

Appendix D

Pennsylvania's Major Greenways

Since 2001, DCNR has designated and maintained a list statewide major greenways, defined as land or water-based greenways/trails that are at least 50 miles long, go through more than one county, and are identified in an official planning document. The purpose of the designation is to support the vision—birthed in 2001 with the release of *Pennsylvania Greenways: An Action Plan for Creating Connections*—of a statewide network of greenways, with major greenways serving as spines for regional and local greenways.

The list of major greenways today includes 49 corridors. A significant portion are water trails designated by the Pennsylvania Water Trail Partnership. The list also includes multiple national and state hiking trails and a handful of landscape-focused greenways. A large share of the attention, development activity, and funding are focused on the remaining major greenways, most of which are shared-use and in various stages of development. These trails still require time and resources in order to realize their full development. Continue reading for a description and a status update for each of these major greenways.

Since 2014, the popularity of a regional (multi-county) approach to trail planning, prioritization, and development has increased significantly and has proven to be a successful approach. At this time, major greenways are still an important part of trail and greenway planning from a statewide perspective, and most regional efforts have identified major greenways as part of their highest-priority trails. As trail stakeholders continue to work toward completion of the major greenways, the approach to planning an interconnected network of trails and greenways will need to be reevaluated.

Appalachian Trail

Description

The Appalachian National Scenic Trail—commonly referred to as the A.T. -- is a public footpath that traverses more than 2,100 miles of the Appalachian Mountains and valleys between Katahdin, Maine (northern terminus), and Springer Mountain, Georgia (southern terminus). The Trail winds through scenic, wooded, pastoral, wild, and culturally resonant lands along this ancient mountain range. More than 99% of the Trail's corridor is protected by publicly owned lands. The 229 miles of the A.T. in Pennsylvania is famed for its rocky terrain, especially on the long, flat ridges north of the Susquehanna River. The southern part of the state offers some of the gentlest, smoothest terrain of the entire A.T., including the Cumberland Valley. Other highlights are the A.T. Museum in Pine Grove State Park (home to the "half gallon challenge" near the Trail's mid-point) and the charming town of Boiling Springs, which houses ATC's mid-Atlantic office. Flat, rocky ridges broken by steep descents to rivers and gaps characterize the A.T. north of the Susquehanna.

Challenges and Opportunities

The majority of the A.T.'s current challenges are related to significant increases in year-round use, even prior to the COVID-19 pandemic. The volume of hikers and competing uses (such as through-hikers vs large organized day-use groups) are placing stress on the resource. To address these issues, better education and outreach for users, more volunteers and volunteer opportunities, better enforcement of rules, and additional overnight shelters are needed. Opportunities include engagement from the

outdoor industry and the renegotiation of the Agreement for the Appalachian National Scenic Trail in the Commonwealth of Pennsylvania.

Long-Term Goals (next 5 years)

The Appalachian Trail Conservancy, Strategic Plan, 2021-2024 identifies the following goals: (1) Natural Beauty and Climate Resiliency, (2) Protect the A.T. Experience, (3) Strengthen Shared Stewardship, (4) Enhance Communication Strategies, (5) Bolster ATC's Infrastructure and Funding, (6) Engage New People and New Partners.

Delaware & Lehigh Trail

Description

Located across five counties in eastern Pennsylvania along the Delaware and Lehigh canals and Lehigh Valley Railroad, the Delaware & Lehigh (D&L) Trail is the centerpiece of the federal D&L National Heritage Corridor and state D&L Heritage Area. Currently, the D&L Trail spans 140 miles from Bristol (near Philadelphia) to Mountain Top in the Poconos. When complete, it will stretch over 165 miles, making it Pennsylvania's longest shared-use trail and commemorating a nationally significant transportation route of rivers, canals, railroads, and communities. The D&L Heritage Corridor manages the trail.

Challenges and Opportunities

The 140 miles of existing trail are broken into sections by gaps or obstructions. The D&L Corridor is working to connect these segments, but the projects that remain are both logistically complex and expensive to construct. Major projects include the Lehigh Valley gap (14 miles, 10 projects), the Luzerne County gap (19 miles, 10 projects), and Bridge Street in Morrisville, which has been listed as one of the state's top trail gaps.

The D&L Corridor recognizes many opportunities, such as fostering greater trail network connectivity in the greater Wilkes-Barre area similar to other networks like the Circuit Trails. In addition to building more miles of trail, the D&L Corridor sees the opportunity to connect the trail to densely populated areas so it can serve as a hub for non-motorized transportation.

Long-Term Goals

Through robust partnerships, the D&L Corridor hopes to connect a route through the Lehigh Valley Gap by 2024 and have additional sections prepping for construction via permits. Also, 50% of the Luzerne Gap could be constructed (roughly 10 of 19 miles) with the trail fully connected in four of the D&L Corridor's five counties.

East Coast Greenway

Description

The East Coast Greenway (ECG) is a 3,000-mile traffic-separated route for biking and walking that is in development, connecting communities from Calais, Maine to Key West, Florida. In Pennsylvania, the ECG is 43% complete, with 26.5 miles of existing trail and 32.6 miles of planned trail across Bucks, Philadelphia, and Delaware counties. The East Coast Greenway Alliance (ECGA) projects that the ECG has become the most visited park in America in 2020 with at least 50 million bike rides, runs, and walks.

Challenges and Opportunities

Key challenges include building long-term relationships with community leaders to create the political will to prioritize completing the gaps, acquiring the right-of-way for the trail along corridors (particularly in suburban areas where biking is viewed as recreation instead of transportation), and ensuring that the

trails are inclusive and equitable. Increasing access for underserved communities, particularly communities of color, is a major focus.

There are many opportunities, such as working collaboratively with local, regional, and state partners to bring together individuals and organizations across a wide variety of interests and industries; using the 2019 study *Investing in Our Future* to raise awareness of the economic, health, and environmental benefits of completing the ECG; and reimagining the public right-of-way to create greenways, in particular by reallocating roadway right-of-way away from vehicular traffic and parking to create traffic-separated biking and walking spaces.

Long-Term Goals

ECGA seeks to have at least 75% (19 additional miles) of the ECG in Pennsylvania completed by 2025, and reach 100% completion soon after 2025. This goal requires leveraging funding sources for partners, cultivating relationships with communities, and hosting events that raise awareness about how the ECG can improve quality of life in the region.

Erie to Pittsburgh Greenway

Description

The Erie to Pittsburgh Trail (EPT) is a system of shared-use trails and local connectors linking Erie to Pittsburgh in western Pennsylvania. The EPT is a network of smaller trails that will eventually be connected into a 270-mile trail carrying travelers through small towns, rural landscapes, historic sites, and cultural areas, tied to regional trails and beyond. The trail is primarily built on old railroad corridors; the surface is a mix of paved and crushed limestone. Currently, 126.47 miles of trail are completed, 44.4 miles are on road, 13 miles are open unimproved, and many sections are under some phase of planning or development. The Erie to Pittsburgh Trail Alliance (EPTA) is a nonprofit oversees the EPT in coordination with local trail groups.

Challenges and Opportunities

EPTA is concerned about a lack of funding opportunities, especially a lack of sources to fund big projects or more than one project at a time and is worried about the availability of grant funding after the COVID-19 pandemic. EPTA also notes that local trail organizations often lack the capacity to administer grants and manage projects, as well as knowledge about how to take trail projects from idea to reality. Another issue is productive communication and partnerships with railroads.

Increased awareness of the EPT and growing support for the trail in local communities is a major opportunity to raise money, attract volunteers, and make progress on the trail. EPTA also has noticed an expanded range of trail users during the COVID-19 pandemic and views this as an opportunity to engage more people in trail stewardship.

Long-Term Goals

EPTA and its partners plan to complete numerous objectives by 2024. These include: establishing a starting point for the trail on the Erie bayfront, completing a bike route through Corry, opening the Brady Tunnel to the public, negotiating various easements and right-of-way acquisitions, establishing a share-the-road connection between Parker Landing and the Armstrong Trail, closing the one-mile trail gap in Oil Creek State Park, rehabilitating the Kiski Bridge, and securing funding for a connection along Harrison Township's Riverfront Park. By 2024, an additional 30 miles of trail will be completed or under construction.

Great Allegheny Passage

Description

Starting in Cumberland, Maryland and ending in Pittsburgh, Pennsylvania, the Great Allegheny Passage (GAP) is a scenic, safe, and satisfying 150-mile non-motorized path through the Allegheny Mountains. Hikers and bicyclists soar over valleys, snake around mountains, and pass through charming towns, soaking in nature and history along the way. Completed in 2013, the Great Allegheny Passage was the first trail inducted into RTC's Rail-Trail Hall of Fame. It's a bucket-list destination for people from all 50 states and over 40 countries annually. In 2019, the Allegheny Trail Alliance (ATA) estimated that cyclists and walkers made nearly a million trips along the GAP.

Challenges and Opportunities

ATA's primary challenge is keeping the trail and its features in good condition. Mudslides, flooding, broken drainage culverts, fallen trees, erosion, protruding roots, washouts, sinkholes, and invasive weeds all threaten to close the GAP on a regular basis, and the trail requires resurfacing every three to five years. Maintaining 100-year-old former railroad bridges and tunnels, as well as updating the extensive informational signage along the trail, are also expensive and labor-intensive jobs. Volunteers are crucial for this work; however, many of ATA's volunteers are over 70 years old. ATA is working to recruit, train, and retain a fresh crop of volunteers to help with maintenance work over the coming years.

Long-Term Goals

ATA's long-term goals include developing a corridor-long maintenance plan that includes funding sources and volunteers, establishing an endowment fund to provide a steady stream of income for trail maintenance, increasing visitation by 50%, and completing an updated economic impact analysis of the GAP. ATA also wants to ensure that the many businesses and towns along the GAP are in a position to thrive for years to come.

Horse-Shoe Trail

Description

The Horse-Shoe Trail (HST) is a 140-mile trail used by hikers, cyclists, equestrians, and skiers. It originates in Valley Forge National Park and terminates at the Appalachian Trail just north of Harrisburg. Consisting of off- and on-road sections, the HST connects public recreation areas such as French Creek State Park, Middle Creek Wildlife Management Area, and Governor Dick Park. The Horse-Shoe Trail Club maintains the trail.

Challenges and Opportunities

Lack of funding and volunteers is a significant challenge. A perception by equestrians that parks are less "horse friendly" than in previous decades. Tense relationship with PennDOT; some equestrians believe that PennDOT does not place enough emphasis on safety for non-motorized users, and report that the process of getting PennDOT to install road-crossing signs is difficult. Lack of awareness among private landowners of the RULWA rule that was improved in 2018 to better protect those who allow recreation on their properties.

Long-Term Goals

Safety improvements are needed where the Trail crosses roads, including crossing signals, bridges or trail re-routes. Meeting with the various trail clubs and local officials involved in the Horse-Shoe Trail to

build a sense of common purpose and discuss plans. Coordination with municipalities and land trusts to protect open space needed for the Horse-Shoe Trail.

Lackawanna Greenway

Description

The Lackawanna Greenway is composed of the Lackawanna River Heritage Trail (LRT) and the Delaware and Hudson (D&H) Rail-Trail. The connected trails total 70 miles, spanning three counties and two heritage areas in northeastern Pennsylvania. The Lackawanna Greenway passes through two heritage areas: the urban Lackawanna Heritage Valley and the rural Endless Mountains Heritage Region. The Rail-Trail Council of Northeastern Pennsylvania manages the D&H Rail-Trail. The Lackawanna Heritage Valley manages the LRT.

Challenges and Opportunities

On both trails, illegal ATV use is a major challenge, damaging the trail surface, swales, and adjoining land; policing is very difficult. The Rail-Trail Council has struggled to find a municipal sponsor to apply for potential grant funding—many rural townships do not want the added responsibility or paperwork. The Lackawanna Heritage Valley has faced the challenge of land acquisition in expensive urban areas. There have also been some issues with criminal and mischievous activity along the trail, creating a public perception that the trail is unsafe.

Long-Term Goals

Of the LRT's planned 40 miles, 30 miles will be complete by the end of 2021, with the largest remaining gap of 6.5 miles currently under study for an alternative realignment. The Lackawanna Heritage Valley hopes to have at least 37 of the 40 miles completed by the end of 2024, with a plan to finish the remaining three miles in place. The D&H Rail-Trail currently includes 19 miles of existing improved trail, plus a section that has been graded and is open for mountain biking. In the fall of 2020, the Rail-Trail Council plans to seek bids to improve the 7.5 northernmost miles from Stevens Point to the New York border. Other trail sections are being engineered and designed for possible improvements projects as funds become available. The Rail-Trail Council hopes to have all the remaining trail miles designed and engineered by 2024, with 29 of the 36 total miles completed. Plans also include two additional trailheads, a two-mile spur trail to take trail users to Susquehanna Borough, and eventually a connection to the New York D&H Trail.

Laurel Highlands National Scenic Trail

Description

The 70-mile hiking trail stretches along Laurel Mountain from the picturesque Youghiogheny River at Ohiopyle State Park to the Conemaugh Gorge near Johnstown and is the main feature of Laurel Ridge State Park. Seasoned backpackers challenge themselves on the steep, rugged areas of the trails. Casual hikers enjoy areas that are reasonably level and pleasant for walking. . The trail traverses state parks, state forests, state game lands, other public lands, and private lands. The Laurel Highlands Hiking Trail is a major segment of the [Potomac Heritage National Scenic Trail](#) which is a Congressionally-designated scenic and historic trail made up of a network of locally-managed trails and routes between the mouth of the Potomac River and the Allegheny Highlands.

Challenges and Opportunities

Like many trail managers, DCNR and local groups face the challenge of an aging volunteer population. There are also issues associated with overcrowding: impact to natural resources, vandalism and littering, user safety, and conflict between user groups. Invasive plants and insects, as well as the impacts of climate change, present ongoing challenges, as do lack of connections between parcels of public land. DCNR has identified numerous opportunities, including partnerships with volunteer organizations to improve access and trail routes, boosting local economies, and chances to engage youth and communities.

Long-Term Goals

DCNR plans to continue maintaining this valued trail as premier destinations, improve connections and access points, enhance trail mapping, assess trails for sustainability, and quantify use levels. DCNR also seeks to prioritize forest health within greenways and engage broader segments of the population in trail use and volunteering.

Mason–Dixon Trail

Description

The Mason–Dixon Trail System (M–DTS) is a 200-mile hiking trail with side trails that crosses through southeastern Pennsylvania, Maryland, and Delaware. It travels through a patchwork of protected land, including state parks, state forests, game lands, municipal parks, and land trust properties, and connects DCNR’s Susquehanna River and South Mountain conservation landscapes. The section between Wrightsville and the Norman Wood Bridge has been designated a National Recreation Trail.

Challenges and Opportunities

The M-DTS was built and is maintained by an all-volunteer nonprofit. When the trail was originally built in 1980, parts were routed on county roads that have since become very busy. Moving these sections off the roads is a significant challenge—and an opportunity to improve the experience for hikers (and attract new ones). Specific on-road sections to re-route include between Whiskey Springs and Game Land 242 (including the dangerous crossing of Route 15), between Gifford Pinchot State Park and the Susquehanna River, and sections in Chester County north of White Clay Creek Preserve.

Long-Term Goals

The M-DTS nonprofit is working with local conservancies to re-route the Chester County sections off roads, and also seeks to re-route the other on-road sections over time. Additionally, the organization recognizes the need for a parking lot for hikers, anglers, and paddlers at the Paper Mill Road Bridge across Muddy Creek in York County.

Long-Distance State Forest Hiking Trails

The DCNR Bureau of Forestry manages over 5,000 miles of non-motorized trails. These are important assets that allow the public to enjoy a variety of activities in state forests. Within this system of trails there are 18 designated state forest hiking trails, two national recreation trails, and one national scenic trail. Of these, nine constitute a Pennsylvania major greenway corridor, and all are over 50 miles long and pass through multiple counties and state forest districts. These trails are often remote and rugged, and they are managed by DCNR with low-density, dispersed recreation in mind. Below is a list of notable state forest trails:

- Baker Trail (141 miles, partly passing through Clear Creek State Forest)
- Chuck Keiper Trail (53 miles, entirely within Sprout State Forest)

- Donut Hole Trail (90 miles, passing through Sproul State Forest as well as Bucktail, Kettle Creek, and Hyner Run state parks)
- Laurel Highlands Hiking Trail (A national recreation trail totaling 70 miles, 15 of which pass through Forbes State Forest with additional mileage in Ohiopyle and Laurel Ridge state parks)
- Loyalsock Trail (59 miles, almost entirely within Loyalsock State Forest and Worlds End State Park)
- Mid State Trail (Over 319 miles, passing through five state forests and eight state parks)
- Quehanna Trail (75 miles, in Moshannon and Elk state forests as well as Parker Dam State Park)
- Standing Stone Trail (76 miles, of trail partly within Buchanan State Forest)
- Tuscarora Trail (110 miles, partly within Buchanan and Tuscarora state forests)

Challenges and Opportunities

Like many trail managers, DCNR and local groups face the challenge of an aging volunteer population. There are also issues associated with overcrowding: impact to natural resources, vandalism and littering, user safety, and conflict between user groups. Invasive plants and insects, as well as the impacts of climate change, present ongoing challenges, as do lack of connections between parcels of public land. DCNR has identified numerous opportunities, including partnerships with volunteer organizations to improve access and trail routes, boosting local economies, and chances to engage youth and communities.

Long-Term Goals

DCNR plans to continue maintaining these valued trails as premier destinations, improve connections and access points, enhance trail mapping, assess trails for sustainability, and quantify use levels. DCNR also seeks to prioritize forest health within greenways and engage broader segments of the population in trail use and volunteering.

Montour Trail

Description

The Montour Trail is a shared-use recreation and non-motorized transportation trail located in southwestern Pennsylvania, sweeping in a large “C” shape around the western and southern suburbs of Pittsburgh. The main line of the trail is 47.5 miles, with 45 miles complete. There are also four completed branch trails, totaling 14 miles. The Montour Trail is the longest suburban trail in the U.S. and has an estimated 500,000 visitors a year. It connects to neighboring states via the Great Allegheny Passage, the Panhandle Trail, and the planned Ohio River Trail, and is a key part of the growing Industrial Heartlands Trail network. The Montour Trail Council (MTC) manages the trail.

Challenges and Opportunities

The biggest challenge facing the all-volunteer MTC is major trail gaps. One is the crossing of busy Route 51 near the community of Large and the other is a short but onerous on-road section in South Park Township that requires collaboration with the municipality. Other challenges include finding volunteers, addressing a plethora of maintenance issues, raising money, mentoring future leaders, and ensuring MTC is sustainable for the future.

The greatest opportunities may arise from the number of new Montour Trail users as a result of the COVID-19 pandemic—all potential volunteers, donors, committee chairs, and board members. The pandemic has shown MTC the need to prepare for a new world which places a much higher value on

healthy outdoor recreation and non-motorized transportation. Opportunities abound in the network of relationships with municipalities, public agencies, and private entities, and MTC aims to nurture and grow these relationships going forward.

Long-Term Goals

MTC's strategic planning has identified multiple goals and action steps for the next five years. A primary goal is completing the trail sections currently in construction (two sections totaling 1.2 miles) and design (four projects totaling 2.7 miles). MTC also wants to advance the Route 51 bridge project, assess the feasibility of hiring a paid staff person, implement digital systems to aid volunteer and land management, and keep the trail in pristine shape with careful investments in equipment, facilities, and projects.

North Country Trail

Description

North Country National Scenic Trail (NCT) is the longest in the National Trails System, stretching 4,600 miles across eight states from the plains of North Dakota to the mountains of Vermont—including 285 miles in Pennsylvania. The NCT is administered by the National Park Service and managed in partnership with the North Country Trail Association (NCTA) and local land managers. NCTA has four chapters that maintain the trail in Pennsylvania.

Challenges and Opportunities

In Pennsylvania, many miles of the NCT remain on roads or are otherwise not permanently protected. A 2019 project identified 26 priority gaps, covering 38 miles of on-road trail and 20 non-permanent land-use agreements.

Long-Term Goals

Closing these gaps and permanently protecting the NCT is a priority for NCTA in Pennsylvania. In 2020, NCTA is hiring staff in a Pennsylvania regional office to sustain existing efforts on the ground and expand NCTA's work in the state.

Pennsylvania Highlands Trail

Description

The Pennsylvania Highlands Trail (PHT) is trail network and greenway covering over 300 miles across 13 counties, from Bucks County in the east to Franklin County in the southcentral part of the state. The PHT co-aligns with 22 existing trails across the federally designated four-state Highlands Region of Connecticut, New York, New Jersey, and Pennsylvania. Along the way, the PHT connects national historic parks and heritage areas, state parks, county parks, scenic vistas, and vibrant communities. The route also includes a National Recreation Trail and a National Scenic Trail. It is managed by the Appalachian Mountain Club (AMC).

Challenges and Opportunities

AMC and partners are working to address 25 remaining miles of on-road sections and trail gaps. Notable projects include the 3.3-mile Upper Bucks Rail Trail in Richland and Springfield townships (anticipated to open in the fall of 2020), the *Unami Creek Trail Feasibility Study*, and the development of three miles of trail in the Unami Hills of Montgomery County to connect the trail network in upper Bucks County and the Perkiomen Trail. AMC also faces the challenges of securing PennDOT approval for trail crossings of roads along the route and developing new trail sections in municipalities that lack grant- and project-management expertise.

There are several opportunities, such as recognition of the Pennsylvania Highlands Trail within the Circuit Trail system, a new trunk trail connection to the Link trail system in the Lehigh Valley, and new multi-modal trail connections into and through community hubs such as Quakertown and Green Lane. AMC also recognizes the potential for interpretive signage to increase environmental education and awareness when people access nearby outdoor places.

Long-Term Goals

AMC will continue to work with municipalities and partner organizations to develop and sign the Highlands Trail across eastern and southcentral Pennsylvania. Over the next five years, major projects include completing a greenway corridor study in Nockamixon and Bridgeton townships (2022), conducting planning and engineering to extend the Upper Bucks Trail into downtown Quakertown (2023), and completing the trail within the Musser Scout Reservation in Marlborough Township (2024). By 2024, AMC also plans to begin to establish the trail from Green Lane to the Bucks County border and fully develop the trail within the Tollgate Landing open space—closing the most significant gap in Bucks County.

Pine Creek Trail

Description

The Pine Creek Rail Trail is a world-renowned 62-mile trail from Wellsboro Junction to Jersey Shore that runs through the stunning Pennsylvania Grand Canyon, spanning two counties and providing opportunities for hiking, biking, and skiing in one of the most scenic and historically significant areas of the state. The trail features multiple access points, comfort stations, water pumps, camping areas, and canoe launches, drawing visitors from across Pennsylvania and beyond. It is maintained by DCNR's Bureau of Forestry.

Challenges

The biggest challenge DCNR faces is routine maintenance and upkeep with limited staff and resources as the trail becomes more popular. Overcrowding has increasingly become an issue, especially during the COVID-19 pandemic. Also, there are invasive plant species in the Pine Creek Valley such as Japanese knotweed and mile-a-minute weed that are difficult to contain.

Opportunities include partnering with local organizations and visitors' bureaus to conserve land, improve recreation opportunities, and boost local economies. Increased public outreach has the potential to engage more youth and local communities to protect and promote the trail for years to come.

Long-Term Goals

DCNR's primary long-term goal is to continue to maintain this valued public resource and keep it a premier destination. DCNR is also focused on controlling invasive plant species through mechanical removal and herbicide while encouraging the growth of native species through plantings (including riparian buffers) and prescribed fire. Tioga County and its partners are currently working on connecting the trail from its current northern terminus at Wellsboro Junction into Wellsboro Borough.

Redbank Valley Trail

Description

The Redbank Valley Trail (RVT) is a 51-mile railbanked trail corridor in northwest Pennsylvania composed of a 42-mile main trail and nine-mile spur. Initial surfacing of the entire corridor was completed in 2019. The trail has a crushed limestone surface and travels through beautiful remote areas with historic bridges, the Climax and Long Point tunnels, and a handful of small towns. It was named DCNR's first Trail

of the Year in 2014 for its scenic beauty, dedicated volunteers, and connections to other trails. The Redbank Valley Trails Association (RVTA) manages the trail.

Challenges and Opportunities

RVTA has identified trail maintenance—especially drainage and removal of downed trees—as its top challenge. Other challenges include administrative work and fundraising.

RVTA sees an opportunity to engage younger people and more volunteers to help with maintenance and repairs, as well as ways to encourage funders and business sponsors to help with equipment and maintenance costs. RVTA is confident it can effectively promote the trail's assets—scenic beauty, remoteness, and potential for economic growth in trail towns—to gain support.

Long-Term Goals

RVTA is currently working on many improvements to keep trail users happy, including resurfacing, additional signage, and repair of flood-damaged bridges. In the coming years, RVTA would like to begin the connection to Brockway, possibly including plans for renovation of the Brookville Tunnel and control of the half mile beyond the tunnel currently reserved for use by the railroad. Along the main trail, RVTA would like to add more parking, restrooms, shelters, camping areas, and paddler-access points to Red Bank Creek. Another goal is to connect the end of the Sligo Spur to the remaining one mile into Sligo; connections like this will help boost the economies of the small towns along the trail.

Schuylkill River Trail

Description

In southeastern Pennsylvania, 75 miles of the planned 120-mile Schuylkill River Trail (SRT) are open to the public for hiking, jogging, walking, and cycling. Built and managed by the Schuylkill River Greenways National Heritage Area (SRG) and a host of partners, the SRT is a rail-trail that follows the Schuylkill River through rural, agricultural, suburban, urban, and industrial landscapes. The longest completed section is 37 miles between Philadelphia and Parker Ford in Chester County.

Challenges and Opportunities

Funding is a major challenge—many of the railroad bridges and other structures that support the SRT are over 100 years old and require millions of dollars for repairs. However, there is no dedicated statewide funding mechanism to maintain this transportation infrastructure. Acquiring the property needed fill trail gaps is also difficult, requiring complex re-routing and negotiations with property owners. Finally, some of the local municipalities whose residents benefit from the SRT do not contribute financially to the trail's development and maintenance and see the trail as a burden to their community and police budgets.

As the backbone of an extensive regional trail network in the Delaware Valley, the SRT is a connection destination for smaller trails and encourages extending branch trails to reach many of the watershed's communities and recreation resources, such as French Creek State Park. Because of its location and increasing participation in outdoor recreation, the SRT has attracted more users in recent years (especially during the COVID-19 pandemic). As trail popularity grows, SRG and its partners hope that more resources will become available, and that the existing strong partnerships will help leverage these resources.

Long-Term Goals

Over the next four years, SRG and its partners will complete three new SRT miles between Frackville and St. Clair in Schuylkill County, add two miles of on-road trail in Pottsville's central business district, begin acquisitions between Pottsville and Schuylkill Haven, and complete two trail bridges. In Berks County, SRG will open a new bridge over Route 724, conduct a feasibility study update between Reading and

Hamburg, and continue to aggressively remove the dead and dying trees on the trail. SRG's volunteer programs, which generate over 5,000 hours per year for the trail, will continue to expand and improve.

Sheepskin Trail

Description

The Sheepskin Trail is a rail-trail project in the heart of central Fayette County, with 7.5 miles complete and 3.5 more slated for construction in 2021. Eventually, the trail will stretch 34 miles, connecting to the Great Allegheny Passage to the north and West Virginia rail-trails to the south. It has been identified by the Industrial Heartland Trail Coalition as a key gap in the Parkersburg to Pittsburgh trail system, which will ultimately connect 1,400 miles of trail in four states. As a recreational greenway, the Sheepskin will link the Youghiogheny, Monongahela, and Cheat River watersheds. It is managed by Fayette County and the National Road Heritage Corridor (NRHC).

Challenges and Opportunities

Obtaining funding to build new sections of trail is the primary challenge for NRHC. Stabilizing the Morgan Tunnel—a project that will cost over \$2.5 million—is another challenge.

NRHC sees potential abandonment of rail line property as an opportunity to acquire corridors for new sections of trail.

Long-Term Goals

NRHC would like to continue right-of-way planning and acquisition to build new sections of the trail north of Uniontown. NRHC also plans to build an additional 3–5 miles of trail on newly acquired right-of-way contiguous to the completed trail in Dunbar Borough.

Triple Divide Trail

Description

The Triple Divide Trail System promotes conservation, recreation, natural flood control, education, and economic development by means of greenways/conservation corridors with multi-use trails for hiking, bicycling, and other low-impact travel), blueways, minimally-invasive riverside nature parks, and riparian buffers. This system will extend 230 miles from Lake Ontario in Rochester, NY, to the Susquehanna River in Williamsport, PA, via the Genesee River, Pine Creek, and the triple continental divide. Many parts of this system are complete (e.g., Letchworth State Park, Pine Creek Trail in Pine Creek Gorge) or at an advanced stage of development (e.g., Genesee Valley Greenway, extensions of Pine Creek Trail).

Connecting the entire series into a complete “Triple Divide Greenway” and adding more nature parks, blueway infrastructure, and riparian buffers is a long-term project.

Challenges and Opportunities

Closing the following gaps in Pennsylvania: (1) Galeton by the VFW to Lyman Run Road at West Branch Road (4.7 miles); (2) Marsh Creek Greenway extension to Wellsboro (3.2 miles, expected by 2023); (3) Seminary Street, Jersey Shore, to Hiawatha Boulevard, Williamsport (13.0 miles).

Long-Term Goals

By 2024, off-road sections may include parts of the Genesee Valley Greenway from Portageville to Belfast, NY. On the PA side, attractions near the triple divide point will be enhanced by plans for Denton Hill State Park.

Warrior Trail

Description

The Warrior Trail stretches 67 miles (including 45 in Pennsylvania) from the Monongahela River at Greensboro to the Ohio River near Moundsville, West Virginia, following a corridor used for thousands of years by Native Americans. Located entirely on private property, the trail charts an east–west course a few miles north of the Pennsylvania–West Virginia border along the ridges that form a divide between watersheds. The Warrior Trail offers historical significance, pastoral farm scenery, and stunning rural vistas, and is more reminiscent of a European countryside path than a primitive wilderness trail. The Warrior Trail Association was formed in 1966 to protect and manage the trail.

Challenges and Opportunities and Long-Term Goal

Continue to maintain the trail with volunteers and cooperate with private landowners to keep the trail open for public use.

York Heritage Trail

Description

Established in 1992, the York County Heritage Rail Trail consists of 20 miles in Maryland and 27 miles in Pennsylvania. The Pennsylvania section begins at the Mason–Dixon Line and ends at John Rudy County Park in York. Cyclists, walkers, and equestrians on the trail enjoy scenic farmland, forests, small towns, and several historic landmarks—such as the Howard Tunnel, the world’s second-oldest continuously operating railroad tunnel. The trail was designed and built by the York County Rail Trail Authority and is now managed by the York County Department of Parks and Recreation.

Challenges and Opportunities

Challenges include addressing the demands of different user groups (cyclists, walkers, and equestrians) while considering whether or not to expand the variety of user groups, as well as continuing the high quality of trail maintenance with limited staff and funding.

Long-Term Goals

The City of York, with assistance from Downtown, Inc. plans to finish the last half mile of trail in York from North George Street to the Colonial Courthouse. This is only section of the trail that is still routed on a road.

Schuylkill to Susquehanna Greenway

Description

The Schuylkill to Susquehanna (S2S) Greenway consist of 35 miles of existing trail and an additional 51 miles in progress or planned. When completed, it will connect major watersheds, greenways, water trails, and metropolitan areas in Pennsylvania. Building on the Chester Valley Trail in Montgomery and Chester counties and the Enola Low-Grade Trail in Chester and Lancaster counties, the S2S Greenway will be a recreation and active transportation corridor between the Schuylkill River Trail at Norristown and the Susquehanna River Greenway in Columbia Borough.

Challenges and Opportunities

There a few projects that represent challenges and opportunities for the continued development of the S2S Greenway. These include rehabilitating and transferring ownership of the Noble Road Bridge to Chester County and building a section of the Western Chester Valley Trail to link Coatesville and Parkesburg.

Long-Term Goals

By 2024, the S2S Greenway will be complete from the Schuylkill River Trail in Norristown to Downingtown in Chester County. The Lancaster County section of the Enola Low-Grade Trail, including renovation of the Safe Harbor Trestle Bridge, will be complete to the Noble Road Bridge at the Chester County line. Renovation of the Mastic Forge Trestle will be underway, as will trail development from Downingtown to the Noble Road Bridge in Atglen (in partnership with the Southeastern Pennsylvania Transportation Authority).