatmaps does not mean that those roads will be inundated by a spate of bikers.

Use of Tunbridge Roads by “Tourists”

Kevin also asserts that the Strava data show that “approximately 80% of the bicycle traffic statewide is tourism related.” We don’t spend any time asking whether hikers, or horseback riders, or users of our local VAST trails who travel over our town’s Class 4 roads and legal trails are local. I’m not sure why it’s relevant if bikers are.

But assuming it is, we should ask:

- What constitutes “tourism related” use?
- What is the percentage of tourism-related use for Tunbridge?

Strava allows users of the Metro tool to define “tourists” and “locals” according to definitions that the [planner sets](#). To state the obvious, the number of “tourists” biking on Tunbridge’s trails will change dramatically depending on whether we define tourists as coming from outside of Tunbridge or coming from outside of the Upper Valley.

In fact, a review of Strava data available to subscribers indicates that riders from the local Upper Valley make up the vast majority of bikers on Tunbridge’s dirt roads. A review of usage of

Belknap Brook and Larkin Hill Roads, neither of which have appeared on a route for The Ranger, indicates that the vast majority of bikers on those roads are from the Upper Valley, with a significant number from the towns of Tunbridge, Royalton, and Sharon. Again, I would be happy to share my analysis with the Commission, but it would be more useful if the Commission could access the Strava Metro data to get more insights into road usage.

Effect of Bike Events on Usage

Events such as The Ranger and Pedal Power to the People do produce a one-day increase in usage of Tunbridge's roads. And because of the effect of Covid-related restrictions in 2020, which forced many such events to run "virtual" bike rides taking place over multiple days, they undoubtedly resulted in increased usage over several weekends in 2020.

Nevertheless, the threat that Kevin and Mr. Echeverria perceive of a Tunbridge-based event metastasizing into a thousand-person melee is highly unlikely. Rasputista and Vermont Overland are both heavily-promoted races that attract world-class athletes. Neither The Ranger nor Pedal Power to the People are remotely in the same category. As an aside, it's worth noting that, according to the chart that Kevin includes in his written testimony, Rasputitsa participation actually diminished by about 7 percent in 2019, suggesting that growth in gravel events may be declining.

But the fact that events exist in West Windsor (Overland) and East Burke (Rasputitsa) hardly poses a threat to Tunbridge. And maintaining access to these legal trails for all non-motorized use does not mean that they will regularly, or for that matter inevitably, be used for high-volume biking or horseback riding events or trail races.

Creating a VAST-Style Bike Organization

Both Kevin and Mr. Echeverria suggest that bikers form cooperative arrangements with landowners to increase access to trails; they each propose looking to VAST for a model. While that is certainly a worthy goal that merits exploring in the future, it is neither necessary nor reasonably attainable in the near-term.

The VAST trail network was established in no small part because, without it, snowmobilers would not be able to piece together a coherent network of connected trails. Snowmobilers aren't able to travel for long stretches on trafficked public roads, and therefore need access to private trails. In contrast, bikers, hikers, and horseback riders can all use public highways and rights of way. Maintaining access to those existing rights-of-way ensures all non-motorized users may continue to access a connected trail system of trails.

There are also practical challenges to the near-term establishment of a Tunbridge public/private trails alliance. Despite its characterization as a "special interest bicycle lobby", the Tunbridge cycling community is a comparatively small group. Forming a coalition has not been necessary,

because Tunbridge's network of roads and public trails have offered ample diversion for local cyclists, and it is important to preserve that existing network.

Conclusion

I think that I speak for all of those who advocate for the continuing non-motorized use of Tunbridge's legal trails in saying that we wholeheartedly support efforts by the Planning Commission to act as good stewards of those trails. That means that we should use all available tools, including Strava data and possibly trail counters, to anticipate and respond to any changing use of not only these trails but all of Tunbridge's town highways. Addressing any future impact caused by bicycles, foot traffic, horses, or other uses can be achieved through much more limited measures such as improving drainage on trails, use of signage, seasonal restrictions on use, and collaborative planning of multi-participant events such as The Ranger or horse events.

But we should not take steps to address a problem that doesn't exist and seems unlikely to occur. And we should not single out for restriction a single activity type whose impact on those trails is no greater than -- and in some cases, significantly less than -- other permitted uses.

Sincerely,

Matt Frost

March 23, 2021

Laura Ginsburg, Chair
Planning Commission, Town of Tunbridge
Tunbridge, VT

Dear Commission members,

My intent in this communication is to get the gist of my public testimony on February 10th of this year on the written public record. I speak as well on behalf of my four children.

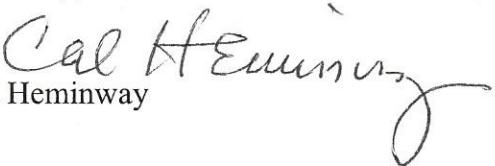
As adjoining owners and taxpayers in Tunbridge, we ask that legal trail use continue the current practice as retained for recreational public use via foot traffic only.

We assume that your recommendations to the Selectboard will include a comprehensive public trail definition addressing such things as use by foot traffic, width, public road access, and rights and obligations of adjacent landowners with respect to agricultural use and logging operations.

You might consider adding an already impacted class 4 road to the site visits in April/May.

Thank you for your effort and consideration.

Cordially,

Cal Heminway


Dear Laura,

After reading the two letters that were circulated in response to the legal trails issue before the town, from Kevin Rose and John Escheveria, I wanted to share some thoughts on the potential impact of a dramatic increase in bike traffic on our farm.

First, I strongly feel that the intention behind the legal trails was to allow people to enjoy them for walking and hiking. It sounds like we are talking about providing access to a very serious number of mountain bikers, which would detract from the townspeople's ability to enjoy these trails and the surrounding roads as well.

This letter from Mr. Rose is also very concerning to us in terms of the potential impact on our neighborhood and our business at Round Robin Farm. If up to 1,000 bikers could be coming up Gilley Road once or even a few times a summer, it would make it very difficult for us to use Gilley Road for walking, biking, and hacking our horses as we do now. My sister and her partner, my daughter and son in law and grandson all enjoy walking with our dogs and biking on the road. Our neighbors frequently use the roads for pleasure as well. We also operate a horse farm and hack our horses on the road with the kids in our riding lesson program and throughout the summer during our overnight riding camp. During the nice weather, we use the roads for walking or hacking several times a week.

We're not opposed to sharing the roads with bikes - we already do and everyone we've encountered has been very respectful. Everyone should have the ability to use the roads and enjoy them as we do. But the volume of bike traffic that we're talking about would have a huge impact on our neighborhood's ability to enjoy the roads peacefully and on our business.

Thank you for your consideration of our concerns and let me know if you have any questions.

Pat Read
106 Gilley Rd.
Tunbridge, VT

March 16th, 2021

Laura Ginsburg, Chair
Tunbridge Planning Commission

Dear Commissioner Ginsburg:

I've attached a pair of graphics to help visualize the trends of both bicycling routes and volumes over a five year period in Tunbridge from 2016 through 2020.

The data source for the graphics is the Strava Metro program. Using the raw data within geographic information system (GIS) software (ArcGIS), I put together maps that show the Tunbridge road network, including road segments within Tunbridge that were traveled by Strava users from June 1st thru August 31st, for both 2016 and 2020.

Neither of these graphics include data from riders participating in the large annual gravel riding event, The Ranger. That is because the 2016 data come from a time period one year before the first Ranger, while the 2020 data come from a period one year after the last Ranger (2019). (The event wasn't held in 2020.)

On both graphics, the blue lines indicate road segments along which Strava cyclists traveled during the 3-month time period. The width of the blue lines is determined by the volume (the total number of trips taken by Strava cyclists during the time period). By comparing the images side by side, not only can one see where Strava bicyclists traveled, but also a relative indication of how many trips were taken along each road segment.

Roads that are shown in white did not have any trips recorded by Strava users during the time period. Note that none of the legal trails in Tunbridge had any recorded Strava trips in 2016. (I've circled The Crossroad and Orchard Road legal trails as they seem to be the primary focus of the Planning Commission's policy recommendations.)

By comparing the two graphics side by side, the trend over the five-year period becomes clear. In 2016, bicyclists mostly traveled the paved roads (Route 110 and Strafford Road). By 2020, however, there had been a pronounced shift, with bicyclists venturing out onto the gravel road networks. That is in line with the industry trend throughout the rest of the state and the U.S. as a whole.

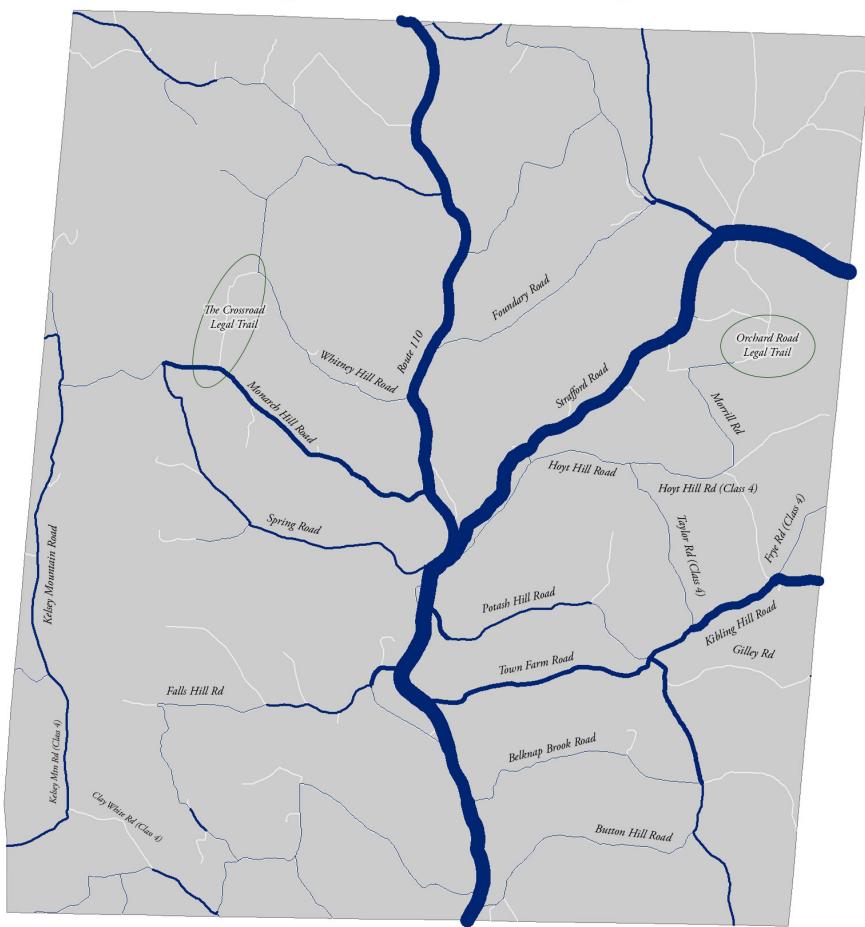
Note, also, the large increases in volumes on the Town's unmaintained roads and legal trails. For example, along with the Town's legal trails, Clay White Hill Road did not see any Strava bicyclists in 2016, however that volume increased markedly by 2020.

I'd be happy to answer any questions you might have about the maps.

Best,

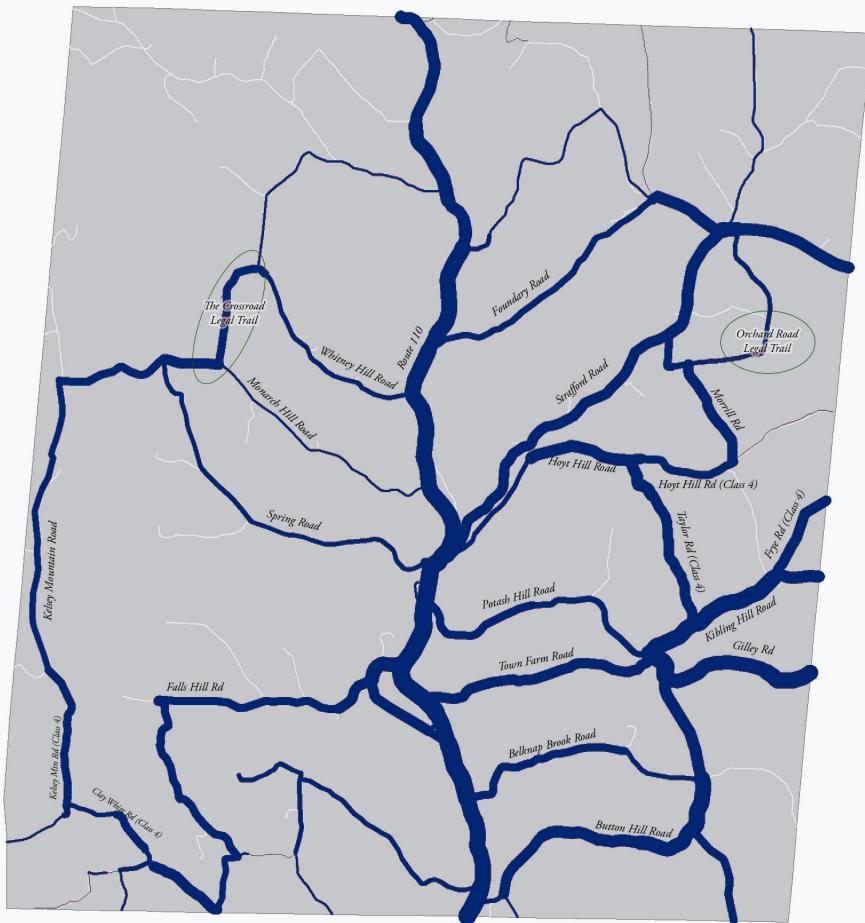
~ Kevin Rose

Strava Bicyclists - June thru August 2016



Blue lines indicate road segments traveled by Strava Cyclists
Width of line indicates relative volume

Strava Bicyclists - June thru August 2020



Blue lines indicate road segments traveled by Strava Cyclists
Width of line indicates relative volume

Legal Trails

We encourage everyone to read the statement that Kevin Rose has submitted to the PC. His final thoughts on a policy recommendation on interim use restrictions of wheeled vehicles on legal trails should be considered. We feel this whole process should be slowed down to take a look at the entire impact for our Town, the landowners and all residents on legal trails, class 3 and class 4 roads.

The issue at hand appears to us as one of connecting corridors through legal trails not only for the local rider but to have the opportunity to be used for sanctioned and organized rides. It is not about a child riding to his friend's, or local riders taking the time to look at wildflowers, but rather the serious competitive nature of organized rides attracting explosive numbers of participants, and with what follows as a result of promoting this "gravel Mecca".

We do not feel that several promoters of opening our legal trails to bicycles have been wholly transparent. Is it just to allow the locals to utilize the legal trails or to open it as connectors for bicycle tourism and organized rides? We heard both statements from the same contributor at the last PC ZOOM meeting. These statements are mutually exclusive.

One can read about the problems that Kingdom Trails has encountered resulting in the closing of trails on private land within the network. This was due to mountain bike encounters with local citizens, and stress on the community because of the large numbers of riders at all times. Kingdom Trail closures have resulted in a decreased influx of cyclists, but the schism created in the community endures. Hopefully, we will not become the new Kingdom Trails.

We are cyclists. We understand the benefits and love to ride. We ride Rt 110, Rt 14, Justin Morrill Highway. The argument that it is not safe to ride your bike for 0.5 miles on pavement to get to another road is rather weak. With any activity you put on your safety gear and accept the risk. Even if a trail is a public right of way, doesn't make it appropriate for all forms of passage. Baptiste Hill, Orchard Road (Moody Road), Cross Roads, Falls Hill, are fragile areas. A past statement was made that any trail can be repaired after misuse, but will sensitive vegetation and other forms of biodiversity return? As equestrians we have always respected the landowners and the land itself and do not ride when a trail is not appropriate. Perhaps cooperating and working with private landowners to establish other corridors could be successful. There are land parcels that go from Monarch Hill to Whitney Hill. There are alternatives to the Dodge Farm.

Another comment about other trail user groups being held hostage by landowners is ludicrous and insulting. We are members of the Walking Group, and are equestrians as well and we have never felt pressured by anyone. These are our own experiences and opinions.

It was clear from the first PC meeting that landowners did not want wheeled vehicles on their land. As a former member of the Conservation Commission (Susan Salster) our prior discussions with the 3 landowners expressed their concerns with wheeled vehicles and horses.

A final thought. We should not demonize a landowner who has conserved their land for public use. We should applaud this and send a clear message that Tunbridge respects all landowners who have graciously allowed travel on their properties with few restrictions. If not, we risk more posted lands throughout Tunbridge for all activities.

Thank you for all of your work on this matter.
Susan Salster
Maureen McCullough

To: Laura Ginsburg, Chair
Tunbridge Planning Commission
From: Members of The Tunbridge Walking Group
Re: Legal Trails Discussion
Date: March 22, 2021

As avid users of Tunbridge roads and trails for the purpose of walking on a regular basis year round, please accept this letter as a reflection of our opinion in regards to legal trail use. The Walking Group members below believe the wishes of the landowners need to be respected in regards to legal trail use. In addition, the Walking group would express concern over any use that would jeopardize the safety of walkers and respectful use of the land throughout the seasons.

The Tunbridge Walking group was established in 2011. The goal of the group's members is to gather for an organized walk in Tunbridge for the purpose of regular exercise in an outdoor fresh air environment. The group is well established after ten years. The walks are posted weekly on an email list available to anyone interested in joining the walks. The walking group is recognized in the Tunbridge Quarterly as an established Tunbridge group. There is a publication, Tunbridge Walks which also publicly shares designated walks the group enjoys in the town of Tunbridge.

Given the main objective of the group is to walk all seasons and all weather, the walks vary weekly. Walks are typically a three mile route on dirt roads and trails. Property boundaries and legal access is strictly adhered to when designating the walk route. The members of the walking group are consistently mindful of their surroundings throughout seasons. Walks are planned with the environmental and ecological impact on the land given the conditions due to weather, seasonal growth or other factors. The walkers have been known to walk with bags in the spring and summer, gathering discarded cans and other trash while on a walk. The walkers have an appreciation for local history, details about the land, the forestation, wildlife and so much more. The average age of the walkers is over 65, some walkers utilize walking poles. The walkers may be extended into smaller groups of two or three as the walkers range in ability and endurance. The walkers are known to shout out "car" or "truck" if a vehicle is approaching to warn the walkers in the rear of the group, allowing ample time to be safe. The walkers are intent on the purpose of moving for health and well being.

The Tunbridge Walking group is grateful to the landowners who have granted access for the purpose of walking and remain respectful of those boundaries. The walkers leave the land as they find it, consciously aware of their impact and thankful for opportunity to enjoy the beauty and history Tunbridge has to offer.

Respectfully yours,

Theresa FitzGerald
Neil FitzGerald
Maureen McCullough
Sue Salster
Jory Innes
Eve Ermer

Ellen Hosford
Betty Brown
Lydia Flanagan
Mary M.
Sue Cain
Bettina Borders

Victor Mailey
Maxine Young
Linda Howe
Margaret Rogers
Bob Rogers