Coastlines

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Coping with Travel Barriers

by Linda L. Parks, Potsdam

Travel Barriers for the Disabled

Getting into an airplane or a car, dining in your favorite restaurant, going to the theater, or attending special events are simple activities unless you're disabled. Judy Weise, Associate Professor of English, and Richard Hutcheson, Professor of General Education and Philosophy, School of Liberal Studies, School-within-a-School, who are both affiliated with Postdam College, know many of the travel barriers first-hand.

Dr. Weise has been an amputee for over ten years. Although she walks with a prosthesis, she sometimes needs to use a wheelchair or walker.

Dr. Hutcheson lost his eyesight when he was approximately eight years old. However, he is quite mobile with the assistance of his guide dog "Clea."

To help meet the needs of the disabled a fact sheet was developed entitled "Tips on Serving Patrons with Special Needs," for tourist industry personnel, such as waitresses/waiters, front desk, information plaza personnel, receptionist, anyone who deals with people. To accomplish this goal Dr. Weise and Dr. Hutcheson were asked for their candid opinion about travel barriers they have experienced.

What type of problems have you encountered?

"The greatest problems I have encountered" says Dr. Weise, "are stairs too narrow for a walker and doorways too narrow for a wheelchair, especially in bathrooms. The doorways of motel bathrooms are always suspicious, that's where the designer saves." She goes on to say, "Travel agents and airline personnel assure the disabled traveler that they are equipped to handle wheelchairs, when frequently they're not . . . especially at the smaller airports without jetways."

Dr. Judy Weise and Dr. Richard Hutcheson discuss travel barriers for the disabled, as "Clea," Dr. Hutcheson's guide dog, waits patiently.

Photo Credit:
Dick Bitely, Potsdam College

Dr. Hutcheson points out that one of the worst things he has experienced while traveling is being in a hotel room without some kind of assistance, especially if your room is located a long distance from the elevator. Dr. Hutcheson suggests, "if a blind person is traveling alone it would be appreciated if the hotel bellhop would describe the layout of the room to the traveler in detail and inform the person where he/she can find the fire extinguisher or fire escapes in case of an emergency. Some large convention hotels have specially designed rooms for the disabled, but you must ask for them, and be sure to request a room adjacent to the elevator. I've noticed that a number of public buildings have installed braille on the buttons of the elevator, which is fine, you can push braille button two, but the blind person has no way of determining when he/she has arrived on the second floor."

Dr. Hutcheson suggests to waitress/waiters in a restaurant "that when placing a cup of hot coffee or soup on the table, they should not just tell the blind person *where* it is located but more importantly *when* they put it there! If the blind person is aware of the hot substances present it could avoid being knocked off the table, and eliminate embarrassment."

Some of the other problems encountered are the scarcity of information about the travel needs of the disabled individuals and the accessibility of most travel services. Also, personnel employed in the tourist industry need to develop their awareness and sensitivity skills.

What would you suggest disabled travelers do before they travel?

Both Dr. Weise and Dr. Hutcheson concur that planning ahead is very important. Using good judgement and making the right choices is vital.

continued on page 4

Shoreline Erosion

When poet E.E. Cummings wrote, "It's spring and the world is mud-luscious!" he wouldn't have been as enthusiastic had he been a shoreline property owner watching as the mud that used to be his backyard oozed into the drink! Shoreline erosion in New York ranges from slight to severe and can cost property owners a great deal of grief and money.

One of the most visible causes of shoreline erosion is the washing away of beaches and the undercutting of coastal bluffs by wave action. When the primary cause of erosion is wave action, a property owner may choose to control that erosion by building such heavy-duty structures as bulkheads or rock revetments. These devices in effect armor the shore against wave attack.

But waves are not the only cause of erosion; in fact, they may not even be the main culprit in many cases. Recent Sea Grant research has shown that, in certain instances, surface runoff and groundwater seepage may cause erosion equal to or even greater than that from waves. If you can see little rills or larger gullies on the face of your shoreline slope, then chances are that surface runoff is a problem.

How can a shoreline landowner determine what the causes of erosion at their property are? Sea Grant can help. Publications about the causes of erosion and explaining coastal processes are available from Sea Grant. Information is also available on how to design and build erosion control projects, how to use vegetation to stabilize a slightly eroding slope, how to install underground drains to relieve excess groundwater, and how to select the right marine contractor to do the work. Sea Grant can even arrange on-site visits to shoreline property at which time a coastal erosion control specialist can help develop some alternative ways of controlling the problem.

Contact: Chuck O'Neill, Brockport

Hold Soil With Plants

Here's a one-question quiz: what have coastal landowners now "discovered" to control erosion that farmers have been doing for years? The answer is: using certain types of plants to control erosion.

But wait! Before you rush out and start sticking plants into your coastal slope, you should be aware that all plants won't grow well under all conditions, nor will all plants be suitable for controlling erosion. The type of soil is very important in selecting the right plant: is it clay, silt, sand, or high in organic matter? Is the soil packed tight or is it loosely textured? How about the drainage? Is the soil always wet or does it dry out between rains? Is it acidic or alkaline? All of these factors should be considered before selecting the plant types. Sea Grant and your local Soil Conservation Service office have soils information which can give you a general idea of the soil characteristics for your area. For a detailed analysis, you might want to take a sample of your soil into your county Cooperative Extension office.

For coastal erosion control, you need some very hearty plants. Crownvetch and flatpea have excellent soil holding capabilities and are very resilient to severe winter weather conditons. Not quite as hearty, but very acceptable for slopes in areas without terribly severe winter conditions, is birdsfoot trefoil. Where taller vegetation can be visually tolerated, willow, bristly locust, black alder, sumac, and juniper are quite useful. In sandy areas, American beachgrass, dusty miller, beach plum, and purpleosier willow may all be suitable.

Vegetation is not a cure-all for bluff or beach erosion, but it can be a viable low-cost option if your problem is not too severe. A well-planned erosion control planting project, not just sticking a few shrubs in the ground, can be a start in the process of saving your coastal land from the ravages of Mother Nature. To find out more about using plants to control erosion, contact your local Sea Grant Extension office.

Contact: C. O'Neill, Brockport

Coastal Plantings: The Willow

Few woody plants compete with the willow genus, *Salix spp.*, for visibility in ornamental use along low lying coastal areas with moist soil. Though often plagued by insect and disease problems, short lived and exhibiting brittle wood, this genus has remained remarkably popular in public and private landscape plantings.

One of the best known willows is the Weeping Willow. Napoleon is said to have been particularly fond of one in exile on St. Helena. The "original" Weeping Willow species was *Salix babylonica*, inappropriately named as its origin was China, not the Near East. This species has been largely supplanted by *Salix alba var. tristis* which is widely considered the most beautiful weeping variety of willow. Another variety of Weeping Willow resistent to scab and canker is *Salix matsudana var. pendula.*

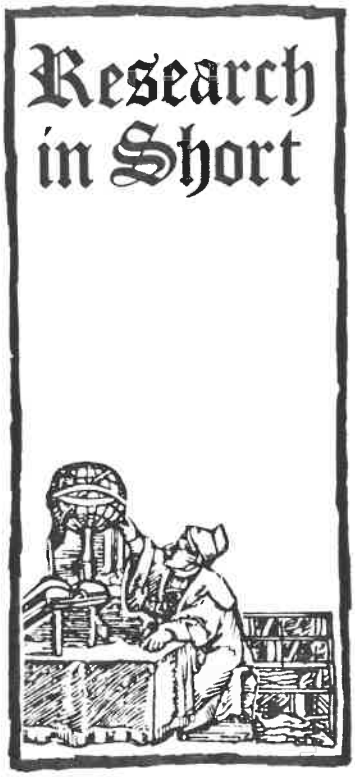
A shrub or small tree form of willow known universally as the Goat Willow, *Salix caprea*, is perhaps more readily recognized by the common name Pussy Wilow. This plant has distinctive, wooly catkins in early spring that are often cut for indoor display. As with all willows, the Goat Willow is dioecious. That is, male and female catkins appear on separate plants. The male *S. Caprae* has large, yellow catkins, the female has silvery catkins.

Two common natives often found growing together naturally are the White Willow, *Salix alba*, and the Crack Willow, *Salix fragilis*. The White Willow is often found on riverbanks. It is a large, conical tree with a silvery appearance derived from its slender, silky leaves. Crack Willow derives its common name from its twigs which are brittle at their joints.

Shrub forms of willow include the Purple Osier, *Salix purpurea*, whose purplish stems may be of aesthetic value in landscape design. *Salix repans var. argenta* is a European cultivar commonly found in moist sandy areas by the sea.

The value of the willow in coastal plantings derives from several assets that the genus in general exhibits. Willows have one of the longest seasons in leaf of any deciduous plants. They are one of the first plants to leaf out in New York State in spring and hold their leaves very late into the fall when they turn a clear, light

continued on page 4



Fluctuations in Size and Abundance Prompt Researchers to Study Bay Scallops

by Laura McKay, Albany

Unlike most of the other shellfish we eat, bay scallops have a very short life span and we eat only a certain part of the animal. Bay scallops live for only 12 to 20 months which means they grow quite rapidly and reproduce usually only once before they die. This can lead to wide fluctuations in the number of scallops available to harvestors each year and even if the numbers of scallops are high, the size of their adductor muscles (which open and close their shells) are another concern since this is the only part we eat.

These unique characteristics of the bay scallop have lead Drs. Monica Bricelj and Robert Malouf, Sea Grant researchers at the Marine Sciences Research Center at SUNY/Stony Brook, to ask rather unique questions about how we can most effectively culture bay scallops and manage their natural stocks.

There were two basic questions to be answered: 1) what are the differences among scallop populations from neighboring embayments with respect to egg production, timing of spawning, and shell and adductor muscle growth rates; and 2) during the winter, how do survival rate, gonad development, and utilization of energy reserves in first year class scallops compare to second year class scallops?

Last May, after securing a special permit, Dr. Bricelj began collecting about 60 scallops every 2-3 weeks from each of five sites on eastern Long Island. The collecting continued through October. Some of the animals were sacrificed so their tissues could be analyzed. Scallops which had completed their spawning and newly set scallops were collected in the fall and held in cages at two field sites during the winter in order to compare first and second year classes.

Scallops from two of the sites, Barcelona (3 meters deep) and Sag Harbor (1 meter deep), exhibited significant differences with respect to their timing and rate of spawning, mean shell height, and pattern o post-spawning adductor muscl growth. The deeper site was roughl 2-3° C colder and presumably exper ienced a more constant temperatur regime than the shallower site.

Sag Harbor scallops began to spaw in early June and completed most o their spawning within one week After spawning, the muscle weigh for a standard size animal increase sharply until July 25 and then gradu ally declined over the fall.

Life was quite different for th Barcelona scallops. They began t spawn about 2 weeks later than thei shallow counterparts and their spawn ing continued through August. Thu they had a more gradual decline i their gonadal tissue weight sugges tive of a more extended spawnin season. Barcelona scallops did no reach peak adductor muscle weigh until the end of October. In fact, th mean muscle weight for Barcelon scallops increased by at least 38% between September 27 and Octobe 23. Another observation of interes was that the percentage increase i muscle weight was inversely relate to shell size; i.e., the smaller the scal lop, the greater the muscle weigh increase.

So what does all this mean? Well, could indicate the answer to prevent ing poor scallop fishing seasons lik the one we had last fall when shuck ing houses refused to accept bush after bushel of undersized scallops. the opening of the season were post poned in certain areas from th second week of September to the en of October, hundreds of thousand of dollars could be saved.

I Want More!

To order, please send to the Sea Grant Extension Program, 12 Fernow Hall, Cornell University, Ithaca, NY 14853 alo with your check made payable to Cornell University.

_____ ***Coping With Travel Barriers.*** 1985. L. Parks. 4 pp. $.50.

_____ ***1984 Annual Report of Program Accomplishments.*** New York Sea Grant Program. 1985. 3 pp., illustrated. Free.

_____ ***Educational Materials Catalog*** - An Annotated Bibliography of Publications and Audi Visual Materials. 1985. New York Sea Grant Program. 24 pp. Free.

_____ ***1985 Lake Ontario Sportfishing Information Annual.*** 1985. M.P. Voiland. 48 pp., illustrate $1.00 (postage).

Condominium Marina

Robert I. Reis Professor of Law
Sea Grant Law Program, SUNY-Buffalo

Commercial marina development can be characterized by three notable elements: a) initial capital investment, b) long-term capitalization of investment and c) a high degree of risk associated with the visitudes of weather and management. The model marina and nearshore facilities development assumes a convention of owner/developer and a rental or leasing arrangement with the end user. Investments in Marina operations have been somewhat of a risk venture with little assurance regarding the rate or certainty of return on investment.

What if the initial capital investment could be turned over in 18 or 24 months? What if the rate of return on investment could be doubled or even tripled? What if the risks of long range returns could be minimized? The development of marina facilities and subsequent sale of slips as condominium units have altered these traditional factors.

The condominium marina development is constructed by a developer who submits the marina to the state condominium laws. After the docks, slips, breakwaters, and shoreside facilities have been constructed, the slips or docks are sold to private individuals. The shared facilities become the common areas of the Condominium. Title to these areas is in the condominium association. The developer may manage the marina.

In areas of Long Island Sound, particularly eastern Connecticut, condominium interests in slips (dockominiums) are being marketed with accessory parking space, clubhouse, and common facilities for amounts between $25,000 and $45,000 per unit. The costs of constructing a commercial marina or a condominium marina are comparable. The gross return on investment, however can be 2.5 million to 4.5 million dollars with the use of the condominium form. The net return, the time it takes to realize that return, and the shortened marketing period create an attractive investment. This changing investment pattern will impact development in nearshore waters on Long Island Sound, the Great Lakes, and larger inland lakes in New York.

There are a number of unresolved legal issues involving dockominium developments, the setting of lateral boundaries within which development may take place, and articulation of rules for the resolution of conflicts between and among littoral and riparian proprietors. The Supreme Court of Connecticut has recently taken jurisdiction over an appeal concerning the proper methods of determining lateral boundaries for condominium development of dock facilities. Other conflicts are brewing concerning the relationship of such developments and the rights of proprietors to the use of nearshore waters occupied by such facilities. New York has not experienced a rash of marina development proposals, but the attractiveness of the investment and the pent-up demand in the recreational market for the security of "ownership" and the benefits of existing tax treatment of ownership status will certainly be a matter for everyone to watch.

Coastal Plantings *(from page 2)*

yellow. They are prolific growers in difficult wet spots subject to periodic flooding. They are common on low lying riverbanks such as the Hudson River, on seepage areas of Long Island coastal bluffs and in low, wet areas of the south shore of Long Island and inland lakes. They are recommended for biotechnical slope protection in contour wattling. This technique utilizes bundles of easily propagated live stem cuttings buried in terraced slopes. The buried and staked stems hold the soil until the cuttings root and establish a dense thicket for erosion control purposes.

On the down side willows are subject to many insects including leaf, bark and wood feeders, and also to diseases such as rusts, leafspots and leaf blights, shoot blights, cankers and crown gall. For more information on insects and diseases of willows write for Cornell Tree Pest Leaflet A-10, "Insects and Diseases of Willows and Poplars" available from your county Cooperative Extension Office.

Other considerations in planting willow are its brittle wood which can damage houses when branches fall during storms, its vigorous root system which can penetrate and clog drain lines, and its short life. These factors must be carefully weighed before selecting the willow for landscape planting.

Contact: S. Lopez, New City

Travel Barriers
(from page 1)

Dr. Hutcheson states, "In my case for instance it may not always be in my best interest to take my guide dog "Clea" with me. It might be best to put her in a kennel while I am traveling and take along a companion. Most bus lines allow you to take a companion and you are only charged one fare."

Dr. Weise advises "that it is important to carry with you, in a pocket or purse, a couple of days supply of extra medicine in case you get separated from your baggage. Also, remember to bring phone numbers of friends near your destination, even if you don't intend to see them; you may end up needing their assistance."

When disabled travelers encounter problems, they should always write to the provider of the service (airline, bus, motel, etc.) so they are aware of the barriers, so improvements can be made, suggests Dr. Weise.

Have you seen progress in recent years?

"Yes," according to Dr. Weise, "it has come very slowly. Airport personnel seem a bit better prepared. Museums have always been a treat. Some are completely prepared, and are especially good because you can always get a handicapped parking place close to the entrance. There are, however, some recently built places which are surprisingly inaccessible. Almost all turnstiles, even in libraries, present problems. Picturesque cobblestone in old cities are a hazard for a wheelchair, as are revolving doors, and I haven't seen any improvement in either."

Real progress must begin with the architects at the blueprint stage when facilities are being constructed.

The airlines and others in the travel industry have made some progress in serving the disabled; however, many problems still exist.

The travel industry, as well as the disabled, stand to benefit greatly from increased travel opportunities for disabled individuals. When society makes the world more accessible and sensitive to the needs of the disabled, it will tap a huge resource of new customers! Everyone needs to look beyond the obvious clues (wheelchair, walker, canes) to be more sensitive to ALL those around us. See I WANT MORE for ordering information.

Liveaboards

The Profit Incentive for Builders and Marinas

by Stephen H. Lopez, New City

Liveaboards may provide profit incentives for marina owners, builders and dealers. For the marina owner, liveaboards may provide sorely needed revenue for otherwise unrentable dock space, or they may bring an opportunity to cash in on additional services. For the dealer, liveaboards may simply demand extras or add-ons to traditional hulls. Specialized builders will profit from custom designed vessels specifically tailored to full-time living on the water.

Marina Siting

The marina owner's interest may be aroused initially by the new found saleability of otherwise difficult to rent dock space. Slips that have very low water — unsuitable for deep V power or fixed keel sailboat hulls — may be perfectly suited to low draft floating homes or houseboats. Particularly for floating homes, it is not even important if the home floats at low tide. The floating home has a semi-permanent attachment to land and is generally not equipped with on-board power. For recreational craft, being high and dry on a sunny weekend afternoon can sour customer relations rather quickly.

The low water slip, though, is not the only potentially suitable slip with otherwise low or non-existent marketability. Inside corner slips that restrict movement of recreational craft are also prime locations for floating homes. Many houseboats that have been converted to floating homes may be suitable to these locations as well.

How much additional revenue do these otherwise undesirable slips command? According to one builder in the New York metropolitan area, as much as $5,000 per annum per slip. That's not a bad return for an otherwise dead or low rental space.

Marina Services

Liveaboards will utilize a wide range of services. At the very least, water and electric power to slips is essential. Individual meters will be helpful in assessing consumption for separate billing.

Other services to be provided may include those at no charge, such as mailboxes or showers (though coin operated showers may be installed). They may include such self-service items as coin operated laundromats, soda and candy machines or telephone service. An on-site shop or shops may provide many additional goods such as equipment and boating supplies, food and drink, clothing and hardware. Revenues from these services will, of course, depend on volume of business and would need to be estimated by each proprietor.

The liveaboard may bring less tangible benefits, and hassles, to the marina owner. He or she will offer round-the-clock security simply by being on the premises at hours when other boats are home on terra firma. On the other hand, poorly maintained facilities or inadequate services may become a source of constant complaint, and friction may develop between the liveaboard and the marina owner. These pros and cons need to be assessed in light of individual tolerances.

For the builder, the liveboard market may mean simply more add-ons to traditional hulls such as heads, sinks, ranges and refrigerators. These appurtenances are typically found only on the larger craft designed for extended cruising, but many liveaboards (especially weekend and seasonals) utilize much smaller craft. Some of these features might be offered as an add-on package for boats as small as the 25-35 foot range with promotional material specifically targeting the sporadic liveaboard market.

Since so many houseboats are being converted to seasonal or year-round liveaboard use, it may be profitable for builders to offer a company product line of add-ons or modifiers tailored to model configuration that would bring more comfort to extended liveaboard use. Such items as insulating panels, heating and air conditioning systems, insulated portals and many other features could form whole new product lines.

Home Construction and Sales

The construction of floating homes offers tremendous profit potentials. With median home prices in some urban areas exceeding $100,000 and shore homes commonly commanding prices much in excess of this, the floating home can be a real bargain for a person interested in waterfront living.

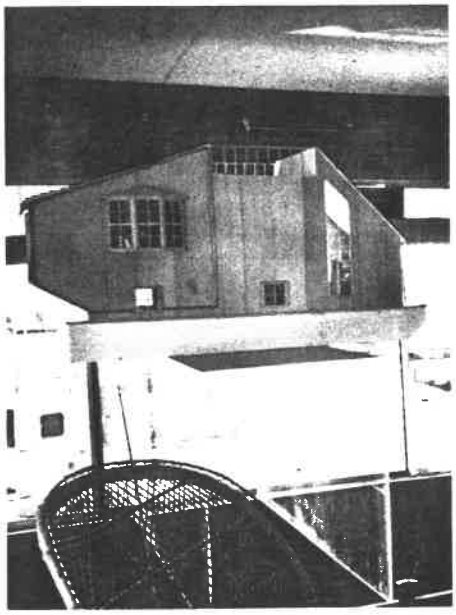
In some ways, floating home construction parallels the mobile home industry. However, floating homes tend to remain much more mobile than mobile homes as they are not made semi-permanent with foundations. They are truly mobile in that simply untying a few lines and giving a tow can move them most anywhere. It is a real credit to the floating home industry that the poor aesthetic image of mobile homes generally has not plagued them.

The profit incentives for builders interested in the liveaboard market are quite obvious. Add-ons to traditional hulls mean higher unit costs and so higher profits as a percentage of those unit costs. The floating home, on the other hand, represents a whole new product for many builders. Since these craft are in the higher price ranges and may require much customizing, profit potentials are also high.

For brokers, of course, many of the same profit incentives hold true. Higher cost craft mean higher commissions, and new product lines open up whole new revenue sources.

Evaluation

In the final analysis, a potential profit exists for marina owners, boat builders and brokers for a quality product. The future of liveaboard units, however, is likely to be increasingly regulated by local governments and caution must be exercised in commiting capital.



Model of floating home built by Gene Maiorano, Salty Dog Boating Center, in Verplanck, NY.

Lake Ontario Fishing Annual Now Available

New York Sea Grant's 1985 Lake Ontario Sportfishing Information Annual is 48 pages packed with reading, tables, maps, illustrations and photographs, all related to the lake's fishing resources and opportunities. Articles on fishing techniques, lake weather and safety, stocking programs, popular fish species, environmental contaminants and fishing boats can be found throughout. The Annual is available free at many lakeshore tackle shops and marine dealers or you may order from Sea Grant for $1.00 (to cover postage). See "I Want More" to order.

Coastal Processes of the Lower Hudson River

A broad overview of sediment characteristics, marine construction practices and natural systems of the Hudson River is available in a Sea Grant publication entitled *Coastal Processes of the Lower Hudson River*. This information will be valuable to officials of coastal communities planners, businesses, homeowners and others contemplating development of the Hudson River shoreline. The publication is a proceedings of a conference of the same title held in March, 1984, and is available for $.50 by writing:

NYS Sea Grant Extension Program
Lower Hudson River Office
62 Old Middletown Road
New City, NY 10956

Atlantic Fisheries Technological Conference

The 30th Atlantic Fisheries Technological Conference will be held at the Copley Plaza Hotel, Boston, MA on August 25-29, 1985. This year's conference will be held in conjunction with a one-day "International Symposium on Fisheries Technology" in honor of the 25th anniversary of the National Marine Fisheries Service - Northeast Fisheries Center's Gloucester Laboratory. The Symposium's keynote speaker will be Dr. Jack Connell, Director of the world renowned Torry Research Station. The Symposium and Conference will be an excellent chance to examine the state-of-the-art in the field of fisheries technology. For more information contact Ron Lundstrom, conference chairman, National Marine Fisheries Service, Emerson Ave., Gloucester, MA (617-281-3600).

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