

Chapter 3:

How Do We Get There?



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HOW DO WE GET THERE?

Defining a vision for the North Central Pennsylvania Greenways is of little importance if that vision cannot be achieved. Therefore in this chapter we will provide recommendations for implementing a variety of strategies to achieve the vision. Strategies are presented in this chapter as follows:



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REGIONAL ISSUES

MANAGEMENT STRUCTURE

In order to successfully implement the recommendations of this greenways plan, there must be adequate capacity in place to lead the advancement and implementation of greenway efforts in the North Central Pennsylvania Region. Towards that end, this process included an analysis of existing professional staff and the potential need for additional professional staff. Each of the six counties in the North Central region, except for Cameron, has a county planner. That said, the county planners do not have support staff to assist with the day to day activities of the respective county planning departments.

Therefore, we recommend a greenway coordinator position be created to facilitate and coordinate the implementation of recommendations described in this plan. To determine how this need may be met, a number of successful management structure models to facilitate the implementation and development of greenways, were discussed including:

- County Parks and / or Greenways and Trails Department
- County Parks and / or Greenways and Trails Advisory Board
- Greenways and Trails Authority
- Greenways and Trails Organization
- Regional Multi-County Greenway Planner

The study committee discussed these options and concluded either the North Central Planning and Development Commission and / or Headwaters Resource Conservation and Development Council may consider creating this position. As a result of Study Committee discussions the preferred organization to house the greenway planner is the Headwaters Resource Conservation and Development (RC&D) Council with the second choice being the Headwaters Charitable Trust. The Committee believes these organizations have the best ability to manage and supervise this position and have the project implementation skills as their organization's primary focuses are so closely aligned with many of the recommendations of the plan.

Headwaters Resource Conservation and Development (RC&D) Council

DCNR has indicated the Headwaters RC&D is eligible as a 501(c)3 non-profit organization to receive Growing Greener Funds for projects eligible under that program. They are, however, not eligible for Keystone Funding for the Circuit Rider Program as these funds are only available to counties, multi-municipal organizations, or Councils of Governments.

To qualify as a multi-municipal organization, the organization must be created under the terms and conditions of the Pennsylvania enabling legislation for intergovernmental cooperation (PA Act 177 of 1996). The Articles of Incorporation of the Headwaters RC&D specifically state as follows:

“The Corporation is organized exclusively for charitable purposes as such purposes 'are defined by Section 501(c)(3) of the Internal Revenue Code (or the corresponding section of any future Internal Revenue law of the United States). No part of the net earnings of the Corporation shall inure to the benefit of any individual and no member, director, officer, or employee of the Corporation shall receive any pecuniary benefits of any kind except reasonable compensation for services in effecting the corporate purposes. No substantial

part of the activities of the Corporation shall consist of carrying on propaganda or otherwise attempting to influence legislation, nor shall the Corporation participate or intervene in (including the publishing or distributing statements of) any political campaign on behalf of any candidate for public office. In the event of the dissolution of said Corporation, all of the assets will be distributed to another 501(c)(3) organization having similar purposes to that of this Corporation.”

Further, their bylaws state, “The organization is an independent, non-profit, non-partisan group...”

Even though membership on the executive council includes representatives of Cameron, Centre, Clearfield, Clinton, Elk, Jefferson, McKean, and Potter counties selected by each County Board of Commissioners; each Conservation District Board of Directors; and each County Planning Board or Commission; it does not meet the requirements for being a multi-municipal organization because it is established as an independent 501(c)3 organization.

Headwaters Charitable Trust

The Headwaters Charitable Trust was created in 1998 when a Declaration of Trust was made with seven persons identified as Trustees. It holds 501(C)3 non-profit tax status under the Internal Revenue Code. The Trust was incorporated in 1994 as a Domestic Nonprofit Corporation in the Commonwealth of Pennsylvania.

Its trustees are privately appointed. The trustees are not appointed by any municipal government of the Commonwealth of Pennsylvania, and it is not governed by municipalities. This Trust does not meet any of the criteria for being a municipal or multi-municipal agency. It is therefore not eligible to Keystone Funding for DCNR’ Circuit Rider Program.

The steering committee’s next choice for housing a greenway coordinator position is the North Central Pennsylvania Regional Planning and Development Commission. The Commission qualifies as a multi-municipal organization and qualifies to receive the needed funding. We recommend pursuing Circuit Rider funding through the Commission.

North Central Pennsylvania Regional Planning and Development Commission

The North Central Pennsylvania Regional Planning and Development Commission’s predecessor, North Central Pennsylvania Economic Development District was created in 1966 as an intergovernmental organization for the purpose of economic development within the counties of Cameron, Clearfield, Elk, Jefferson, McKean, and Potter. According to the Articles of incorporation: “The members of the corporation shall be four in number from each of the counties of Cameron, Clearfield, Elk, Jefferson, McKean, and Potter in the Commonwealth of Pennsylvania plus such other counties in said Commonwealth as may from time to time be admitted...”

In 1974, Articles of Amendment were filed with the Commonwealth to change the name of the District to become the North Central Pennsylvania Regional Planning and Development Commission. The organization continues to operate under the original charter.

The most recent version of the Commission’s Bylaws continues the multi-municipal nature of the organization by requiring all appointees to the Board to be made by each respective County. The following excerpt

from the Bylaws:

Section 303. Full Board of Directors.

The authority for administering the affairs of this organization shall be vested in a Full Board of Directors established as follows:

Each member county shall be entitled to six (6) representatives, as follows:

1. Two county commissioners,
2. One local elected official (borough, township, or school board),
3. One industry representative (Chief Executive Officer (CEO), President (Chief decision maker),
4. One county planning director,
5. One member from education/workforce development,
6. One member from each municipality having the status of City,

In addition, a secretary/treasurer will be appointed to serve for both the Full Board of Directors and the Executive Committee. Appointments will be made from candidates submitted by member counties.

Section 304. Appointment.

Appointments to the Full Board will be done annually by each member county at the January Full Board Meeting. Member counties will provide selected candidates to the Board by the end of December each calendar year. Appointments will be ratified by the Full Board at the January Full Board Meeting. If a county fails to provide any candidates, then the vacancies will be filled by the Full Board at the January Full Board Meeting.

As a multi-municipal organization, the Commission is eligible for DCNR's Keystone Grant Program, which includes the Circuit Rider Program. The Commission is also an eligible applicant for most other DCNR grant funds.

Other opportunities exist to house this position including:

- Adopting an intergovernmental agreement between participating Counties
- One county sponsoring the position and delegating the authority, to manage and oversee the position, to another agency, such as the Headwaters Resource Conservation and Development Council, through a memorandum of understanding.

DCNR offers a Circuit Rider Grant Program that can provide initial funding for County or regional organizations to hire a professional, full-time staff person. Eligible project costs include only the circuit rider's salary and DCNR-approved technical assistance and training expenses as follows:

- First Year: up to one hundred percent of gross salary
- Second Year: up to seventy-five percent of gross salary
- Third Year: up to fifty percent of gross salary
- Fourth Year: up to twenty-five percent of gross salary
- Training Expenses: up to \$2,000 available for Bureau-approved training expenses over the four years of funding

The parties desiring to participate in this position must provide local funds to cover the circuit rider's employee benefits for all four years; the balance of the salary in years two, three, and four; and normal support services, such as office space and furnishings, training and travel expenses, clerical support, equipment, etc. Startup costs will need to be allocated in the first two years of operation to acquire office furniture and equipment.

The structure and responsibility of this position should be the result of additional dialogue between the potential partners, which should include: Cameron, Clearfield, Elk, Jefferson, McKean, and Potter Counties; Headwaters Resource Conservation and Development Council, Headwaters Charitable Trust, North Central Regional Planning and Development Commission; Pennsylvania Department of Conservation and Natural Resources; the Pennsylvania Department of Community and Economic Development; and other potential participating public, private, and non-profit organization in the North Central Region.

If necessary, the Pennsylvania Department of Conservation and Natural Resources may be approached to assist in conducting a Peer to Peer study to evaluate and further provide recommendations for this management structure.

The structures being recommended herein provide two critical components a governmental agency and 501.c.3 non profit agency. This structure will be able to capitalize on the strengths of both types of organizations.

The public component may:

- Educate the public and municipal officials on the benefits of greenways
- Advocate municipalities to improve their land use tools to promote sound land development
- Provide technical assistance to municipalities and other greenway-related agencies
- Ensure consistent conservation and / or development throughout the proposed corridor
- Insure for the general liability of the corridors
- Provide routine maintenance
- Provide law enforcement, when required
- Provide access to government funding

The non-profit component may:

- Provide access to foundation and corporate giving
- Organize and conduct fund-raising events
- Organize volunteers
- Assist with property acquisition
- Leverage volunteers for periodic work days in the corridors
- Organize volunteers to be the eyes and ears of the corridors
- Promote, market, and advocate for the corridors
- Build support for the expansion of the greenway corridors

The final decision on the roles and responsibilities will be an outcome of the development of the management structure and negotiations between the entities that may establish the position.

This public-private partnership model was selected because both the public and the private sector have unique characteristics that provide them with advantages in specific aspects of project service and delivery.

A successful partnership arrangement draws on the strengths of both the public and private sector to establish complementary relationships.

The following describes the public and private components that are envisioned for this partnership:

Public Component

Public component should be an eligible Pennsylvania Department of Conservation and Natural Resources Circuit Rider applicant. Each of the six counties, and the North Central Regional Planning and Development Commission are eligible to serve as the public component.

The Pennsylvania Department of Conservation and Natural Resources and the Pennsylvania Department of Community and Economic Development have funded circuit rider positions for greenway planners in several other counties throughout the Commonwealth. Currently, Beaver and Lawrence Counties, two western Pennsylvania counties, are sharing a greenway planner through an intergovernmental agreement. This was one of the first examples of a multi-county position in the Commonwealth.

Given Centre and Clinton Counties are currently in the process of completing Greenway Plans for their respective counties, and the fact they are adjacent counties, and participate in many of the same regional planning efforts as do the North Central Region counties, we recommend consideration be given to including these counties in discussions related to the proposed greenway planner position.

Private Component

The private component must be a 501(c)(3) non-profit organization to maximize funding opportunities and coordinate volunteer services. Additional responsibilities of this organization may include:

- Coordinating and promoting greenways
- Providing physical labor for organized trail work days
- Providing “eyes and ears” on the trails and in the greenways
- Fundraising
- Producing maps, brochures, newsletters, and other information to educate users and improve the greenways experience
- Advocating and building support for expansion of greenways

The North Central Pennsylvania Regional Planning and Development Commission, the Headwaters Resource Conservation and Development Council, and the Headwaters Charitable Trust are established 501.(c.)3 non-profit organizations which meet this requirement.

Within the context of the participating counties and the region, there are many organizations at the local, municipal, trail corridor, and county levels. Care must be taken to not duplicate the efforts of those organizations, but rather, the proposed management structure must enhance and provide assistance to these existing organizations. Therefore, it is suggested that either a county-wide position or a multi-county management structure will be the be most appropriate.

While considering this analysis and the various options, the consultant recognized the need for an organization that not only provides the management capacity for a specific entity or resources, but for all greenway initiatives throughout the region. Therefore this organization should be flexible enough to address all of the

greenway efforts throughout the region.

Job descriptions for existing PA DCNR funded coordinator positions were discussed and provided to the study committee. These job descriptions are included in the Appendix. Further, the budget for the Beaver / Lawrence Counties Shared Greenway and Environmental Planner were provided to and discussed with the committee.

Sample Greenway Coordinator Budget and Funding Scenario

It is projected this position will cost the participating entities, on average, \$65,000 per year to establish and maintain. This figure assumes office space and equipment can be provided at no cost for the position by an existing agency.

This funding scenario assumes participation of each if the six counties along with Centre and Clinton Counties. Should one or more counties choose not to participate the funding scenario must be revised to reflect the change.

Year	Salary Counties	Salary DCNR	Salary DCED	Benefits Counties	Travel / Training Counties	Total Annual Cost	Total Cost minus Grants	Six Counties Responsibility (each) ¹	Eight Counties Responsibility (each) ²
1	\$-	\$40,000	\$-	\$16,000	\$9,000	\$65,000	\$25,000	\$4,167	\$3,125
2	\$11,000	\$30,000	\$-	\$16,400	\$3,000	\$60,400	\$30,400	\$5,067	\$3,800
3	\$22,025	\$20,000	\$-	\$16,810	\$3,000	\$61,835	\$41,835	\$6,973	\$5,229
4	\$33,075	\$10,000	\$-	\$17,230	\$3,000	\$63,305	\$53,305	\$8,884	\$6,663
5	\$44,151	\$-	\$-	\$17,660	\$3,000	\$64,811	\$64,811	\$10,802	\$8,101
6	\$45,254	\$-	\$-	\$18,101	\$3,000	\$66,355	\$66,355	\$11,059	\$8,294
7	\$46,385	\$-	\$-	\$18,554	\$3,000	\$67,939	\$67,939	\$11,323	\$8,492
8	\$47,544	\$-	\$-	\$19,016	\$3,000	\$69,560	\$69,560	\$11,593	\$8,695
Totals Over 8 Yrs.	\$249,434	\$100,000	\$-	\$139,771	\$30,000	\$269,771	\$319,205	\$53,201	\$39,901

Management Structure Recommendation

Members of the steering committee feel strongly that the greenway planner position would be a tremendous asset to the Counties and their respective organizations who will continue to implement greenway projects. That said, they are also concerned with the current financial climate, and its impact to their counties.

Therefore, we recommend the committee invite established regional greenway planners to meet with them and their county board of commissioners. The purpose of this meeting would be to interview the greenway planner to evaluate the value of the position, to learn of their accomplishments, their successes, and their failures. With this information the committee and their respective counties can make an informed decision as to whether they wish to pursue such a position for the North Central region.

We believe this position is critical to the continued implementation of greenway projects in the North Central region and highly recommend the position be considered. Once established, if the demand for the position's services is greater than can be provided, they counties may wish to consider an additional position.

The DCNR Circuit Rider program operates on an as requested basis, therefore, an application for a Circuit Rider position can be made to DCNR at any time.

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DISCUSSION ON LAND USE

Implementing sound land use practices addresses both our community and economic development needs, and allows the Commonwealth to improve, not diminish, the quality of life for the residents of our cities, boroughs, townships, and small villages.

Sound land use is not synonymous with no growth. To be a proponent of sound land use practices does not make you an opponent of growth. Rather, sound land use practices promote growth in a smart and efficient way.

The Consequences of Not Planning

Without responsible land use planning, land is permanently committed to new uses – which may not enhance our environment or our economies.

Why Plan?

- Where do we want to develop?
- What do we want to develop?
- How do we develop?

Existing Land Use Tools Inventory

The Pennsylvania Municipalities Planning Code (MPC) requires each county to prepare a comprehensive plan. This plan must be updated no less than every ten years.

A comprehensive plan establishes community development objectives for a municipality. A plan is an expression of how a community sees itself in the future and sets forth a desired pattern of development. An improved quality of life for the entire community is the reward for fulfilling planning responsibilities delegated to local government officials. An adopted comprehensive plan is not the legal equivalent of a land use ordinance. It is an overall plan embracing general goals and objectives which a governing body uses in making day-to-day decisions.

The six counties of the North Central region have each adopted County Comprehensive Plans. Each of these plans are current.

The MPC defines a “land use ordinance” as “any ordinance or map adopted pursuant to the authority granted in Article IV, V, VI and VII.” Therefore, the following are land use ordinances:

1. Official Map
2. Subdivision and Land Development
3. Zoning
4. Planned Residential Development Provisions and Traditional Neighborhood Development Provisions

Each of the counties, with the exception of Elk County, also have adopted Subdivision and Land Development Ordinances (SALDO).

Subdivision and land development regulations offer municipalities a degree of protection against unwise, poorly planned growth. The community ensures proper placement of public improvements such as new roads, water and sewer lines and drainage systems. Regulations also provide that improvements are installed and paid for by the developer and not the taxpayers. By requiring review and inspection reports from the municipal engineer, local officials guarantee that public improvements are properly designed and constructed.

Under its authority to regulate “land development,” a municipality that has not enacted zoning can regulate any improvement of land involving two or more residential buildings or any nonresidential building even if they are located on an existing lot. Different types of development require different standards (i.e. mobile home parks, office complexes, shopping centers, multifamily residential). Therefore, standards should be established for each type of development. To be valid, standards must be reasonable, objective and whenever possible, quantifiable.

By adopting standards for land development, communities can avert complaints about storm water runoff, hazardous traffic patterns, limited parking and dangerous egress and ingress locations. It is less expensive and much easier to identify potential problems prior to construction rather than taking expensive corrective actions after construction is completed. Failure to control development today creates problems that must be coped with for decades. Municipalities can require the developer to do it right and pay for public facilities located on the site if specific provisions and requirements are spelled out in the local ordinance.

Poorly planned and constructed developments are painful to live with and expensive to correct. Lack of municipal inspections can result in substandard public improvements that could prove to be a subsequent financial hardship to the municipality.

Zoning is a tool a community may utilize to regulate the use of land and the location and intensity of development. It is initiated by the adoption of a zoning ordinance designed to protect the public health, safety and welfare as well as to guide growth. A zoning ordinance consists of two parts - the text and a map of the various zoning districts. The text of the ordinance contains community development objectives and necessary technical provisions to regulate the use of land and structures. The text contains written provisions for bulk, height, area, setback, density and other standards. The zoning map delineates the boundaries of the specific districts or zones created by the ordinance.

In basic terms, a zoning ordinance divides all land within a municipality into zones or districts, and creates regulations that apply generally to the municipality as a whole as well as specific individual districts. In its preparation stage, the zoning ordinance should incorporate the existing and future needs documented in the comprehensive plan. Zoning should allow all feasible types of land uses and developments.

This does not mean that all development, regardless of potential negative impacts, must be given approvals and cannot be required to meet standards. However, zoning standards should be reasonable and not excessive. Unnecessarily stringent standards can contribute to unhealthy community trends.

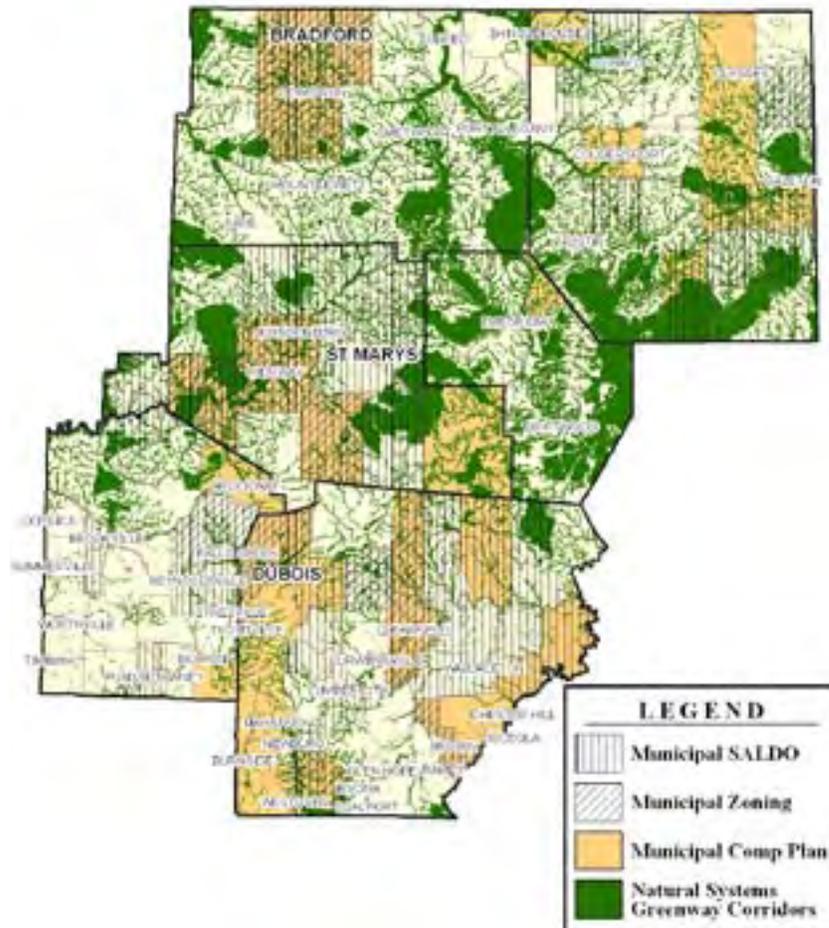
Only Cameron County has adopted county-wide zoning.

County	Comprehensive Plan	Subdivision and Land Development Ordinance	Zoning Ordinance
Cameron	✓	✓	✓
Clearfield	✓	✓	-
Elk	✓	-	-
Jefferson	✓	-	-
McKean	✓	✓	-
Potter	✓	✓	-

An inventory of land use tools at the municipal level indicates some municipalities have adopted comprehensive plans, few have adopted SALDO's, and even fewer have adopted zoning ordinances. This trend is to be expected in rural Pennsylvania as typically there is insufficient land development activity to warrant the development, adoption, administration, and enforcement of such land use tools.

MUNICIPAL ORDINANCE INVENTORY

Cameron, Clearfield, Elk, Jefferson, McKean, & Potter Counties



That said it appears that Marcellus shale extraction activities in the North Central region are causing elected officials and residents of the region to discuss both the positive and negative impacts of this activity, and to discuss how the negative impacts can be minimized.

The anticipated growth of employees, wages, and wealth from gas activity will lead to new housing and business development. There may be places, like vacant properties in towns, where development is more desirable, and places, like farms and rural areas, where development is less desirable. Zoning is not always popular in rural municipalities, but it can be prepared with common sense and effective regulations for promoting development that matches the community character and preserving historic buildings, agriculture, and open spaces valuable to the community.

The Pennsylvania Department of Community and Economic Development (DCED) can provide resources to the North Central region municipalities as they evaluate whether to enact various land use tools to respond to the needs of their local communities.

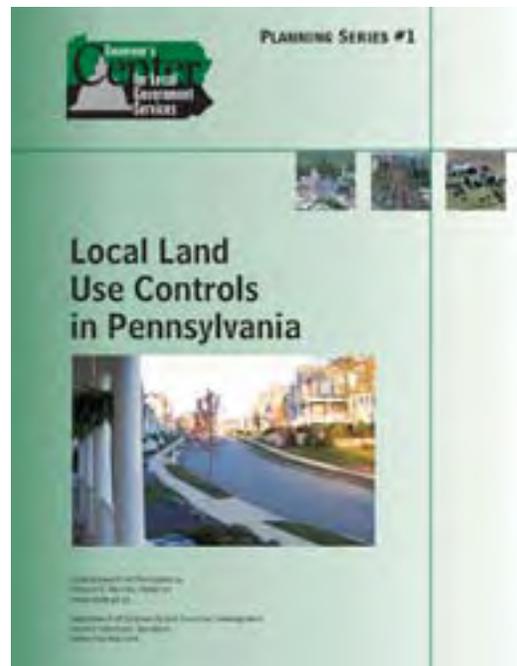
Further, proposed natural and recreation & transportation greenway corridors will pass through public land, such as state forest and parks, state game lands, municipal parks, and other public lands. In these areas, the corridors are generally conserved for the intended use. However, many natural and recreation & transportation greenway corridors will pass through privately-owned land. Some municipalities in the North Central have basic provisions to promote the conservation of the natural system resources. These provisions typically address those features, such as floodplains and wetlands, which are currently protected by a higher authority.

We recommend the county planning agencies work with local municipalities and their elected officials to educate them on the value of strengthening county and local ordinances, to be proactive in conserving natural systems greenways corridors, by encouraging the conservation of riparian buffers (streamside setbacks); steep slope margins; interior forest habitat; woodlands; seasonal high water table soils; heritage trees; and habitat of rare, threatened, or endangered species.

The strengthening of these ordinances is highly recommended to protect the health, safety, and welfare of North Central Pennsylvania residents; to reduce flooding and other stormwater management problems currently being experienced by the region's municipalities; and to reduce the costs of providing public services to maintain and operate the counties' and municipalities' built infrastructure.

As a county or municipality begins this process, we recommend the DCED Planning Series publications be reviewed as they are a good primer on the various land use tools at their disposal.

- Pennsylvania Municipalities Planning Code
- No. 1 - Local Land Use Controls in Pennsylvania
- No. 2 - The Planning Commission
- No. 3 - The Comprehensive Plan
- No. 4 - Zoning
- No. 5 - Technical Information on Floodplain



Management

- No. 6 - The Zoning Hearing Board
- No. 7 - Special Exceptions, Conditional Uses and Variances
- No. 8 - Subdivision and Land Development in Pennsylvania

These publications are available at: www.newpa.com/get-local-gov-support/publications/index.aspx
As municipalities begin to seriously consider these tools, their respective county planning department, and the Pennsylvania Department of Community and Economic Development can provide further detail and guidance in the process.

Equally important to establishing greenways in North Central Pennsylvania are easement agreements for conservation of land, public access along trail corridors, public access along streams for fishing, canoeing, and kayaking, etc.

As investments are made to secure and develop these corridors, it is important to ensure these improvements will be available for future generations to use. Therefore, well-crafted easement agreements should be executed with willing land owners and officially recorded with the respective county recorder of deeds to ensure these corridors will remain intact.

A well crafted easement agreement sets the expectations and defines the responsibilities of both the property owner and the agency or organization with whom they are entering into the easement agreement.

The Pennsylvania Association of Land Trusts has developed model easement agreements for the following uses:

- Model Trail Easement Agreement
- Model Fishing Access Agreement
- Model Riparian Forest Buffer Protection Agreement
- Water Quality Improvement Easement

The model easement agreements also have a companion commentary which explains in plain terms the legal clauses contained in the agreements. This commentary is very useful as it helps to explain the reason for each and every provision in the agreement, and it identifies why it is important to have such a provision in the agreement for the benefit of the property owner and / or easement recipient. These model easements can be obtained from: <http://conserveland.org/modeleasements>.

During the course of this study, we have learned that some trail corridors have been obtained through verbal agreements with land owners, through one page agreements with land owners, etc. We strongly recommend county planning staff work with local and regional trail organizations to educate them on the value of securing a properly crafted, executed, and recorded easement agreement.

STORMWATER MANAGEMENT AND WATER QUALITY

Stormwater is defined by the Pennsylvania Storm Water Management Act as *Drainage runoff from the surface of the land resulting from precipitation or snow or ice melt.*

Stormwater management involves more than just managing stormwater because it includes restoration, reclamation, protection, and maintenance of the quality and quantity of water resources within our Commonwealth. Stormwater management means keeping the amount of surface runoff in a proper balance with the amount of stormwater that becomes:

- ground water by infiltrating (or soaking) into the ground;
- evapotranspiration by evaporating directly into the atmosphere or by transpiring through plant processes and then evaporating; or
- stored water for various uses.

Stormwater management affects and involves all of the possible avenues precipitation might follow after it hits the ground. Water is a vital natural resource making stormwater management a vital function; therefore, stormwater management is the process of planning for and managing water resources.

Human activities that result in changes in land cover, or land use, often affect the quantity and quality of stormwater runoff from the land surface. These changes can produce potentially harmful impacts on water resources, such as:

- increases in damages from flooding;
- loss of dry weather stream flows;
- degradation of streams and stream channels from scour, erosion, or deposition; and
- loss of aquatic habitat, loss of aquatic species, and loss of community water supplies.

These effects can be minimized or avoided through the careful preparation and implementation of comprehensive stormwater management plans.

The Pennsylvania legislature enacted the Storm Water Management Act, No. 167, in 1978 (Act 167). Act 167 establishes a comprehensive systematic program for counties to develop comprehensive watershed-based stormwater management plans that provide control measures for development and activities that affect stormwater runoff, including quality, quantity, and groundwater recharge. These control measures are implemented through the adoption of ordinances and regulations by local municipalities.

Act 167 requires counties to prepare, periodically update, and adopt Plans for all 372 stormwater management watersheds that have been designated by the Environmental Quality Board. During the Plan development process, counties establish a plan advisory committee consisting of county planners, municipal representatives, conservation district personnel, and other interested groups and individuals. This committee provides the valuable expertise, perspective, and advice needed to address the local governments' and citizens' recommendations and concerns. The Department of Environmental Protection (DEP) helps provide technical, administrative and financial assistance to counties as they prepare Plans.

Proper stormwater management and water quality management are two important issues that impact many facets of daily life in North Central Pennsylvania region.

Source: PA DEP Fact Sheet: The PA Stormwater Mgmt Act 167 Planning Program

From an analysis of The National Climatic Data Center, the North Central Pennsylvania counties are ranked as follows when it comes to total number of flood events between 1950 and 2000.

Counties	No. Flood Events	Rank
Clearfield	44	31
Jefferson	33	45
McKean	30	48
Elk	21	57
Potter	14	65
Cameron	10	67

Source: http://pasc.met.psu.edu/PA_Climatologist/extreme/Floods/PEMA_flood.html

Over the years, flooding has been an issue along many of the creeks in the region. Therefore, it is recommended that local municipalities work with the Pennsylvania Department of Environmental Protection to identify potential projects that can reduce and / or eliminate flood impacts in these areas.

Further, it is recommended that the Pennsylvania Department of Environmental Protection work with local municipalities in the North Central region to educate them on the benefits of stormwater management practices, including the Pennsylvania Stormwater Best Management Practices Manual.

The philosophy of managing stormwater has changed over the years. Initially, stormwater management began with ensuring water was diverted around development. This had negative consequences, as we have learned, that increases in stormwater runoff volumes caused downstream flooding.

The remedy was to introduce requirements to maintain the rate of stormwater runoff from a site to pre-development conditions despite an increase in impervious area. The consequence of this was that stormwater was being held and released at the pre-development rate, reducing downstream flooding impacts.

However, this also created its own set of problems. First, we have learned that water quality was being negatively impacted, as sediment and chemicals were not being filtered from the stormwater. Therefore, our streams which received the stormwater were being polluted, and the water quality was being impaired. Second, we realized that due to an increase in impervious areas, and development of stormwater ponds that released water directly to streams, our water tables were not being adequately recharged.

Therefore, current stormwater practices not only take into consideration the management of stormwater runoff rates; but also they also take into consideration volume, infiltration, and water quality.

The goal of current stormwater management practices is to retain the rates and volumes of stormwater runoff to pre-development levels; infiltrate stormwater into the site when possible; and maintain and / or improve water quality of the receiving stream by filtering chemicals and sediment from the water before it reaches its receiving stream and / or water body.

The purpose of the Pennsylvania Stormwater Best Management Practices (BMP) Manual is to provide guidance, options, and tools that can be used to protect water quality; enhance water availability; and reduce flooding potential through effective stormwater management. The manual presents design standards and planning concepts for use by local authorities, planners, land developers, engineers, contractors, and others involved with planning, designing, reviewing, approving, and constructing land development projects.

The manual describes a stormwater management approach to the land development process that strives to prevent or minimize stormwater problems through comprehensive planning and development techniques, and to mitigate any remaining potential problems by employing structural and non-structural best management practices. Manual users are strongly encouraged to follow the progression of prevention first and mitigation second. Throughout the chapters of the manual, the concept of an integrated stormwater management program, based on a broad understanding of the natural land and water systems, is a key and recurring theme. Such a thorough understanding of the natural systems demands an integrated approach to stormwater management so critical to “doing it better, doing it smarter.”

The manual provides guidance on managing all aspects of stormwater: rate, volume, quality, and groundwater recharge. Controlling the peak rate of flow during extreme rainfall events is important, but it is not sufficient to protect the quality and integrity of Pennsylvania streams. Reducing the overall volume of runoff during large and small rainfall events, improving water quality, and maintaining groundwater recharge for wells and stream flow are all vital elements of protecting and improving the quality of Pennsylvania’s streams and waterways.

We recommend that county planning departments, and local municipalities work with the Pennsylvania Department of Environmental Protection to identify opportunities within the natural system greenway corridors in which demonstration projects can be implemented to illustrate this current philosophy in stormwater best management practices.

Natural Resource Conservation

When an opportunity presents itself, such as a local municipality desiring to incorporate a natural resource conservation ordinance into its subdivision and land development regulations, or a county’s desire to do the same, we recommend consideration be given to strengthen their ordinances to assist in achieving the vision established through the greenways planning effort. Pocopson Township, in Chester County, has adopted a Natural Resource Protection Ordinance that was developed to conserve natural system greenway corridors, within their township, in the context of addressing the goals noted above.

The following table provides a summary of their conservation requirements:

Pocopson Township
Natural Resource Conservation Requirements

Resource Element	Pocopson Township
	Maximum Disturbance
Floodplain Conservation District	0%
Very Steep Slopes	10%
Steep Slopes	25%
Steep Slope Margins	25%
Wetlands	0%
Inner Riparian Buffer	0%
Outer Riparian Buffer	15%
Seasonal High Water Table Soils	20%
Heritage Trees	0%
Rare Species Sites	0%
Exceptional Natural Areas	10%
Forest Interior Habitat	10%
Woodlands	5-25%, depending on classification

www.pocopson.org

Each resource element can be selected and included to meet the needs of the respective municipality / county.



ADDITIONAL RESOURCES

The following publications also provide guidance on implementing best practices on a variety of local land use issues.

Title	Source	For Additional Information
Pennsylvania Standards for Residential Site Development	Penn State University, Pennsylvania Housing Research / Resource Center	www.engr.psu.edu/phrc/Land%20Development%20Standards.htm
Better Development Models for Pennsylvania	The Conservation Fund and Pennsylvania Department of Conservation and Natural Resources	www.planningpa.org/BetterModels.pdf
Putting Conservation into Local Plans and Ordinances	Natural Lands Trust	http://www.natlands.org/
Recommended Model Development Principles for Blair County, Pennsylvania	Alliance for the Chesapeake Bay	www.alliancechesbay.org/pubs/projects/deliverables-78-1-2006.pdf
Resource Protection Ordinance	Pocopson Township	www.pocopson.org
Model Conservation Ordinance	Pennsylvania Land Trust Association	http://conserveland.org
Model Riparian Forest Buffer Protection Ordinance	Pennsylvania Land Trust Association	http://conserveland.org
Stream Corridor Protection Ordinance - Upper Salford Township	Delaware Valley Regional Planning Commission	www.dvrpc.org/planning/community/protectiontools/ordinances.htm

PEDESTRIAN AND BICYCLE IMPROVEMENTS

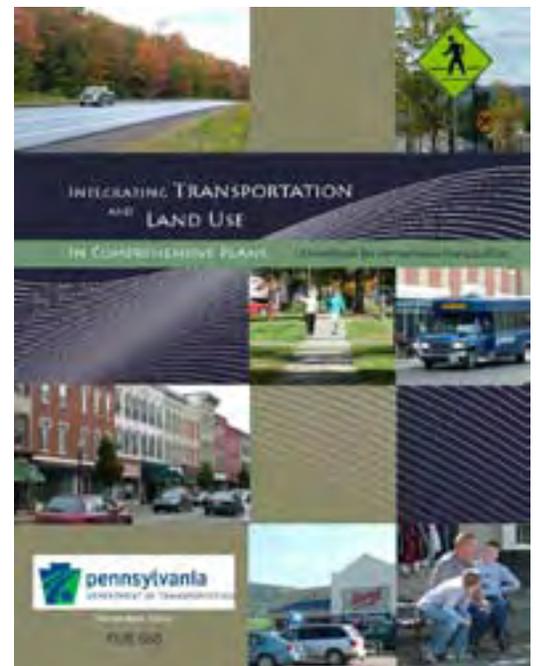
Throughout Pennsylvania many counties and municipalities have been concerned with some of PennDOT regional districts' view towards pedestrian and bicycle improvements associated with state routes. Traditionally, PennDOT focused attention on vehicular issues and has given little attention, if any, towards pedestrian and bicycle accommodations.

However, Pennsylvania's Mobility Plan, published by PennDOT in 2007, indicates the pedestrian and bicycle trends have dramatically increased in the past ten years.

Mode	Major Trends	Implications
PEDESTRIAN	<p>The total number of walking trips for all purposes has increased significantly, even as the total percentage of pedestrian journey-to-work trips has declined slightly.</p> <p>The percentage of Pennsylvania adults who are overweight has risen steadily in recent years. In 1999, 53 percent of Pennsylvania adults were overweight or obese; this increased to 61 percent in 2004. Obesity is a major health issue associated with chronic diseases, significant medical care costs, and lost productivity. Increasing access to safe pedestrian facilities can serve to boost walking trips for both recreation and mobility.</p>	<p>Pennsylvanians are showing an increasing understanding of and interest in smart growth and related topics such as community design. PennDOT increasingly finds itself as a partner in this trend.</p> <p>Pedestrian-friendly design supports multiple objectives: expanding mobility options, enhancing community and economic development/tourism and revitalization efforts, and supporting public health policy.</p>
BICYCLE	<p>Total bicycle trips doubled between 1990 and 2001.</p> <p>Walking and bicycling comprise nearly 10 percent of all reported trips.</p>	<p>As demand for bicycle facilities increases, good design standards will become more important. This is a matter of safety for all modes and promotes tourism, community health, and energy efficiency.</p>

Furthermore, PennDOT's recent publication "Integrating Transportation Land Use into Comprehensive Plans –A Handbook for Pennsylvania Municipalities", 2009 recommends:

Transportation and land use need to be considered together for Pennsylvania municipalities to achieve quality of life objectives for their communities. Transportation systems serve communities in various ways: the regional transportation system provides the mobility to travel throughout the region quickly, whereas the local network provides travelers access to the places that they want to go—home, work, school, shopping, appointments, activities, etc. Pennsylvania municipalities should consider how their transportation system meets both the mobility and accessibility needs of the community. Concurrently, municipal land use policies help shape and rearrange the origins and destinations



of travel and can either support or hinder mobility and accessibility. Transportation operates most efficiently when it provides a connected network of transportation modes serving a mix of land uses in close proximity. This type of system provides the traveler with a host of options and makes it possible to make fewer, shorter trips and be less dependent on a personal automobile.

A variety, or mix, of land uses, and an increase in land use densities, can lead to shorter trip distances, a better blend of jobs and housing within a community, and an increase in the use of alternative modes of transportation (walking, biking, transit) because different destinations are closer together. A corner store within walking distance of one's home, for example, means that picking up a bottle of milk can be pleasant exercise rather than requiring another trip to the supermarket by car. Also, by providing a range of transportation choices beyond the automobile, individuals who do not drive are provided with new travel opportunities, and congestion and pollution can be eased. By contrast, separating land use types and/or reducing densities can increase the dependency on motorized transportation, thereby increasing congestion and/or the demand for additional roadways.



State Road with parallel shared-use path, Centre County

Thus, the design of Pennsylvania communities can either encourage or discourage the range of transportation options. Thoughtful and functional land use and transportation design (i.e., streetscapes, roadway design, traffic calming, and the connection of PennDOT | Integrating Transportation and Land Use into Comprehensive Plans commercial and residential developments) can provide a safer environment for travel and encourage the development of healthy communities that appeal to all citizens including pedestrians, bicyclists, and transit riders. Where applicable, roadways should be designed to be “Complete Streets” to accommodate vehicles, pedestrians, bicyclists, the disabled, and transit by providing travel lanes, sidewalks, bike lanes, wider shoulders, raised crosswalks and medians, audible traffic signals, bus pullouts, and improved access to bus stops.

Another publication "Smart Transportation Guidebook - Planning and Designing Highways and Streets that Support Sustainable and Livable Communities", 2008, PennDOT and NJDOT ,

Smart Transportation proposes to manage capacity by better integrating land use and transportation planning. The desire to go “through” a place must be balanced with the desire to go “to” a place. Roadways have many purposes, including providing local and regional mobility, offering access to homes and businesses, and supporting economic growth.

The guidebook was developed to agencies, local governments, developers and others plan and design roadways that fit within the existing and planned context of the community through which they pass.

Some regional PennDOT districts may not be including pedestrian and bicycle accommodations in

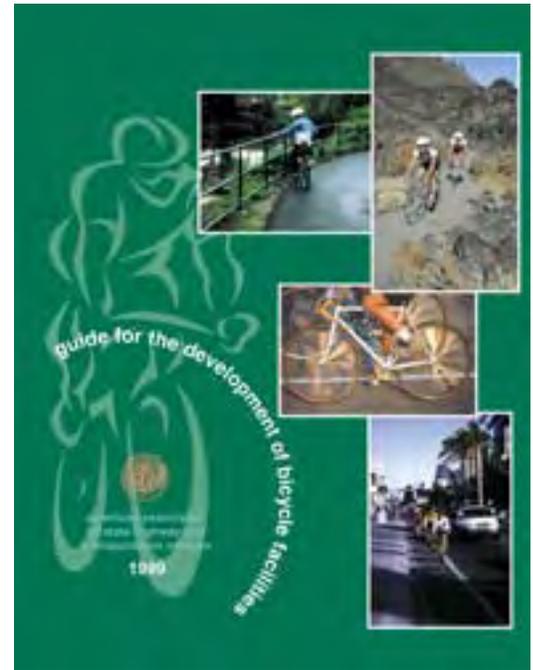
their transportation improvement process. Therefore, we recommend the North Central Region Planning Organization, its counties, and its municipalities continue to advocate for pedestrian and bicycle improvements, where appropriate, during the planning, design, and construction of state route improvements. Pedestrian and bicycle accommodations have been recognized in PennDOT's Strategic Plan objectives, and therefore, must be considered.

Currently, the American Association of State Highway Transportation Officials publication "Guide for the Development of Bicycle Facilities", is recognized by PennDOT as the guiding document. It sets forth the standards and requirements for bicycle facility improvements. Therefore, it should be consulted early in the design process to determine how a transportation improvement project can incorporate bicycle accommodations.

Additional Resources

PennDOT's smart transportation website, smart-transportation.org, provides links to following additional resources.

- Smart Transportation Interim Guidance Policy
- Pennsylvania's Keystone Principles
- Keystone Principles and Criteria for Growth, Investment, and Resource Conservation
- PennDOT's 2008 Sound Land Use Implementation Plan
- A Guide for Achieving Flexibility in Highway Design, 2004. The American Association of State Highway and Transportation Officials (AASHTO)
- Flexibility in Highway Design, by the Federal Highway Administration
- NCHRP Report 480 A Guide to Best Practices for Achieving Context Sensitive Solutions
- Pennsylvania's Traffic Calming Handbook
- Roundabouts: An Informational Guide by FHWA
- PennDOT Guide to Roundabouts
- Transportation Research Board Transportation Research Circular #E-C100: Linking Transportation and Land Use
- Maine DOT Sensible Transportation Handbook
- Wayfinding Toolkit
- Traffic Calming Examples
- Bicycling and Pedestrian Checklist
- AASHTO Guide for the Development of Bicycle Facilities
- Roadside Planting Guidebook
- Public Involvement Guidebook
- New York City Street Design Manual
- Journal of Planning Literature: The Built Environment and Traffic Safety: A Review of Empirical Evidence
- Congestion Mitigation and Smart Transportation
- Essential Smart Growth Fixes for Urban and Suburban Zoning Codes



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PA GAME COMMISSION'S BICYCLE, EQUESTRIAN & SNOWMOBILE DESIGNATED ROUTES

The Pennsylvania Game Commission has designated routes for bicycle, equestrian, and snowmobile use in many of their game lands. These route designations are governed by the Commission's regulations for use of these lands. These routes were inventoried and mapped for the North Central region during the course of this project. In some instances these routes are the only alternative to provide continuity of an existing or proposed trail corridor. In other instances conceptual or proposed trails may be designated through game lands however a designated use route is not recognized for these corridors. Where this occurs it is illegal to use the corridor for trail related activities until such time the Commission may establish a designated use corridor.

Permitted activities along designated use routes are subject to the Commission's regulation. Under these regulations, anyone who rides a non-motorized vehicle, conveyance or animal on State Game Lands must do so only on designated routes. Such riding activities will not be permitted, except on Sundays or on roads open to public travel, from the last Saturday in September to the third Saturday in January, and after 1 p.m. from the second Saturday in April to the last Saturday in May. This does not apply to anyone lawfully engaged in hunting, trapping or fishing on State Game Lands.

Snowmobiles may be driven beginning on the third Sunday in January through April 1 on designated areas, roads and trails marked with appropriate signs, so long as snowmobiles are registered and display valid registration decal.

Pennsylvania Code, Title 58 Recreation, Chapter 135 Lands and Buildings, Subchapter 3 State Game Lands sets forth these regulations regarding the use of State Game Lands as follows:

§ 135.41. State game lands.

- (a) Restrictions limited. The following exceptions to § 135.2 (relating to unlawful actions) pertain to lands and waters designated as State game lands:
1. Mushrooms and fruits of berry-producing plants may be picked.
 2. Small open fires for cooking or warming purposes are permitted only at places where adequate precautions are taken to prevent the spread of fire which may damage adjacent areas and shall be attended at all times and completely extinguished before leaving the site of the fire. Open fires are prohibited when the fire index rating used by the Department of Conservation and Natural Resources, is high, very high or extreme. A person causing a wildfire, in addition to possible criminal penalty, is liable for all damages, cost of extinguishing and fines.
 3. Snowmobiles, as defined in 75 Pa.C.S. § 7702 (relating to definitions) may be driven beginning on the third Sunday in January through April 1 on designated areas, roads and trails marked with appropriate signs, so long as snowmobiles are registered and display valid registration decal as required under 75 Pa.C.S. § 7711.1 and 7711.2 (relating to registration of snowmobile or ATV; and limited registration of snowmobile

or ATV).

(b) Closure of game lands.

1. When the threat of forest fires exists, the Director has emergency authority to restrict the use of smoking materials on State game lands or to close State game lands to hunting, trapping, fishing, recreational use and other activity which may be or become detrimental to those lands or the flora or fauna thereon until the Director removes the restrictions. Emergency restrictions or closures will be announced to the news media.
2. The Director has the authority to close State game lands or portions thereof, to recreational or other uses, when the specified uses may be or have become detrimental to those lands or the flora or fauna thereon, or where the uses conflict with legal hunting, furtaking or fishing activities or the Commission's management or administration of State game lands. The closure may be seasonal or year-round and shall remain in effect until the Director removes the restrictions.
3. It is unlawful to violate restrictions or closure placed on these lands by the Director.

(c) Additional prohibitions. In addition to the prohibitions contained in the act pertaining to State game lands and § 135.2, except with the written permission of the Director, it is unlawful to:

1. Contaminate, pollute or degrade groundwaters or surface waters or any waterways.
2. Graze or permit the grazing of livestock, place or maintain beehives or beekeeping apparatus.
3. Solicit, or place advertisements, signs or posters.
4. Ride a nonmotorized vehicle, conveyance or animal, except on roads normally open to public travel, or designated routes as posted, or while lawfully engaged in hunting, trapping or fishing.
5. Ride a nonmotorized vehicle, conveyance or animal from the last Saturday in September until the third Saturday in January, and before 1 p.m. from the second Saturday in April through the last Saturday in May inclusive, except on Sundays or while lawfully engaged in hunting, trapping or fishing.
6. Ride a nonmotorized vehicle, conveyance or animal on roads open to foot travel only.
7. Drive motor vehicles with or without attachments having a registered gross vehicle weight in excess of 12,000 pounds.
8. Use boats propelled by a motor. Battery powered electric motors may be used on waterways unless posted otherwise.
9. Consume, possess or transport any alcohol, liquor, beer, malt or brewed alcoholic beverage.
10. Use or possess any controlled substance as defined or classified under The Controlled Substance, Drug, Device and Cosmetic Act (35 P. S. § § 780-101—780-143).
11. Occupy, use or construct, place or maintain structures or other tangible property, except that portable hunting blinds or stands may be used, provided no visible damage is caused to trees.

12. Feed wildlife or lay or place any food, fruit, hay, grain, chemical, salt or other minerals.
13. Release domestic animals, captive bred or captive raised game or wildlife.
14. Operate a motor vehicle in willful and wanton disregard for the safety of persons or property or in excess of posted speed limits, or where no speed limit is posted, in excess of 25 miles per hour.
15. Target shoot with firearms, bows and arrows or devices capable of launching projectiles in a manner that could cause injury to persons or property, or on areas posted closed to those activities.
16. Except as provided in Subchapter J (relating to shooting ranges), discharge any firearm, bow and arrow, or device capable of launching projectiles that is not a lawful device to hunt game or wildlife.
17. Engage in an activity or event involving more than ten persons, which may conflict with the intended purposes or uses as defined in section 722 of the act (relating to use of property), or poses a potential environmental or safety problem.
18. Sell, distribute, deliver, service, guide or rent any equipment, material or commodity or otherwise transact or engage in any commercial activity. Commercial activity is any activity in which a person directly or indirectly accepts consideration of value as compensation for the provision of goods or services, including transportation.
19. Use State game lands for any personal, organizational or commercial purpose other than the intended use as defined in section 722 of the act.
20. Operate under authority of a contract, lease, agreement or permit and fail to abide by the terms and conditions contained in the contract, lease, agreement or permit.
21. Except on Sundays, be present on State game lands from November 15 through December 15 inclusive when not engaged in lawful hunting or trapping and fail to wear a minimum of 250 square inches of daylight fluorescent orange-colored material on the head, chest and back combined or, in lieu thereof, a hat of the same colored material. The material shall be worn so it is visible in a 360° arc. Persons using shooting ranges are exempted from this requirement.
22. Shoot clay birds anywhere except areas designated by the Director by signs stating that clay bird shooting is permitted.

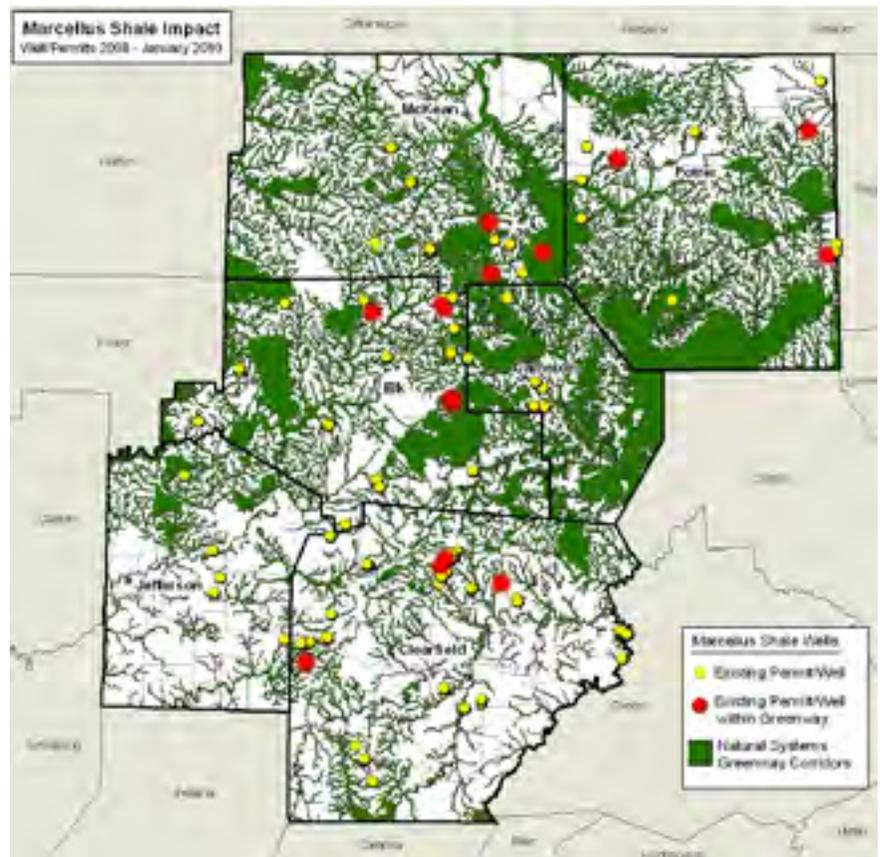
These regulations restrict the use of a designated use corridor for five and one half months of the year. Therefore, we recommend potential alternatives be explored before relying on the use of a designated corridor to fulfill the need of providing continuity of a corridor.

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NATURAL RESOURCE EXTRACTION

Marcellus Shale Permits by County – 2008 to 1/2010:

Cameron County	7
Clearfield County ..	81
Elk County	38
Jefferson County	6
McKean County	18
Potter County	35
Total to Date:.....	186
No. in Nat. Sys. Corridors	23
	12%



Municipal regulation of shale gas drilling is extremely limited due to preemption by the Pennsylvania Oil and Gas Act. That said some communities have addressed it through Zoning, which, to date, has been held up in court. Outside of this the only opportunity to establishing requirements above and beyond the Oil and Gas Act are through drilling agreements between the property owner and the gas/drilling companies.

Pennsylvania Department of Conservation and Natural Resources Oil and Gas Lease for State Forest Lands

The Pennsylvania Department of Conservation and Natural Resources Bureau of Forestry has developed a seventy-plus page Oil and Gas Agreement for oil and gas leases occurring of Bureau of Forestry lands. With this lease agreement the Bureau of Forestry establishes their expectations and protects sensitive resources that have been identified by establishing standards and expectations that the Lessee is responsible to follow.

The following is an outline of this lease agreement, with emphasis of those provisions that assist with achieving the goals of natural systems greenway corridors.

PA DCNR Bureau of Forestry Oil and Gas Lease Outline for State Forest Lands

1. Lease Term

2. Lease Recording and Public Notice
3. Rental
4. Gas Royalty
5. Oil Royalty
6. Payments
7. Gas Measurement
8. Audits
9. Interpretation
10. Limitation on Warranty
11. Laws, Rules, and Regulations
12. Indemnity and Hold Harmless
13. Liability
14. Assignments
15. Related Agreements
16. Financial Security
17. Comprehensive and Pollution Liability Insurance
18. Deep Well Control Insurance and Safety
19. Operations, Protections, and Conservation
20. First Well
21. Subsequent Wells
22. Development and Well Spacing
23. Drilling Standards

23.01 ...shall comply with the following restrictions.

No drilling or well site clearing is permitted within:

- (a) 200 feet of any building;
- (b) 200 feet of any stream or body of water;
- (c) 300 feet of any stream or other body of water designated by the Department of Environmental Protection's Environmental Quality Board as being Exceptional Value Waters;
- (d) 300 feet of any picnic area or sheltered area which has been so designated by Department;
- (e) 300 feet of any trail, road, existing right-of-way, or defining line of any scenic viewshed or municipal watershed;
- (f) 300 feet of any area of historic value, tree plantation, designated overlook, designated vista or fire tower site;
- (g) 300 feet of the boundary line of the leased premises;
- (h) 600 feet of the boundary line of State Park lands or of designated Wild and Natural Areas on State Forest lands; or
- (i) In addition the following specific restrictions for this lease shall also apply:
At the time of the issuance of this lease agreement, the Department has identified certain Non-Development Areas and Areas of Special Consideration on the leased premises as shown on Exhibit "H" and described as follows:

24. Drilling Operations
25. Well Records, Logs and Reports
26. Confidentiality
27. Unitization
28. Offsets
29. Oil and Gas Pipelines
30. Gas Storage Rights
31. Seismic Surveys
32. Test of Well Economy
33. Plugging
34. Department's Termination
35. Lessee's Termination
36. Force Majore
37. Removal

37.01to restore the property to the same condition as when received.

38. Rights Reserved by the Department
39. Third Party Rights
40. Dispute Resolution
41. Contractor Integrity Provisions
43. Headings
44. Release
45. Binding Effect

EXHIBIT "C" Stipulations for Protection and Conservation of State Forest Lands

1. Environmental Quality Control
 2. Protection of Property and Operations
 3. Public Land Use
 4. Hunting and Fishing
 5. Animals
 6. Slush Pit
 7. Siltation
 8. Waters
 9. Forest Growth
 10. Fire
 11. Replacement and Repair of Improvements
 12. Roads, Quarry, and Drilling Sites
 13. Buildings
 14. Appearance
 15. Explosives
 16. Restoration and Revegetation
 17. Water Wells
 18. Pipelines
 19. Rare and Endangered Species
 20. Historical and Archaeological Sites
 21. Contacts with State Agencies

EXHIBIT “D” Invasive Plants and Revegetation Guidelines for State Forest Lands

1. Pre-construction Inventory and Mapping
2. Prevention
3. Management
4. Monitoring
5. Reporting
6. Revegetation Plan Guidelines

EXHIBIT “E” Oil and Gas Lease Access Road Specifications for State Forest Lands

1. Lease Road Definitions and Specifications
 2. Location
 3. Clearing
 4. Grading
 5. Drainage
 6. Bridges, Culverts, and Fords
 7. Maintenance
 8. Retirement and Abandonment
 9. Gates
 10. Highway Occupancy Permits
 11. Seeding
 12. Use of Existing State Forest Roads

Typical Haul Road Construction Detail
Typical Road Drainage Detail
Typical Intercepting Dip Detail
Typical Water Bar Detail
Typical Access Gate Details

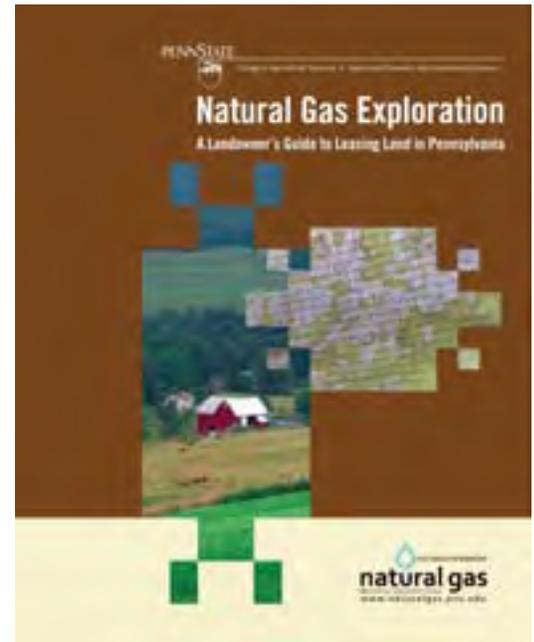
We recommend county planners, land managers, and other potential partners in the North Central region begin a process of public involvement with respect to oil and gas activities in the region and develop a land owner education component which will promote what land owners can do to conserve those areas of their property that contain sensitive natural resources. Further, this process should inform land owners that they can negotiate an agreement with the oil and gas companies that can respond to their concern and desire to conserve those areas of their property.

Additional Marcellus Shale Resources

The Pennsylvania State University Agricultural Extension provides a number of resources to assist landowners, municipalities and other organizations in understanding issues related to Marcellus shale. These publications can be obtained at <http://extension.psu.edu/naturalgas/publications>.

General

- A Checklist for Leasing
- A Landowner's Guide for Leasing in Pennsylvania
- How to get the highest price for your lease. Is anyone interested in your land?
- Information on Legal issues concerning Natural Gas Leases in Pennsylvania
- Should You Join a Landowner Group?
- There's "Gold" in Those Pennsylvania Hills
- What Every Farmer Should Know About Mining Law
- Business
- Drilling for Dollars by the Perryman Group
- Potential Economic Impacts of Marcellus Shale
- Sublette County, WY Socioeconomic Impact Study

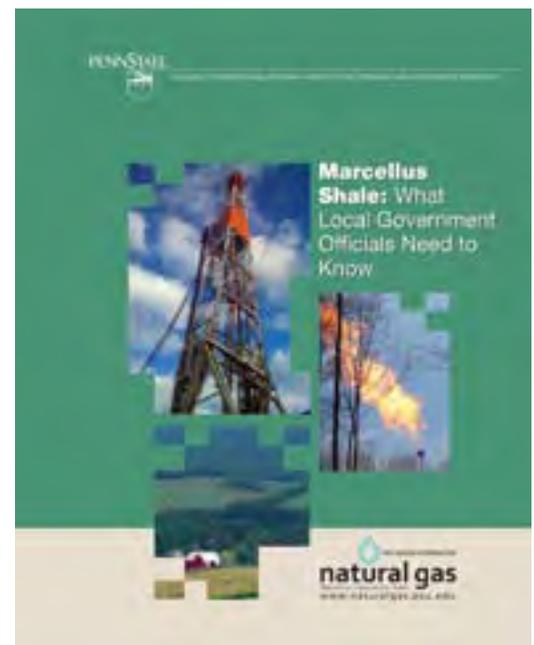


Economic

- Drilling for Dollars by the Perryman Group
- Energy Boomtowns and Natural Gas: Implications for Marcellus Shale Local Governments and Rural Communities
- Potential Economic Impacts of Marcellus Shale in PA
- Sublette County (Wyoming) Socioeconomic Impact Study

Environmental

- Avoiding and Mitigating Soil Compaction Associated with Natural Gas Drilling
- Forest Landowners and Natural Gas Development
- Leasing Pointers for Forest Owners
- Shaping Proposed Changes to Pennsylvania's Total Dissolved Solids Standard
- Water Withdrawals for Development of Marcellus Shale Gas in Pennsylvania
- Infrastructure
- Posting and Bonding Information
- Questions Citizens and Local Leaders Should Be Asking



Leasing

- A Checklist for Reviewing Lease Forms
- Five Important Considerations in Leasing
- Information on Legal Issues Pertaining to Natural Gas Leases in PA
- Market Your Natural Gas Lease
- Natural Gas Exploration - A Landowner's Guide to Leasing Land in PA
- Natural Gas Exploration: A Landowners Guide to Financial Management
- NEW! Sample Lease
- Should you Join a Landowner Group?
- You've Leased Your Land, But Haven't Been Paid! Now What?

Legal

- Municipal Regulation of Natural Gas Drilling Operations
- Pennsylvania Supreme Court decision opens valves to zoning power over natural gas production

Local-Government

- Court Limits - But Did It Preclude? - Municipal Regulation of Natural Gas Drilling Operations by George Asimos
- Energy Boomtowns and Natural Gas: Implications for Marcellus Shale Local Governments and Rural Communities
- Local Leaders' Perceptions of Energy Development in the Barnett Shale
- Marcellus Shale Exploration and Development: Organizing a Community Task Force
- Marcellus Shale: What Local Government Officials Need to Know
- Natural Gas and Municipal Regulation in PA
- Natural Gas Development Checklist for Municipal Officials
- Pennsylvania Supreme Court Decision Opens Valves to Zoning Power Over Natural Gas Production
- Posting and Bonding Information
- Questions Citizens and Local Leaders Should Be Asking

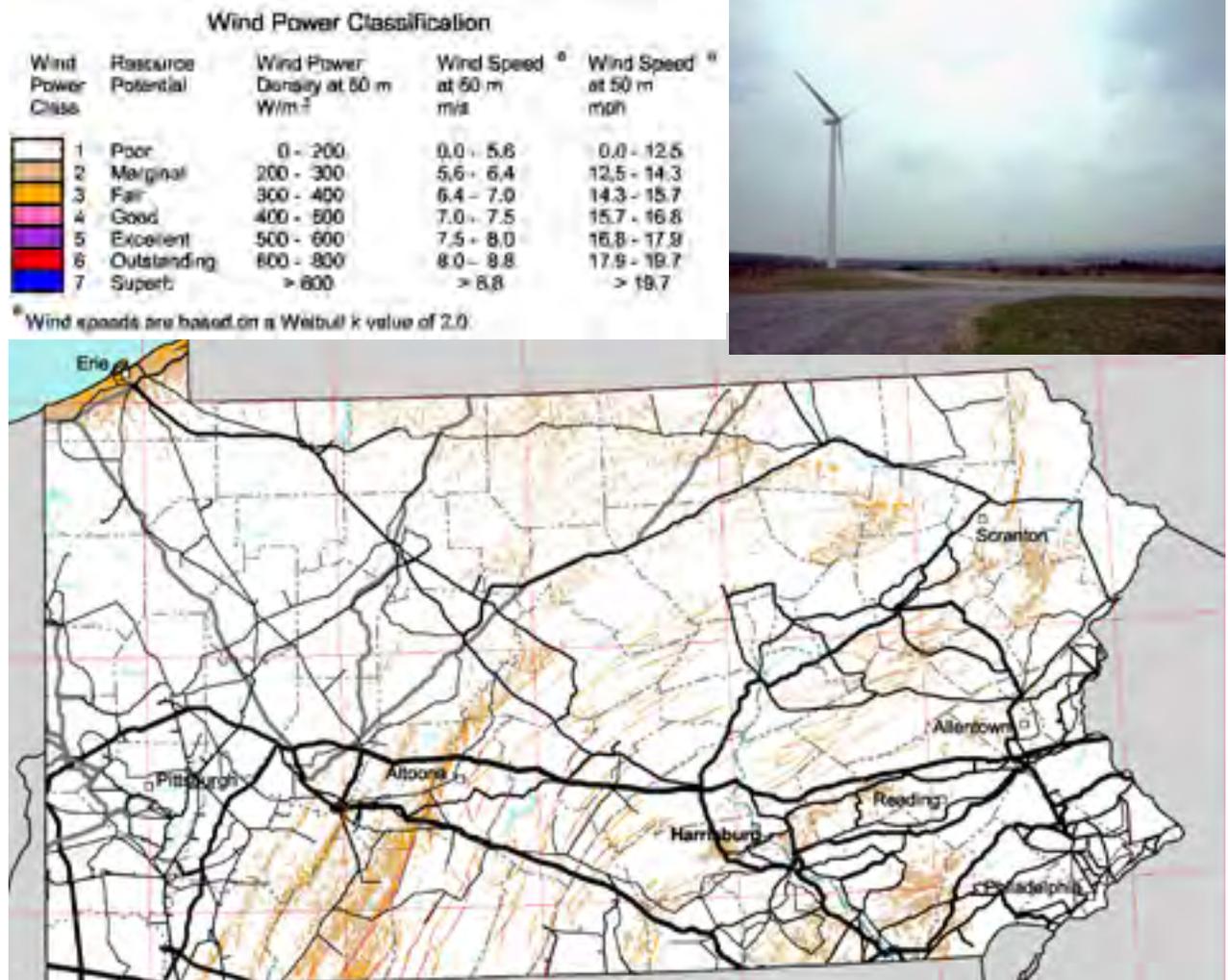
WIND ENERGY

A review of industry wind energy maps indicates the potential for large scale wind farm development is limited in the North Central region as wind patterns generally provide minor to marginal wind speeds in the region. That said the maps do indicate small pockets of wind patterns that offer fair potential for wind energy. These areas are located in northcentral Potter County.

Both natural resource extraction and wind energy projects require infrastructure development. In the case of Marcellus shale, regional transmission pipelines will be required to transport the extracted gas to market. These new pipeline corridors may be able to accommodate trails as well. Both natural resource extraction and wind energy development require new access roads for the initial construction and continued maintenance of their facilities. Again, the potential exists, when the property owners are willing, to incorporate these roads into local and regional trail systems where they offer the ability to provide critical connections to maintain the integrity of trail corridors.

The GIS data assembled for this project is an important resource that can aid in identifying where natural gas extraction and the harnessing of wind energy can occur, in harmony with the natural system resources of the North Central region.

Somerset County



***Pennsylvania Department of Conservation and Natural Resources
ATV Trail Development Policy***

Background

The Department's mission and Constitutional responsibility require the agency to act as a trustee and responsible steward of the public lands entrusted to its care. The first and foremost duty is to assure the sustainability of both State Park lands and State Forest public lands.

The Department has documented the significant problems association with ATV use on State Forest lands. In most districts, the illegal riding activity is at or near the top of the forest management problems identified by District Foresters. The Department views the ATV-related problem to be one of the most significant threats to carrying out the agency's stewardship responsibilities. This is the reason the Department has moved aggressively to support new laws and regulations to strengthen the capacity of field staff to address this problem. Hiring new rangers and putting in place a moratorium on the development of new trails on State Forest lands have also been part of the broader effort to deal with ATV problems. The Department has made it clear that ATVs present a unique set of challenges, that in many instances, are incompatible with the core mission of the agency.

Policy

It shall be the policy of the Department to not significantly increase the current system of officially designated ATV trails on existing State Forest lands. This policy recognizes that there may be some opportunities for limited development of connectors to increase riding usage within the designated ATV trail networks. However, primary management focus on existing public lands will be convened with the repair and maintenance of already designated ATV trails and with enforcement to curtail illegal riding activity. This policy does not apply to future acquisition of new State Forest lands where such lands, or a portion of these lands, are purchased specifically with the purpose of providing additional ATV riding opportunities.

Further the Department recognizes its responsibility to use a portion of the funds generated by the ATV riders to help provide places for people to ride. While the Department of Conservation and Natural Resources is not authorized to make full grants for trail development on State Park or State Forest lands, it shall be the policy of the Department to utilize existing grant funding to promote ATV trail development where appropriate on other public or private lands. A portion of the grant funding and technical assistance will be specifically targeted to encourage participation by counties or other regional organizations.

June 5, 2003

OFF-HIGHWAY VEHICLE RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES

During the course of this project many individuals, and organizations expressed the need and desire to have more off-highway vehicle (OHV) riding opportunities in the North Central region, and to connect the OHV riding opportunities with one another. Additionally, they also expressed the desire to connect the OHV riding areas with main street communities in their vicinity where they can obtain the goods and services they need, and where the main street communities can capitalize on the potential economics generated by these visitors.

To accomplish this in the North Central region requires work on several fronts. First, the public agencies responsible for managing the Commonwealth's natural resources and wildlife habitat are concerned with the degradation of those resources. This is a valid concern as many trails and riding areas are located in sensitive environmental areas. This concern led to the PA DCNR to establish its ATV Trail Development Policy, in 2003, which limits ATV trail development on DCNR managed lands.

Further, some enthusiasts disregard policies and regulations regarding riding areas, creates problems for all enthusiasts. Additionally, resource agencies are concerned about liability, safety, monitoring and enforcement, etc.

Both the Pennsylvania Bureau of Forestry and Bureau of State Parks policies require resource management first, recreation considerations are later. The policies of these agencies are in place to protect sensitive environmental areas.

OHV riding areas can be developed with sustainable design principles to address the concerns of the resource managers. Therefore, we recommend a demonstration project be implemented.

Key components of a demonstration project should include:

- Completing a demonstration project to show how we can develop network of sustainable trails, but riding areas must not include state managed lands
- Connecting communities to enhance economic development, but cannot utilize PennDOT road network other than as provided for by law
- Analyzing natural resources, locating, and designing sustainable trails so they do not have a negative impact
- Educating enthusiasts to instill responsible and sustainable riding habits

If the project is feasible it will provide the opportunity to showcase how OHV trails can achieve the goals of both the enthusiasts and the resource managers, potentially creating a win-win situation.

Summary of OHV Laws and Regulations Related to Liability Concerns

Disclaimer: This is not legal guidance or the sole source of information related to the matters discussed herein. Before reaching an opinion one should consult with an attorney or municipal solicitor to further research and discuss potential implications associates with actions taken related to OHV opportunities in a municipality or by an agency, organization, or for profit entity.

During the public meetings attendees questioned whether a municipality increases its liability by opening up township roads for OHV use. The following is a summary of various regulations contained in the Pennsylvania Code which address certain aspects of liability related to OHV use in Pennsylvania.

Chapter 77 of the Vehicle Code

§ 7721. Operation on streets and highways.

- (a) General rule.--Except as otherwise provided in this chapter, it is unlawful to operate a snowmobile or an ATV on any street or highway which is not designated and posted as a snowmobile or an ATV road by the governmental agency having jurisdiction.
- (b) Emergency and bridge crossings.--A snowmobile or an ATV may be operated on highways and streets:
 - (1) During periods of emergency when so declared by a policy agency having jurisdiction.
 - (2) When necessary to cross a bridge or culvert.
- (c) Crossing street or highway.--A snowmobile or an ATV may make a direct crossing of a street or highway upon compliance with the following requirements:
 - (1) The crossing is made at an angle of approximately 90 degrees to the direction of the highway and at a place where no obstruction prevents a quick and safe crossing.
 - (2) The snowmobile or ATV is brought to a complete stop before crossing the shoulder or main-traveled way of the highway.
 - (3) The driver yields the right-of-way to all oncoming traffic which constitutes an immediate hazard.
 - (4) In crossing a divided highway, the crossing is made only at an intersection of such highway with another public street or highway.

(July 11, 1985, P.L.220, No.56, eff. 60 days)

§ 7722. Designation of snowmobile and ATV roads.

- (a) General rule.--The Department of Transportation on State-designated highways and local authorities on any highway, road or street within its jurisdiction may designate any highway, road or street within its jurisdiction as a snowmobile road, an ATV road, or both, and may, in its discretion, determine whether such road shall be closed to vehicular traffic or whether snowmobiles and ATV's may share this designated road with vehicular traffic.
- (b) Posting notices.--Adequate notices of such designation and determination shall be sufficiently and prominently displayed.

- (c) **Liability.**--There shall be no liability imposed on the Department of Transportation or any other State agency or any political subdivision of this Commonwealth as a result of designating any highway, road or street as a snowmobile road or an ATV road as provided in subsection (a).

(June 23, 1978, P.L.523, No.86, eff. imd.; July 11, 1985, P.L.220, No.56, eff. 60 days)

§ 7729. Liability of Owner for Negligence.

- (a) **General rule.**--Negligence in the use or operation of a snowmobile or an ATV is attributable to the owner. Every owner of a snowmobile or an ATV used or operated in this Commonwealth shall be liable and responsible for death or injury to person or damage to property resulting from negligence in the use or operation of such snowmobile or ATV by any person using or operating the snowmobile or ATV with the permission, express or implied, of such owner.
- (b) **Exception.**--The negligence of the operator shall not be attributed to the owner as to any claim or cause of action accruing to the operator or his legal representative for such injuries or death.

(July 11, 1985, P.L.220, No.56, eff. 60 days)

§ 7730. Liability Insurance.

- (a) **Requirement.**--A snowmobile or ATV for which registration is required under this chapter shall have liability insurance coverage for the snowmobile or ATV issued by an insurance carrier authorized to do business in this Commonwealth. This subsection does not apply to limited registrations.
- (b) **Proof of insurance.**--Proof of insurance as required by this section shall be produced and displayed by the owner or operator of such snowmobile or ATV upon the request of any magistrate or any person having authority to enforce the provisions of this chapter or to any person who has suffered or claims to have suffered either personal injury or property damage as a result of the operation of such snowmobile or ATV. It shall be an affirmative defense to any prosecution for a violation of this section that such proof was so produced within 72 hours of receiving notice of such violation, injury or damage or the claim of such injury or damage.
- (c) **Owner's responsibility.**--No owner of a snowmobile or ATV shall operate or permit the same to be operated without having in full force and effect liability insurance coverage required by this section. The operator of a snowmobile or ATV shall carry proof of insurance on his person or on the snowmobile or ATV when it is in operation.
- (d) **Penalty.**--A person who violates subsection (a) or (c) commits a summary offense and shall, upon conviction, be sentenced to pay a fine of \$300 and costs of prosecution and, in default of payment of the fine or costs, shall be imprisoned for not more than ten days.

(July 11, 1996, P.L.660, No.115, eff. 60 days; June 25, 2001, P.L.701, No.68, eff. 120 days)

PA Code Chapter 51. Snowmobile and All-Terrain Vehicle Registration and Operation

§ 51.82. Barricades for Snowmobile or ATV Roads

Streets and highways posted as exclusive snowmobile or ATV roads under section 7722 of the Vehicle Code (relating to designation of snowmobile and ATV roads) shall be barricaded in the following manner:

- (1) At the beginning of the section of the street or highway so posted and at each intersecting street and highway.
- (2) With Type III barricades which shall conform to the standards of PennDOT Publication 90, Handbook for Work Area Traffic Control, except as follows:
 - (i) The barricade rails shall be alternate red and white stripes.
 - (ii) The entire area of red and white shall be reflectorized with Class I reflective sheeting approved for use in this Commonwealth by the Department of Transportation.
- (3) A Department of Transportation approved Type B flasher shall be attached to the top rail of each barricade or a “ROAD CLOSED AHEAD” sign shall be placed in advance of the barricade.
- (4) Each barricade will be posted with an official “SNOWMOBILE ROAD CLOSED TO ALL OTHER VEHICLES” or “ALL-TERRAIN VEHICLE ROAD CLOSED TO ALL OTHER VEHICLES” sign.
- (5) Signs shall conform to the requirements of 67 Pa. Code Chapter 211 (relating to official traffic control devices).

§ 51.83. Posting Signs for Snowmobile or ATV Roads.

- (a) A street or highway which has been posted as a snowmobile or ATV road allowing both snowmobiles or ATVs and other vehicular traffic under section 7722 of the Vehicle Code (relating to designation of snowmobile and ATV roads) shall be posted in the following manner:
 - (1) An official “SNOWMOBILE ROAD” or “ATV ROAD” sign shall be used and shall conform to 67 Pa. Code Chapter 211 (relating to official traffic control devices).
 - (2) The “SNOWMOBILE ROAD” or “ATV ROAD” sign shall be installed on the right side of the street or highway at the beginning of the posted snowmobile or ATV road and on the right side of the snowmobile or ATV road within 100 feet beyond each intersecting street or highway and at locations thereafter which will afford notice to all users of the road that it is a snowmobile or ATV road.
 - (3) The “END” plaque shall be used in conjunction with the “SNOWMOBILE ROAD” or “ATV ROAD” sign to indicate the end of a posted snowmobile or ATV road.
- (b) On each street and highway intersecting the posted snowmobile or ATV road, an official “SNOWMOBILE CROSSING” or “ATV CROSSING” sign may be installed on each approach of the intersecting street or highway. Signs shall conform to the requirements of 67 Pa. Code Chapter 211. EQUIPMENT

PA Act 87 of July 15, 2004

Amended 42 Pa. Cons. Stat. § 7102 Comparative Negligence to add:

7102. Comparative Negligence

B.3) Off-Road Vehicle Riding

- (1) Off-road vehicle riding area operators shall have no duty to protect riders from common, frequent, expected, and non-negligent risks inherent to the activity, including collisions with riders or objects.
 - (2) The doctrine of knowing voluntary assumption of risk shall apply to all actions to recover damages for negligence resulting in death or injury to person or property brought against any off-road vehicle riding area operator.
 - (3) Nothing in this subsection shall be construed in any way to abolish or modify a cause of action against a potential responsible party other than an off-road vehicle riding area operator.
- (D) Definitions.—As used in this section the following words and phrases shall have the meanings given to them in this subsection:

"Defendant or Defendants." Includes impleaded defendants.

"Off-Road Vehicle." A motorized vehicle that is used off-road for sport or recreation. The term includes snowmobiles, all-terrain vehicles, motorcycles, and four-wheel drive vehicles.

"Off-Road Vehicle Riding Area." Any area or facility providing recreational activities for off-road vehicles.

"Off-Road Vehicle Riding Area Operator." A person or organization owning or having operational responsibility for any off-road vehicle riding area. The term includes:

- (1) Agencies and political subdivisions of this Commonwealth.
- (2) Authorities created by political subdivisions.
- (3) Private companies.

"Plaintiff." Includes counter claimants and cross-claimants.

Section 6. This Act shall take effect immediately.

Where a municipality is considering to adopt an ordinance to open up their local roads for OHV use, we recommend they request a legal opinion from their municipal solicitor as to whether the municipality will be exposed to a higher level of liability as a result of adopting such an ordinance.

Pennsylvania Code, Title 68, Real and Personal Property, Chapter 11, Uses of Property, Recreation Use of Land and Water

The liability of private land owners that provide easements for travel through their property may be afforded some protection through Pennsylvania's Recreational Use of Land and Water Statute.

The purpose of this act is to encourage owners of land to make land and water areas available to the public for recreational purposes by limiting their liability toward persons entering thereon for such purposes.

Definitions

1. Land: land, roads, water, watercourses, private ways and buildings, structures and machinery or

equipment when attached to the realty.

2. Owner: means the possessor of a fee interest, a tenant, lessee, occupant or person in control of the premises.
3. Recreational Purpose: includes, but is not limited to: hunting, fishing, swimming, boating, camping, picnicking, hiking, pleasure driving, nature study, water skiing, water sports, cave exploration and viewing or enjoying historical, archaeological, scenic, or scientific sites.
4. Charge: means the admission price or fee asked in return for invitation or permission to enter or go upon the land.

Overview of Act Provisions

- The Act generally provides that an owner of land owes no duty to keep the premises safe for entry or use by others for recreational purposes, or to give any warning of a dangerous condition, use, structure or activity on the premises.
- The Act protects landowners from liability when their land is used for recreational purposes by the public without charge, whether or not the landowner has invited or permitted the public to enter his land. *Friedman v. Grand Central Sanitation, Inc.*
- The only time a landowner's liability is not limited under the Act is for willful or malicious failure to guard or warn against a dangerous condition, use, structure, or activity or if the landowner charges for entry onto his land.
- The Act only provides liability protection to individuals who have a legal interest in the land.
- Absent a legal interest in a particular parcel of land, the act provides no protection

However, the definition of "owner" and court interpretations have allowed for a broad concept of landowner. An owner of land, under the Act, includes not only fee holders of land title, but lessees, occupants, or even persons who are simply in control of the land. This broad-sweeping definition helps to encourage greater recreational use of land because the liability risk for recreational groups such as leasing hunt clubs is significantly reduced.

Generally, the more restrictions the landowner places upon his land, the less likely he is to be protected by the Act. Pennsylvania's Recreation Use of Land Statute was amended by Act 11 of 2007. The amendment strengthens Commonwealth's Recreation Use of Land Statute by further providing protection from liability to landowners for acts or acts of omission by recreational users.

While the Recreational Use Statute provides certain protections from liability, nothing can prevent a suit from being filed against a land owner. Typically, homeowner's insurance usually provides coverage to the owner if someone is injured on the owner's property whether that person is permitted to be there or not. If someone is injured and files a claim against the property owner, the insurance company has the duty to defend the insured owner. Land owners conducting active farming or timbering generally have special liability insurance for those specific purposes.

The Recreation Use of Land Statute specifies the Act protects landowners from liability when the land is used for recreational purposes without charge. This is a very important factor and can void potential protections should it be determined that a fee is being charged for the use of the land. It is unclear whether land being leased to connect two properties being operated as an OHV riding area, could be covered under the Recreational Use Statute if a fee is being charged to conduct recreational activities on the area properties. One could argue the fee is specifically associated with the riding area, and not the connection between the areas. That said, it is a gray area and additional legal research should be conducted. It may be

determined that this issue has not been tested in the court, and therefore, may remain a gray area until such time a case brings it to court.

Each of the regulations cited herein, afford some protection from liability claims, provided the corresponding criteria are met.

North Central Pennsylvania Townships with Roads Designated for ATV Use

The “ATV Trail Network Development” study completed for North Central Pennsylvania Regional Planning and Development Commission for ATV Trails in the North Central region compiled the following inventory of Townships in the North Central Pennsylvania region with roads designated for ATV use.

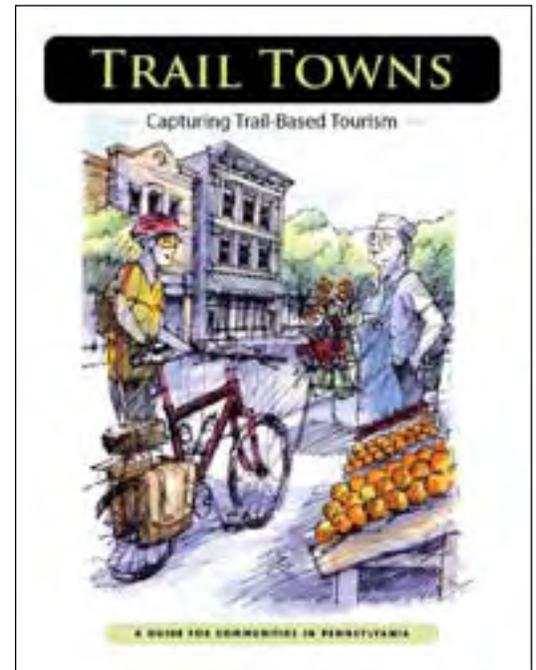
Townships with Designated ATV Use Roads			
<i>County</i>	<i>Township</i>	<i>Phone Number</i>	<i>No. of Designated Roads</i>
Clearfield	Huston	814-637-5771	3 short roads
Clearfield	Becceria	814-687-4555	7 roads designated, unsigned
Elk	Benezette	814-787-8811	2 roads
Elk	Fox	814-885-8450	all, connecting
Elk	Horton	814-265-1622	2 roads
Elk	Jay	814-787-4646	all, connecting
Jefferson	Pine Creek	814-849-7428	all, connecting
Jefferson	Warsaw	814-328-2330	all, connecting
McKean	Otto	814-966-2330	2 roads
Potter	Allegheny	814-228-3444	all, connecting
Potter	Eulalia	814-274-8102	map pending
Potter	Harrison	814-334-5425	all, connecting
Potter	Hector	814-334-5668	all, connecting
Potter	Homer	814-274-7629	map pending
Potter	Keating	814-642-2291	11 roads, connecting
Potter	Roulette	814-544-7549	designated, unsigned, protested
Potter	Sweden	814-274-8829	all, connecting

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TRAIL TOWN OPPORTUNITIES

It should be the goal of North Central region's recreation and transportation greenways to attract every trail user to the main street districts, where they can find the goods and services they need, while spending money in our towns. Therefore, we recommend the County Planning Departments educate and coordinate the planning and development of trail towns with applicable municipalities. Many North Central region municipalities are ideally situated to capitalize on a trail town concept, to maximize the economic benefits that can come with trail development.

In 2005, the Allegheny Trail Alliance published “Trail Towns – Capturing Trail Based Tourism, a Guide for Pennsylvania Communities”. The development of this guide was funded by the Regional Trail Alliance and the Pennsylvania Department of Conservation and Natural Resources. The guide provides step-by-step guidance in preparing a blueprint to provide goods and services required by trail users and promoting trail friendly towns.



Trail Towns

- Entice trail users to get off the trail and into your town
- Welcome trail users to your town by making information about the community readily available at the trail
- Make a strong and safe connection between your town and the trail
- Educate local businesses on the economic benefits of meeting the needs of trail tourists
- Recruit new businesses or expand existing ones to fill gaps in the goods or services that trail users need
- Promote the “trail friendly” character of the town
- Work with neighboring communities to promote the entire trail corridor as a tourist designation

Trail Towns provide goods and services desired by trail users. These goods and services may include bicycle sales and service, casual restaurants, bed and breakfasts, ice cream shops, convenience stores, restrooms, outfitters, museums, art galleries, gift shops, clothing stores, camera stores, postal services, banking services, and guide services, to name a few. It is important that goods and services can be procured in trail-friendly environments, meaning that they encourage, not discourage, clientele that may have just come off the trail. Provide ample opportunities to secure their bicycles in bike-friendly bike racks. Provide a shoe brush outside your doorway to allow them to clean the mud off their shoes before entering your establishment. Provide a restroom with ample space and necessities, such as towels and wash clothes, to allow them to clean-up so they can feel comfortable while at your location. Finally, sell items that trail users need while out on the trail or as mementos of their visit.

Creating a Trail Town involves organizing, educating, promoting, and economic restructuring. It results in the preparation of a Trail Town Master Plan that pulls it all together by providing a gateway moment, creating a sense of place, developing a welcoming atmosphere, establishing the right mix of services, and promoting trail-oriented events.

This process should be lead by the local Chambers of Commerce and /or Merchants Associations, in cooperation with their respective municipalities. The development of Trail Towns will require new partnerships to be developed by stakeholders in each community. Developing a trail town master plan will require monthly meetings of the stakeholders and should involve quarterly meetings of trail town catalysts to prepare a coordinated approach.

As a first step, each community must understand their customers. What do trail users want when they come to town; what do they need; does someone in town have the ability to meet that need? How much money will they spend; what are their dining and shopping preferences; how many trips do they make during the course of the year; etc.?

Next, complete an inventory of the community and its businesses to determine if there is the ability to meet the needs of the trail users, or if the community needs to encourage the development of a business to meet an unmet need. With this information, a community can develop a trail town marketing guide, which can be provided to trail users. This guide should accomplish several tasks. First, it should provide the trail user with information regarding the trail, provide maps of the trail segments, and locate those who offer the goods and services that the trail users desire. The guide should focus on the qualities of your community that make it unique. It can provide an overview of the history of the community and a history of features located along and adjacent to the trail corridor. Further, advertising space can be sold in the guide to those who offer goods and services of interest to trail users.

Upon completing the self assessment recommended in the Trail Town guide, a community will be able to identify those businesses that cater to trail users. Then, a wayfinding signage program can be developed to assist trail users in finding the goods and services they need and to allow those in the community to find the trail and trail access opportunities. At this time, the community should also be aware of the goods and services that are desired but not being provided in the community. With this information, community development efforts can focus on attracting and expanding businesses that can fill those voids. For further details in preparing a detailed trail town master plan, refer to “Trail Towns – Capturing Trail Based Tourism, a Guide for Pennsylvania Communities,” published by the Allegheny Trail Alliance.

LAND TRAIL IMPLEMENTATION STRATEGIES

Taking a trail from concept through implementation can be a daunting task to a trail volunteer who may be responsible for its implementation. Acknowledging this, the following is a step-by-step process that helps define the tasks required to advance the implementation of a trail.

1. Identify the potential corridor and any alternate route.
2. Estimate the demand for the proposed trail. Will it connect local or regional population centers? Will the demographics of the area support use of the trail?
3. Conduct research at the County Courthouse to gain an understanding of who owns the property.
 - a. If it is held by a railroad, contact the railroad to determine if it is likely to be abandoned in the near future – if currently owned by the railroad, then there is potential to rail bank the corridor. Rail banking must be done in accordance with Pennsylvania Act 1990-188, the Rails to Trails Act.
 - b. If the property is owned by various individuals, it is likely the corridor has reverted back to private ownership. To confirm this, title research must be completed so a legal opinion on the ownership status can be rendered. If ownership is unclear, one must assume the property has reverted to the adjacent property owners until proven otherwise.
4. Document the benefits of the proposed trail, including: economic, transportation, recreation, health, wellness, establishing partnerships, and quality of life improvements.
5. Meet with local municipal officials to discuss your proposal, review the potential alignment, and discuss the benefits the proposed trail can provide to the area.
6. Meet with property owners and the general public to solicit input and determine whether property owners will support or oppose the proposed trail. For the initial meeting, it is important to listen and identify concerns, issues, and false understanding of what the trail will mean and how it may impact their property. With this information, you can tailor the concept for the trail to respond to the issues, concerns, and needs of property owners. Also, by understanding any false pretenses they may have, you can prepare to respond to demonstrate what a trail is and what it will do, and what a trail isn't and won't do at a second meeting with property owners. Ask for permission to go onto their property so you can get a better understanding of their concerns. Document this request in writing by having them complete a form at the public meeting.
7. Evaluate the corridor to determine the likelihood of physically establishing a trail corridor. Do not go onto any corridor without permission of the current property owner(s) as you will be trespassing. For portions of the trail you do not have permission to access, utilize aerial photography and other geographic information resources to complete a thorough desktop analysis. Meet with willing property owners, as required, to allay fears and discuss particular concerns and alignments.
8. Prepare a concept plan for the trail to identify the potential alignment, respond to land owner

issues and concerns where possible, and develop an estimate of probable construction costs.

9. Develop management, operation, and security strategies for the continued operation of the trail. Many agencies will be leery of your proposal unless you can demonstrate that there is a long-term commitment and that long-term care can be provided for the proposed trail.
10. Complete a financial analysis to project the capital and operating costs for the proposed trail, and prepare a plan to show how those costs will be covered. Also, project the estimated economic impact of the proposed trail utilizing data collected from existing trails that are similar in nature to the trail being proposed.
11. Meet with the property owners and the general public a second time to present the proposed concept plan, and review the proposed recommendations for property acquisition; trail alignment; trail development; and trail management, operations, and security. Collect input of proposed recommendations, and determine where you have support and where you do not have support for the development of the proposed trail. Determine if logistical portions of the trail can be advanced to demonstrate the impacts of the trail and to build support for extensions to the trail.
12. Based on the input received, determine whether there is a feasible demonstration project that can be implemented.
13. Secure rights for public access to the demonstration segment of the proposed trail.
14. Complete final design, prepare construction documents, and obtain required permits for the construction of the proposed demonstration segment.

WATER TRAIL IMPLEMENTATION STRATEGIES

In her thesis completed in 2002, “Case Studies of Water Trail Impacts on Rural Communities”, Lindsey Johnson, MCRP provides the following recommendation for developing a successful water trail.

Rural communities interested in water trail development should be aware of impacts on local culture, the environment, and businesses. Negative impacts can be mitigated if the community is supportive of water trail development and there is dedicated management. The following recommendations should help project leaders plan, organize, and create facilities for water trails, while minimizing impacts on rural communities.

Planning and Organizational Needs

1. A shared vision for a water trail is a goal that community members believe in and are willing to work towards. Dedicated local support for a goal-oriented project will sustain local water trail benefits. A dedicated group of volunteers is key to water trail success. A water trail must be advocated and maintained locally if the community will reap economic and social benefits.
2. Address landowner and citizen concerns through outreach to the community early in the project. A designated contact person should respond quickly and accurately to suggestions, concerns, and other comments. A pre-opening/pre-construction trail paddle will allow community members to see the proposed blueway for themselves.
3. Solidify funding, planning, and overall water trail management with clear leadership and goals. These factors should be considered before marketing a water trail.
4. Investigate local goals, norms, and land use patterns that are inconsistent with the water trail vision or threaten the integrity of a paddling experience. Tourism development in rural areas will have social implications including increased land values.
5. Explore partnership opportunities and apply for grants and offers of assistance. Local officials, government agencies, businesses, and the community should commit to water trail project goals. Successful water trails are the result of a cooperative effort between an active citizen group, a responsive public agency, and a supportive community, all of whom share a vision for the trail. Partner with lodging, eating and drinking, retail sales, and recreational services businesses.
6. Host events to advertise the trail, build support, and draw new volunteers. Noteworthy events such as water trail grand openings and annual paddling festivals provide excellent opportunity to make contact with the community, present accurate information, and generate positive media attention.

PA Water Trail Principles

1. Partnerships
2. Stewardship
3. Volunteerism
4. Education
5. Conservation
6. Community Vitality
7. Diversity
8. Wellness & Wellbeing

Infrastructure Needs

7. Designate and clearly sign legal access points and public land at reasonable intervals to minimize landowner concerns.
8. Promote 'leave no trace' ethics or provide adequately maintained facilities to mitigate for environmental impacts from improperly disposed human waste, large groups, and littering.
9. Improve access to parking at river put-ins. Information and access are two big issues to improve trail system usage.
10. Manage a river experience. The quality of the natural environment and uncrowded river conditions are important to paddlers. These aspects of the river experience are vital for all management actions.
11. Explore the history of the waterway, and interpret these stories to paddlers in creative ways. Trail users often have an interest in the history and environment of the community and can help to support museums, nature centers, and other cultural assets. The interpretation of history and linkages with the past is a marketable concept.
12. Offer a variety of accessible activities. Paddlers are often interested in easy access to downtown, restaurants, campgrounds and bed and breakfasts, outdoor recreation experiences, and learning about local history and culture. Successful paddle destinations offer diverse activities with a wide variety of opportunities. Overnight trips are key.



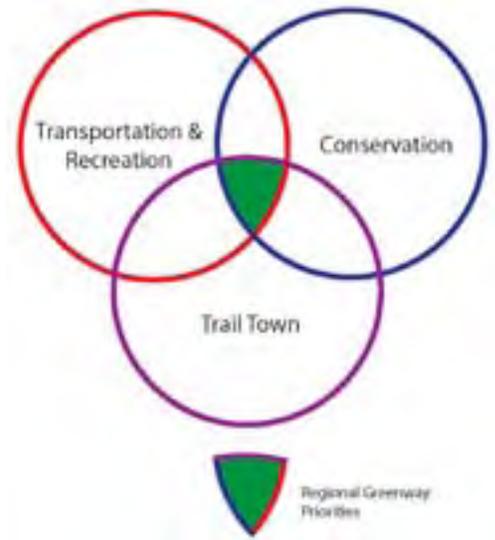
Upper Allegheny River

ESTABLISHING REGIONAL PRIORITIES

Regional priorities were identified by the convergence of vital and/or exceptional priority natural systems, recreation and transportation corridors, and towns with each other at the regional scale.

The following corridors were identified as regional priorities based on convergence of the criteria above, upon their ability to meet specific needs identified in the greenway planning process, and to complement efforts of other regional initiatives such as the Pennsylvania Wilds, Lumber Heritage region, and the North Central Region Community and Economic Development Strategies (CEDS), and other efforts identified by the study committee.

Although these priorities have been established, they are simply guidelines. If opportunities arise in other corridors or associated with features of a lower priority, they should be pursued. Factors such as corridor or feature availability or the emergence of a local partner currently unknown, cannot be predicted but should be capitalized upon if and when they arise.



KNOX KANE CORRIDOR

Project: Complete feasibility study. Implement recommendations of the feasibility study for the proposed shared use rail trail corridor.

Counties: Clarion, Elk, Forest, and McKean

Length: 70 miles

Description: The owner of the proposed Knox Kane Trail corridor has filed for Notice of Interim Trail Use with the U.S. Surface Transportation Board under provisions of the National Trails System Act. This proposed corridor also has multi-modal potential for an excursion / eco-tourism train in addition to the potential for motorized and non-motorized shared use. If feasible, the proposed Knox Kane Trail may provide access to Allegheny National Forest motorized trails in (Russell City, Timberline and Marienville ATV Trails, & ANF Snowmobile Trails), and with the North Country Trail and Kinzua Bridge State Park and associated trails.

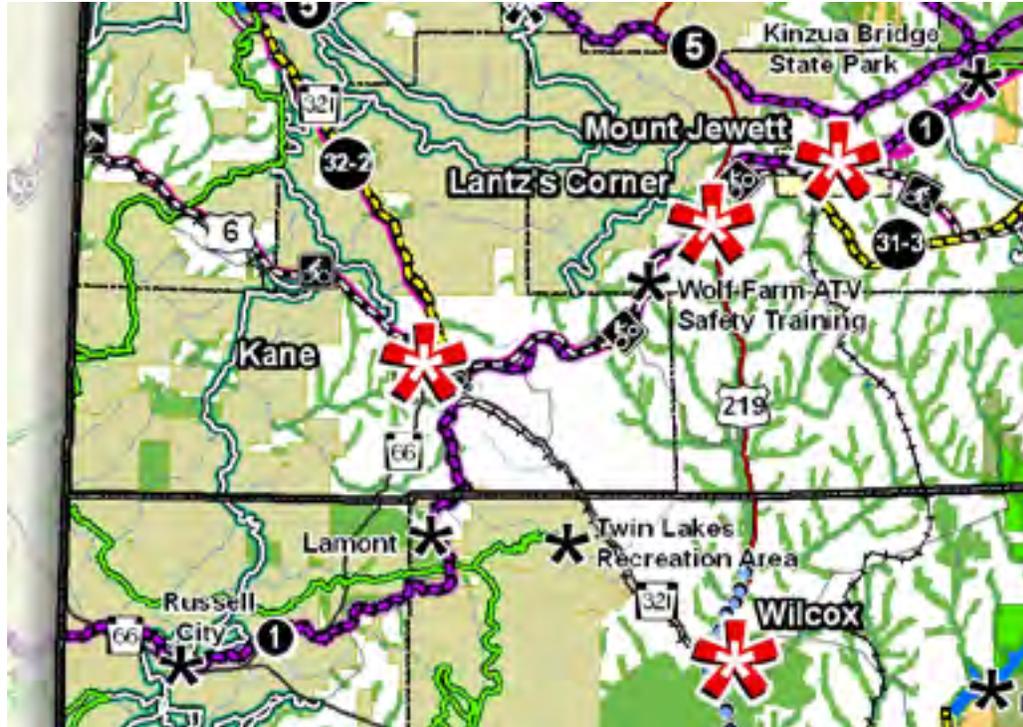
In addition to the recreation and transportation benefits this corridor will provide, there are also Natural Systems Greenways associated with it. Within Elk and McKean Counties, the Tionesta, Kinzua Creek, and Cook Forest natural system greenway corridors are found along the Knox Kane corridor.

Proposed trail towns along this corridor include Kane, Lantz's Corners, and Mount Jewett in McKean County as well as Marienville in Forest County. In addition, hubs are recommended at Russell City and Lamont in Elk County. Also, the trail corridor passes through or near Knox, Shipperville, and Cook Forest State Park in Clarion County.

Potential Partners: North Central Pennsylvania Region Planning and Development Commission, Northwest Region Planning and Development Commission, McKean, Elk, Forest and Clarion Counties, Headwaters Charitable Trust, Pennsylvania Department of Conservation and Natural Resources, Kinzua Bridge State Park, Kinzua Bridge Foundation, Inc., Allegheny National Forest Visitors Bureau, Kinzua Valley Trail Club, Seneca Highlands Snowmobile Club, Allegheny National Forest, Mt. Jewett Borough, Kane Borough, PA Route 6 Tourist Association, PA Wilds Planning Team, Lumber Heritage Region of Pennsylvania, Inc., Kovalchick, Inc.

Steps to Implementation: The North Central Regional Planning and Development Commission and the four counties which the corridor extends through (Clarion, Forest, Elk, & McKean), have successfully applied to and received a grant from the PA DCNR to conduct a feasibility study for this corridor. This feasibility study will determine if the corridor, or portions of the corridor are feasible for trail development,

recommend the type of trail uses for the corridor, and recommend a phased plan for implementing the proposed segments of trail which may be deemed feasible. The feasibility process must be an inclusive process, and include adjacent property owners.



WEST CREEK TRAIL CORRIDOR

Project: Implement the recommendations of the West Creek Trail Master Plan, currently being conducted, for improving the existing West Creek Trail corridor.

Counties: Cameron and Elk

Length: 10.3 miles in Elk County and 11.6 miles in Cameron County.

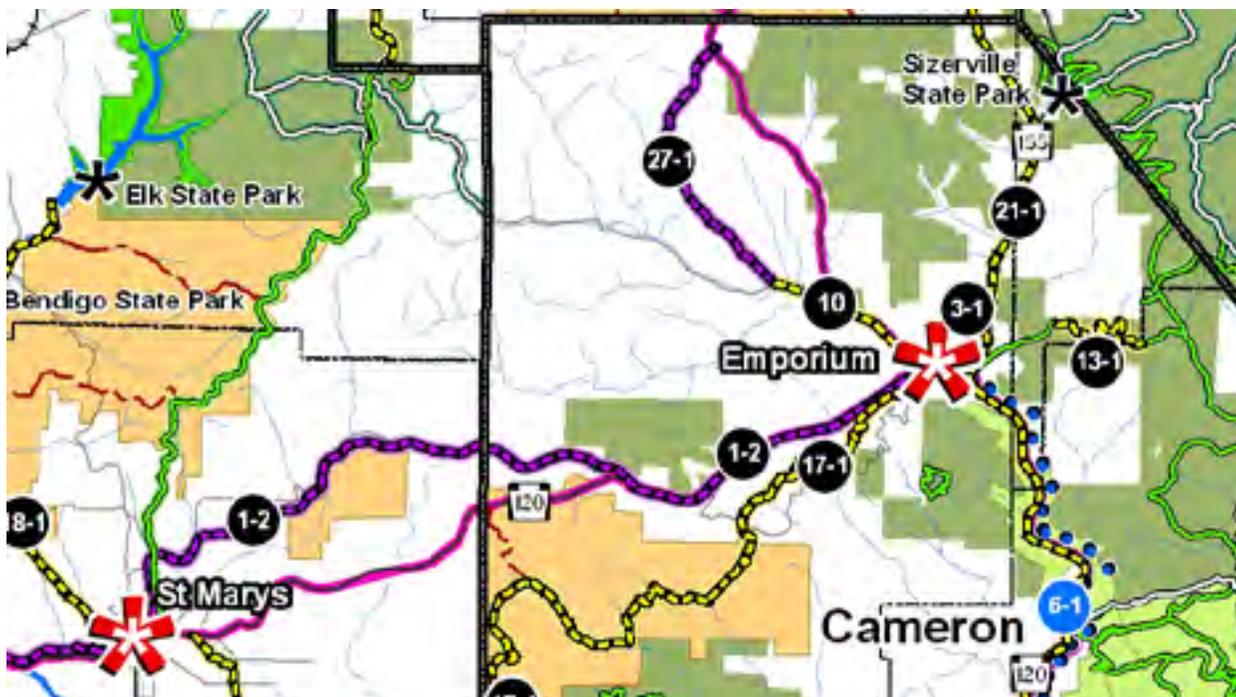
Description: The West Creek Trail follows the former ALY(PRR), Allegheny & Eastern Railroad (Pennsylvania Railroad), corridor that runs from St. Marys, in Elk County, to Emporium, in Cameron County.

This corridor is owned by the West Creek Recreational Trail Association. Currently this trail is open for use. The corridor has been cleared of brush, but the surface is unimproved. Snowmobiles have been using it as a connection between Elk State Forest and Allegheny National Forest.

The next steps for the WCRTA are to apply for a DCNR grant to improve the trail surface, install fencing for safety in several areas, rehabilitate bridges in need of repair, install bollards at crossings to control access, and potentially install sound barriers in the Beechwood area to reduce noise.

The WCRTA also owns a former rail yard within Emporium that they have agreed to allow the borough to develop as a park provided they preserve a corridor through it for the trail.

Potential Partners: West Creek Trail Association, PA DCNR, Cameron County, Emporium Borough, Elk County, City of St. Marys, Headwaters Resource Conservation and Development Council, PA Wilds Planning Team, Lumber Heritage Region of Pennsylvania, Inc., Pennsylvania State Snowmobile Association.



SMETHPORT TO DUKE CENTER

Project: Complete feasibility study for proposed motorized shared use trail corridor from Smethport Borough to Duke Center with connection to Majestic Kamp and Lost Trails.

County: McKean

Length: 13.7 miles

Description: This proposed motorized trail demonstration project will connect Smethport, Gilford, Rew, and Duke Center to the Majestic Kamp and Lost Trails ATV Park. The trail is proposed to follow the former Bradford, Bordell, & Kinzua rail corridor. We recommend snowmobile use of this corridor also be considered.

In addition to the recreation and transportation benefits this trail will provide, it is also located along the proposed Marvin Creek natural systems greenway corridor west of Smethport.

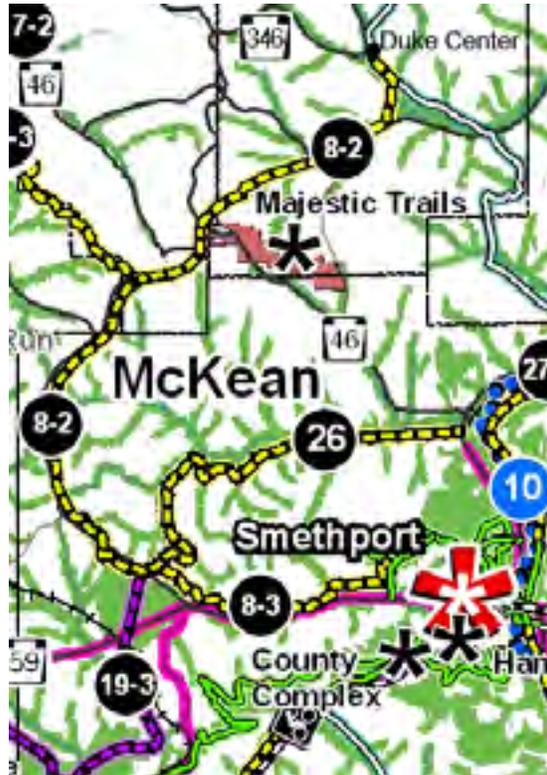
Also associated with this corridor are the proposed trail town of Smethport.

Potential Partners: McKean County Planning Commission, McKean County Economic Development Department, the Borough of Smethport, Smethport Chamber of Commerce, Pennsylvania Department of Conservation and Natural Resources, Allegheny National Forest Visitors Bureau, Majestic Kamp and Lost Trails, Inc., Seneca Highlands Snowmobile Club, Seneca Resources, Inc.

Steps to Implementation: During the public participation process many attendees expressed interest in developing regional ATV trail connections. This desire was expressed both by members of the ATV community as well as those communities with main streets who see the proposed trails as an economic development opportunity. Smethport Borough is actively pursuing the development and expansion of the Potato Creek trail network. Further, the borough sees the opportunity to capitalize on the economic development opportunities associated with these trails. The owners of Majestic Kamp and Lost Trails recognize their visitors desire to be able to ride to Smethport to access goods and services. Several large parcels of land lie between Smethport Borough and the Majestic properties.

If deemed feasible, this trail corridor must be designed and developed in accordance with sustainable trail design principles and best practices. Successful implementation of this project will serve as a demonstration of how a motorized use trail can be sustainably developed to conserve the resources while meeting the motorized recreation needs of the region's residents. This potentially could open up other opportunities for motorized corridors within the North Central region.

We recommend a feasibility study be completed to determine if public access could be obtained through these properties to provide a motorized trail corridor from Smethport, to Majestic Kamp and Lost Trails, and then onto Duke Center. Seneca Resources, one of the large land owners, was interviewed during this planning process. Their land manager indicated that trail easements through their properties would be considered on a case by case basis. The feasibility process must be an inclusive process, and include land owners, adjacent property owners, Borough of Smethport, Potato Creek Trail Association, Seneca Highlands Snowmobile Club, as well as, other stakeholders that have an interest in this process.



REDBANK CREEK AND BROOKVILLE TO BROCKWAY CORRIDORS

Projects: Prepare master plan & phasing plan and implement recommendations for land and water trail improvements in the Redbank Creek Trail. Evaluate opportunities for conservation easements, agricultural best management practices, stream improvements, fishing access, and evaluate opportunity for water quality and stream bank stabilization improvement projects along Redbank Creek and North Fork Redbank Creek.

Counties: Clarion and Jefferson

Length: 58.7 miles

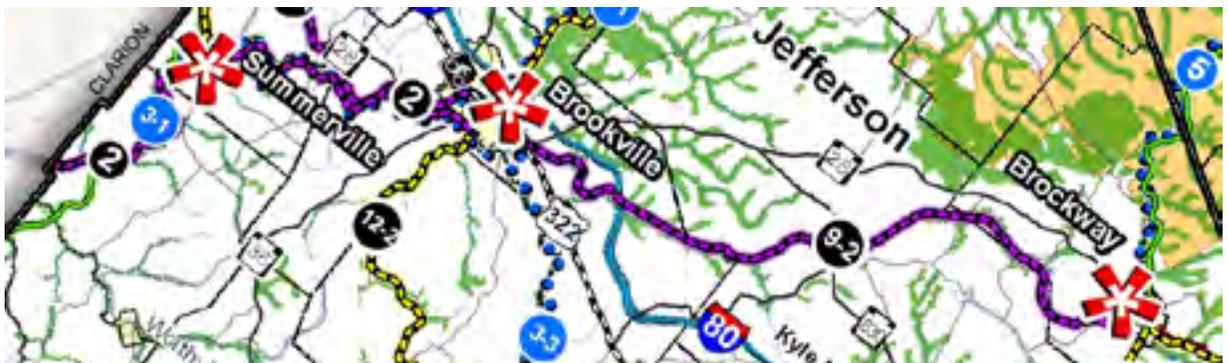
Description: This proposed non-motorized shared use trail can connect to the existing Allegheny River Trail (Erie to Pittsburgh Trail) to the west and the existing Clarion / Little Toby Rail to Trail to the east. From Brockway, a proposed extension to the Little Toby Trail has potential to extend the trail into Falls Creek and eventually on to DuBois where a proposed trail could extend the corridor through the Anderson Creek Gorge to Curwensville, connecting with the existing Clearfield-Grampian Rail Trail. The proposed Redbank Creek Trail would also connect with the existing Baker Hiking Trail near Summerville.

We also recommend the proposed water trail along Redbank Creek from Brookville down to the confluence with the Allegheny River, south of East Brady, within this corridor. The proposed water trail would also connect to the proposed water trails along North Fork Redbank Creek, Sandy Lick Creek, and Little Toby Creek.

In addition to the recreation and transportation benefits this trail corridor will provide, it is also located along several Natural systems greenway corridors in Jefferson County including; Redbank Creek, North Fork Redbank Creek, Mill Creek, and Little Toby Creek.

Proposed trail towns along this corridor include Brockway, Brookville, and Summerville in Jefferson County as well as New Bethlehem in Clarion County.

Potential Partners: Brookville, Brockway, Summerville, New Bethlehem (Clarion County) Redbank Valley Trails Association, Redbank Creek Watershed Association, North Fork Conservancy, North Fork Watershed Association, PA Wilds Planning Team, North Central Pennsylvania Region Planning and Development Commission, Northwest Regional Planning and Development Commission, Jefferson County, Pennsylvania Department of Conservation and Natural Resources, Pennsylvania Department of Environmental Protection, Pennsylvania Fish and Boat Commission, Pennsylvania Department of Transportation, Headwaters Resource Conservation and Development Council, Headwaters Charitable Trust.



SINNEMAHONING CREEKS AND BRANCHES / ELK COUNTRY CORRIDOR

Projects: Complete feasibility studies for the proposed and non-motorized shared use rail trail corridor, proposed hiking trail connections in Sinnemahoning, and proposed water trails along Sinnemahoning Creek and branches.

Counties: Cameron, Clearfield, Elk, and Potter

Length: 13.7 miles

Description: The proposed Elk Country Trail follows the former corridor of the Pittsburgh and Shawmut Railroad which connects DuBois in Clearfield County with Driftwood in Cameron County. If completed the Elk Country Trail will provide connections to the Bucktail Path, Quehanna, and Donut Hole Trails.

Explore the feasibility of an interconnected network of water trails along Sinnemahoning Creek, Bennetts Branch, Driftwood Branch and First Fork Sinnemahoning Creek.

Evaluate opportunities for conservation easements, agricultural best management practices, stream improvements, fishing access, and evaluate opportunities for water quality improvements such as acid mine drainage remediation and non-point source pollution along Sinnemahoning Creek, Driftwood Branch, Bennetts Branch and First Fork Sinnemahoning Creeks.

We recommend a feasibility study be completed to determine how to connect the land based trails to Sinnemahoning Borough and to one another. During the public input process the following route was suggested for further study:

- The Old Sinnemahoning Trail connects the Quehanna Trail to Lower Jerry Run Rd. This intersects Wykoff Run Road and then cross the Driftwood Branch of the Sinnemahoning on a motorized bridge for Wykoff Run Rd. This bridge needs to include pedestrian accommodations the next time it is rehabilitated or replaced by PennDOT. Soon after crossing the river, Wykoff Road intersects SR120.
- Turn to the left and it is a short walk up SR120 to Grove Street. Up Grove Street is the southern terminus of the Bucktail Path. (Also a stop on the Elk Scenic Drive)
- Turn to the right and it is a short walk along SR120 to Jericho. A side street in Jericho takes you to the Ellicott Trail which is the western terminus of the Donut Hole Trail).

We recommend alternatives be explored to route the last two proposed on-road sections off road by obtaining easements through private property (this may require a bridge over the First Fork).

By making these connections hikers will be able to connect with every major State Forest Hiking Trail in the PA Wilds and beyond. This would make for the largest regional trail connection proposed to date. These corridors also connect with the proposed Norfolk Southern, Sinnemahoning to Sinnemahoning State Park, and Elk Country rail trail corridors recommended herein.

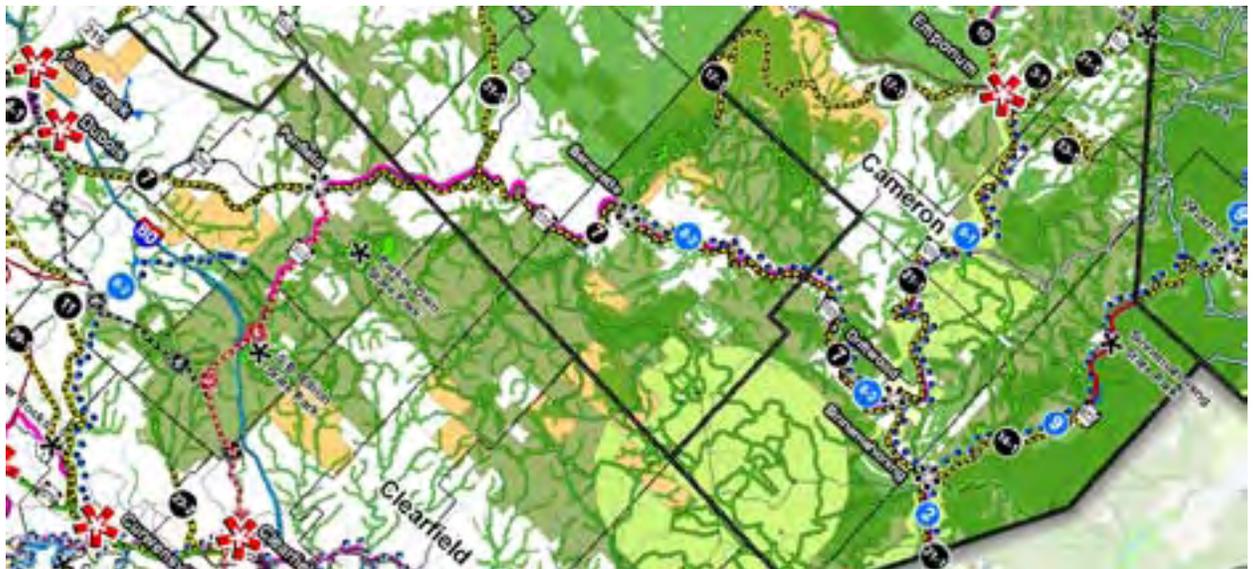
Other regional assets in this corridor include Sinnemahoning State Park, the Lumber Heritage Region, PA Wilds Elk Viewing Center, Elk State Forest and Natural Areas as well as the Bucktail Trail and Elk scenic

drives.

In addition to the recreation and transportation benefits this trail corridor will provide, it is also situated adjacent to several Natural Systems Greenways including; Sinnemahoning Creek, Bennetts Branch, Driftwood Branch and First Fork Sinnemahoning Creek.

The City of DuBois and Emporium are proposed as a trail towns within this corridor while Penfield, Benezette, Driftwood, and Sinnemahoning are proposed as major hubs and Sinnemahoning State Park is proposed as a hub.

Potential Partners: Driftwood, Benezette, Penfield, DuBois, DuBois Revitalization Group, Cameron County, Cameron County Conservation District, Elk County, Elk County Conservation District, Clearfield County, Clearfield County Conservation District, Elk State Forest, Sinnemahoning State Park, PA DCNR, PA Wilds Planning Team, Lumber Heritage Region of Pennsylvania, Inc., Northwest Pennsylvania's Great Outdoors Visitors Bureau, Headwaters Resource Conservation and Development Council, North Central Planning and Development Commission, PA DCNR Bureau of Forestry, Upper Sinnemahoning Creek Watershed Association, Bennett's Branch Watershed Association, Bucktail Watershed Association, Trout Unlimited, Pennsylvania Fish and Boat Commission, Pennsylvania Department of Environmental Protection.



INDIANA, SOUTHERN CLEARFIELD, CAMBRIA, AND BLAIR COUNTIES CORRIDOR

Project: Conduct feasibility study to determine potential for the proposed non-motorized shared use rail trail corridor.

Counties: Cambria, Clearfield, Indiana, and Jefferson

Length: 43.4 miles

Description: This proposed corridor extends from the eastern terminus of the Mahoning Shadow Trail outside of Punxsutawney in Jefferson County to the western terminus of the existing Bellwood (Bells Gap Trail) at Lloydsville in Cambria County and then may continue Altoona via along the proposed Logan Valley Trolley Trail. Additionally proposed within this corridor are the Chest Creek and Clearfield Creek water trails. These trails also connect to the existing Susquehanna River – West Branch Water Trail.

In addition to the recreation and transportation benefits this trail corridor will provide, it is also intersects several Natural Systems Greenways including; Muddy Run, Little Clearfield Creek, and Moshannon Creek.

Proposed trail towns along this corridor include Punxsutawney in Jefferson County and Coalport in Clearfield County as well as Mahaffey as a major hub.

Potential Partners: Punxsutawney, Mahaffey, Coalport, Cherry Tree (Indiana County), Altoona (Blair County) Jefferson County, Clearfield County, PA DCNR, PA Wilds Planning Team, Lumber Heritage Region of Pennsylvania, Inc., Northwest Pennsylvania's Great Outdoors Visitors Bureau, Headwaters Resource Conservation and Development Council, North Central Planning and Development Commission, Clearfield County Conservation and Recreation Authority.



WEST BRANCH SUSQUEHANNA CORRIDOR

Project: Evaluate and implement trail town recommendations at the convergence of land based trails in communities along the West Branch Susquehanna River with the West Branch Susquehanna River Water Trail.

Counties: Clearfield, Clinton, and Indiana

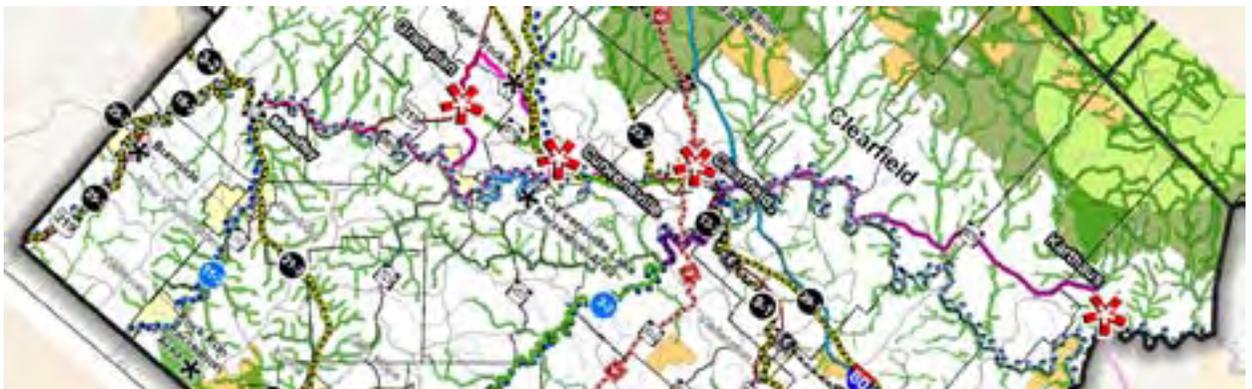
Length: 228 miles (96 miles within Clearfield County)

Description: The existing Susquehanna River – West Branch water trail flows from Cherry Tree in Indiana County to the confluence with the Susquehanna River at Sunbury. This water trail provides connections to the existing Clearfield- Grampian Rail Trail and several proposed trails throughout Clearfield County. Additionally, the proposed West Branch Susquehanna River Scenic Byway and Scenic Byway Loop (with connections to Bilgers Rocks) are found within this corridor.

The entire length of the West Branch Susquehanna River is proposed as a Natural System Greenway corridor and is an asset to Clearfield County’s natural environment.

Proposed trail towns along the water trail corridor include Cherry Tree, Curwensville, Clearfield, and Karthaus. Additionally, Burnside and Curwensville Lake are noted as hubs and Mahaffey as a major hub along the route.

Potential Partners: Karthaus Borough, Clearfield, Curwensville, Clearfield Chamber of Commerce, Clearfield County Conservation and Recreation Authority, North Central Planning and Development Commission, Northwest Pennsylvania’s Great Outdoors Visitors Bureau, Clearfield County, Pennsylvania Department of Community and Economic Development.



TRIPLE DIVIDE / GENESEE RIVER WILDS CORRIDOR

Projects: Evaluate feasibility of the proposed Pine Creek Trail Extension from Galeton to New Field Junction and North Border Trail from New Field Junction to New York State Line at Genesee, Pennsylvania. Develop recommendations to implement trail towns philosophy in Galeton. Acquire conservation easement / property at Eastern Triple Divide. Market, promote, and develop interpretive resources for the Eastern Triple Divide. The Triple Divide, near Gold, Pennsylvania, is the intersection of North American watersheds of the Atlantic Seaboard, the Gulf of Mexico, and the Gulf of Saint Lawrence at the respective Pennsylvania headwaters of Pine Creek (West Branch Susquehanna River), the Allegheny River, and the Genesee River.

Potential Partners: Potter County Planning Department, Genesee River Wilds Project, PA Wilds Planning Team, Lumber Heritage Region of Pennsylvania, Inc, Headwaters Resource Conservation and Development Council, Potter County, Tioga County, United States Geological Survey, Susquehanna River Partnership, U.S. Army Corps of Engineers, Pennsylvania Department of Conservation and Natural Resources Bureau of Topography and Geology, Pennsylvania Department of Environmental Protection Headwater Natural Resource Conservation and Development Council, Potter County Conservation District, Western Pennsylvania Conservancy, Northcentral Conservancy.

Counties: Potter and Tioga

Length: 39.8 miles

Description: This corridor extends from the existing Pine Creek Trail in Tioga County to the New York State line at Genesee. Proposed trails include the North Border Trail and Pine Creek Trail Extension. Also located in this corridor is the proposed Pine Creek water trail. When completed, this corridor will provide connections to the Susquehannock State Forest Trail System, Triple Divide US Route 6 Scenic Byway, the Lumber Heritage Museum, and five State Parks.

In addition to the recreation and transportation benefits this trail corridor will provide, it is also intersects several Natural Systems Greenways including; - Genesee, Ninemile Run, and Pine Creek.

Galeton Borough is proposed as a trail town along this corridor and Genesee, the Triple Divide, Lumber Heritage Museum and several state parks are proposed as hubs.



POTENTIAL COUNTY DEMONSTRATION PROJECTS

As a result of the inventory, analysis, and public participation that we completed for this plan, there are 155 trails, 85 potential recreation and transportation corridors, 132 proposed natural system corridors, 82 proposed trail towns, major hubs, & hubs, and 209 potential implementation partners recommended for consideration.

Counties	Existing Trails	Proposed Rec. & Trans. Greenway Corridors	Proposed Natural System Greenway Corridors	Proposed Trail Towns, Major Hubs, & Hubs	Potential Partners
Cameron County	36	9	21	5	14
Clearfield County	37	18	22	16	53
Elk County	22	11	24	12	20
Jefferson County	10	11	13	15	26
McKean County	30	25	24	16	29
Potter County	20	11	28	18	33
Potential Regional Implementation Partners					34
Totals	155	85	132	82	209

As was done at the regional level, the greenway features were also ranked and prioritized at the county level. From the priorities, potential demonstration projects were identified.

Potential demonstration projects are those projects which may be more readily achievable with fewer challenges to overcome to implement. These demonstration projects are associated with one or more of the regional priorities established above. For purposes of implementation they have been categorized by County. Further, potential partners have been identified. These potential partners are agencies and organizations who may be able to assist in some capacity with the implementation of the proposed project. The list of potential partners identified under each project is not exclusive as additional partners may be identified in the future.

Although these priorities have been established, they are simply guidelines. If opportunities arise in other corridors or associated with features of a lower priority, they should be pursued. Factors such as corridor or feature availability or the emergence of a local partner currently unknown, cannot be predicted but should be capitalized upon if and when they arise.