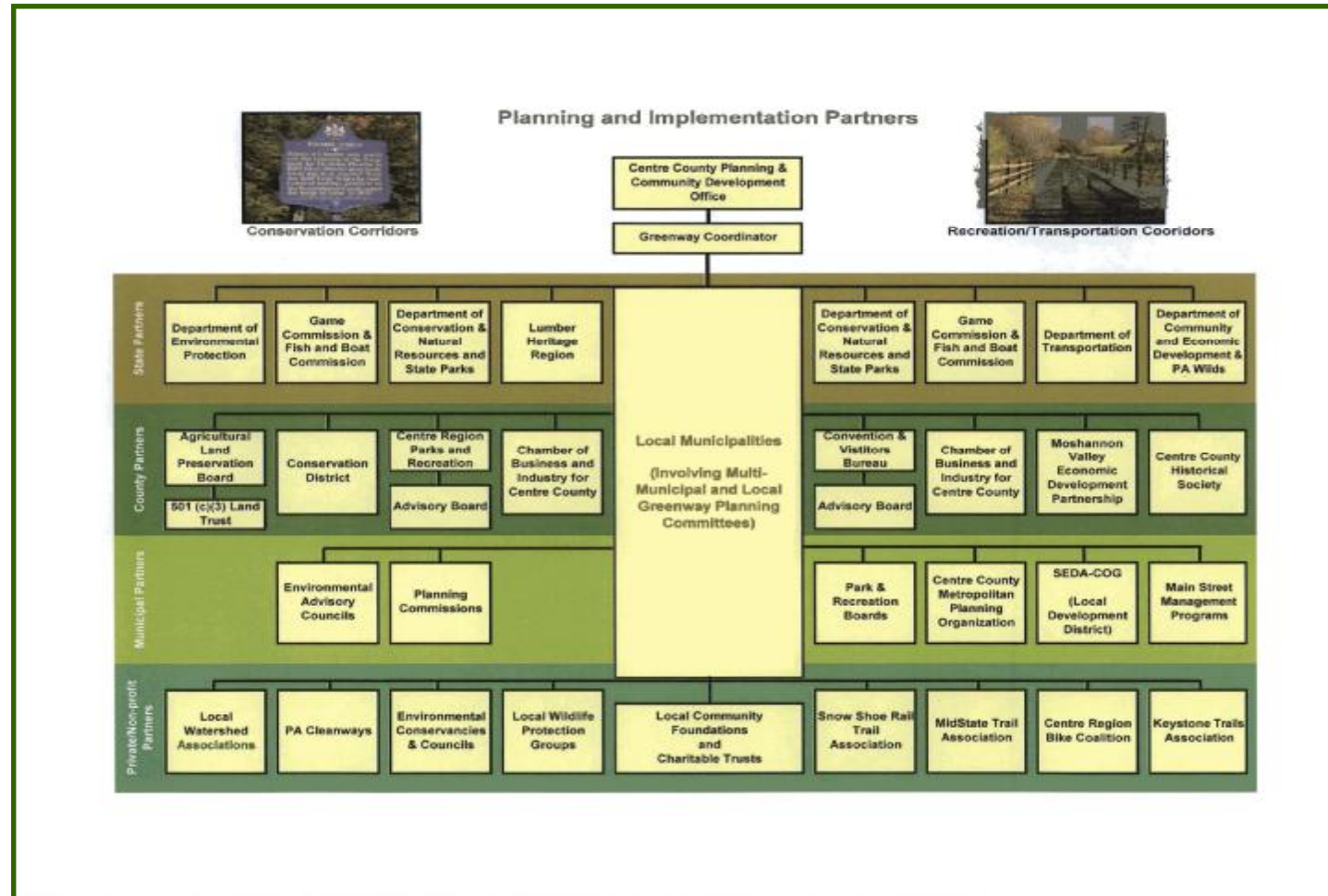


Planning and Implementation Partners



Potential Funding Sources

Development of a greenway and trails network can be costly and may require long-term implementation strategies that tap into a variety of Federal, State, local, and other various sources. Funding programs and sources are commonly designed to conserve natural resources, develop recreational and passive trails, create alternative modes of transportation and transportation improvements, interpret and/or restore and protect historic and cultural resources, protect environmentally sensitive species and restore and enhance opportunities for green infrastructure. The funding chapter provides examples of all of these types of funding sources with contact information.

It is critical that any funding strategy, one which of course works best for all parties involved, should try to leverage some local resources as well. Non-profit and private foundations within communities and regionally are important sources of funding that should not be disregarded when pulling together funding strategies. Private-public partnerships as well as in-kind and cash contributions from local businesses and stakeholders within the community is highly recommended. Most grants are looked upon much more favorably and scored higher with a greater chance of being awarded the funds when there are multiple partners involved.



CENTRE COUNTY OFFICE OF PLANNING

420 Holmes Street
Willowbank Office Building

“Connecting our people, our communities, and our environment with Greenways and Trails”



CENTRE COUNTY RECREATION & GREENWAY PLAN Executive Summary



This project was funded in part by a grant from the Pennsylvania Department of Conservation and Natural Resources—Bureau of Recreation and Conservation and the Centre County Commissioners.

The Plan was prepared by the Centre County Office of Planning & Community Development August 2009 and a joint initiative of the Centre County Commissioners and the Centre County Planning Commission



Mural Borough of Millheim

Greenways and Trails are developed by:

- Public Participation
- Greenway Steering Committee
- Key Person Interviews
- Surveys
- Public Meetings

These sites below have the potential to provide local heritage for greenway and trail users

Historic Iron Furnaces in Centre County

1. Bellefonte Furnace
2. Centre Furnace
3. Cold Stream Furnace
4. Curtin Iron Works
5. Hannah Furnace
6. Harmony Forge
7. Hecla Furnace
8. Howard Iron Works
9. Julian Furnace
10. Logan Furnace
11. Martha Furnace
12. Milesburg furnace
13. Pennsylvania Furnace
14. Plumbe Forge
15. Rock Iron Works
16. Scotia Iron Works
17. Turner Iron Works
18. Tussey Furnace
19. Valentine & Thomas Iron Works

By linking open spaces we can achieve a whole that is better than the sum of the parts.— William Whyte, The Last Landscape, 1968

What is a Greenway Plan?

Pennsylvania's Greenways Program was launched in August 2001 with the completion of a statewide greenways action plan, "Pennsylvania's Greenways - An Action Plan for Creating Connections." The governor amended Executive Order 1998-3 identifying the Pennsylvania Department of Conservation and Natural Resources (DCNR) as the lead agency responsible for Action Plan implementation. The state has funded (with matching monies) approximately forty committed, ongoing, and completed plans throughout the Commonwealth. Greenways will become one of the Commonwealth's most powerful tools to achieve sustainable growth and livable communities.

Centre County, following this direction and with funding from the DCNR and the Centre County Board of Commissioners, prepared the first Countywide Greenway & Recreation Plan in 2009.

This Executive Summary highlights important aspects of the plan.

A greenway is a corridor of open space. Greenways vary greatly in scale; from narrow ribbons of green that run through urban, suburban, and rural areas; to wider corridors that incorporate diverse natural, cultural, and scenic features. They can incorporate both public and private property, and can be land-or water-based. They may follow old railways, canals, or ridge tops, or they may follow stream corridors, shorelines, or wetlands, and include water trails for non-motorized craft. Some greenways are recreational corridors or scenic byways that may accommodate motorized or non-motorized vehicles. Others function almost exclusively for environmental protection and are not designed for human passage.



Historic Schoolhouse—Black Moshannon State Park



Viaduct bridge along Snow Shoe Rail Trail

Vision and Goals of the Greenway Plan

VISION STATEMENT

Centre County is a model of resource conservation and outdoor recreation in Central Pennsylvania. The abundant natural and cultural resources, rural landscape, access to public lands, municipal parks, and an interconnected system of greenway and trails serve as the foundation for improved quality of life for the people who live, work, and visit Centre County.

GOALS OF THE RECREATION & GREENWAY PLAN

- 1.) Utilize information and tools from the Greenway Plan for recreation planning to link communities, parks, schools, natural areas, and historic sites
- 2.) Establish links to future Greenway networks and facilities in surrounding counties.
- 3.) Identify specific locations for wildlife viewing, scenic views and viewsheds, and areas of historic significance
- 4.) Guide feasibility studies and implementation that may develop out of recommendations of the Greenway plan
- 5.) Ensure consistency with the Centre County Comprehensive Plan and Future Growth Management Plan.

Recreation Corridor Demonstration Project

The Lewisburg to Tyrone Railroad Recreation Corridor is proposed to connect the village of Lemont (College Township) east through Penns Valley to Ingleby, Haines Township or alternatively, the village of Ingleby west to the village of Lemont and hub of State College.

The long term goal for this corridor would be to have a multi-use trail throughout the entire 26.3 miles offering residents and visitors a

wealth of recreational experiences throughout the corridor and connections to nearby towns and villages. A more specific look at the recreation corridor will focus near the village of Spring Mills in Gregg Township, where a group of local officials have been proactively obtaining easements along this abandoned rail alignment for the purposes of future trail development.

The landscape varies greatly throughout the entire corri-

dor. This chapter will describe the land use, landscape and natural features, and property ownership in each of the seven townships the corridor passes through. By utilizing Geographic Information Systems (GIS), staff were able to look at the entire corridor parcel-by-parcel. The County updated the GIS land use layer in 2009 and this layer served to identify the land use along the entire 26.3 mile corridor.



Former Railroad Right-of-way - Gregg Township—Demonstration Corridor

Demonstration Segment—Spring Mills Section



Prepared by the Centre County Planning and Community Development Office

Conservation Corridor Prioritization

The prioritization of the Conservation Corridors is put forward as a guide for the County, municipalities, non-profits, and other interested stakeholders to assist in directing efforts towards establishing greenways. Based on the final ranking chart described within the plan, implementation of the Chapter 3 recommendations for the Conservation Corridors are prioritized as Exceptional, Significant, High, and Medium Priority.

Exceptional Priority Corridors: 1 to 3 years

- Spring Creek
- Penns Creek
- Bald Eagle Creek
- Beech Creek

Significant Priority Corridors: 3 to 5 years

- Pine Creek
- Black Moshannon Creek
- Little Fishing Creek
- West Branch Susquehanna River
- Lick Run
- Slab Cabin Run

- Elk Creek
- Roaring Run (Centre Region)
- Wallace Run
- Buffalo Run

High Priority Corridors: 5 to 7 years

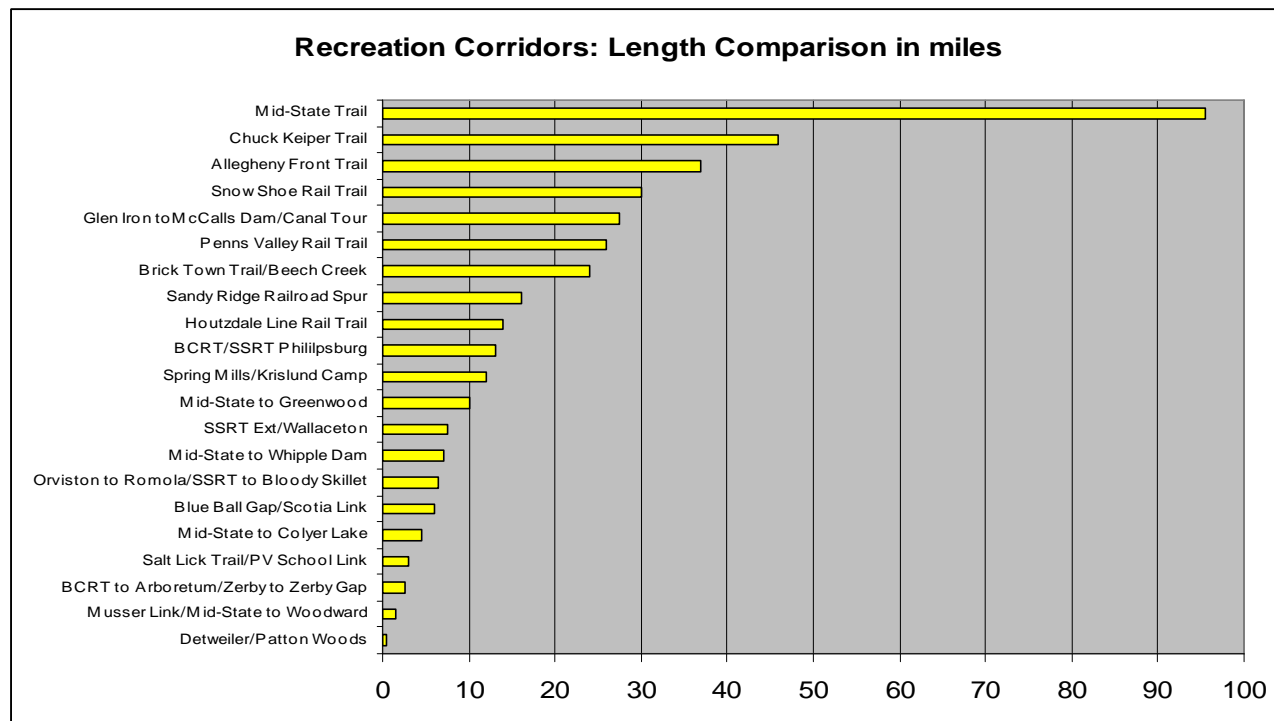
- Galbraith Gap Run
- Logan Branch
- Moshannon Creek
- Panther Run
- Roaring Run (Penns Valley)
- Sinking Creek
- Cold Stream

- Spruce Creek
- Yost Run

Medium Priority Corridors: 5 to 7 years

- Big Fill Run
- Black Bear Run
- Laurel Run
- Marsh Creek
- Musser Gap
- Nittany Creek
- Six Mile Run
- Cedar Run

Recreation Corridors



Existing and potential greenway recreation corridors were inventoried, analyzed, and described in detail in Chapter 3 – “Assembling the Greenway Network”. This process included a detailed documentation of each existing and/or proposed corridor along with recommendations for further expanding and development of the proposed recreation corridors. The proposed configuration of recreation corridors provide alternative, environmentally friendly transportation options for residents and visitors. The recreation corridors include shared use paths and foot paths (pedestrian only connections).

Benefits of Recreation & Greenways



Wild Orchid

No other conservation initiative provides so many ecological, economic, and quality of life benefits to the communities that create them. Greenways not only protect environmentally significant land and native plants and animals, they also link people with the natural world and outdoor recreational opportunities. Recreation and Greenways provides connectivity between municipalities promotes healthier lifestyles, and stronger connections to

historic places. Greenways can also:

- ◆ Create local economic development partnerships
- ◆ Build new partnerships within communities
- ◆ Create connections through our neighboring six (6) counties
- ◆ Address the growing obesity problem America is facing
- ◆ Sustain our environment for future generations
- ◆ Provide vegetative buffers to protect water resources from non-point pollution
- ◆ Provide opportunities to protect and manage wildlife, forest, and ecological systems

- ◆ Protect and preserve communities rural and farmland legacy
- ◆ Offer alternatives to automotive transportation
- ◆ Create educational opportunities outside the classroom
- ◆ Provide recreational opportunities for families that also foster health and wellness
- ◆ Enhance surrounding property values
- ◆ Stimulate tourism
- ◆ Preserve biodiversity
- Direct growth

For bicycle and pedestrian facilities to be truly functional as routes between work, home, school, libraries, parks and shopping areas, they must be part of an interconnected network.—Amanda Eaken and Joshua Hart, Tunnels on Trails: A Study of 78 Tunnels on 36 Trails in the United States, 2001



Bicycle Pa Route V—Heading East on Pa Route 192 in Centre County near the Union County line

Types of Corridors identified within the plan

Conservation Corridors

Conservation corridors are linear corridors that are ecologically important and their primary function is preservation of sensitive habitats and environmental features such as: wetlands, natural heritage inventory sites, high quality and exceptional value streams, riparian buffers, and steep slopes and ridges. These types of corridors typically are used for passive recreation for their aesthetic value and/or low impact recreation such as hiking, kayaking, birding, and photographing wildlife. Mountain biking, snowmobiling, horseback riding, and ATV use would be discouraged in a Conservation Corridor. Thirty two (32) corridors were identified within the county, most of which provide connectivity to surrounding counties.

Recreation Corridors

Recreation corridors are defined as corridors where trail development is suggested, either land or water-based. These trails provide the opportunities such as: walking, hiking, biking, canoeing, kayaking, fishing, horseback riding, sightseeing, wildlife watching, snowmobiling, and ATV use. Recreation corridors connect people to places. Within the county these corridors link what we have defined as hubs (boroughs, downtowns, historic sites, parks, and recreations areas) to destinations that can be recreational, educational, cultural and historical in nature. Recreation corridors also provide alternative and safe modes of transportation for residents and tourists. In a few instances there are recreation corridors that overlap with conservation corridors --those identified for low impact use such as canoeing/kayaking, fishing, and wildlife viewing. There

may be a feasible recreation corridor suggested adjacent to a stream but only if no adverse environmental impacts would result. There are twenty nine (29) proposed recreation corridors that include: existing designated trails, proposed trails, historic destinations, abandoned railroad and canal routes, streams, and state park and state forest lands. The recreation corridors identified provide connectivity to many neighboring counties.

Transportation Corridors

Transportation Corridors within the County are identified as linear corridors that include PA Bike Routes (Penn DOT) and suggested scenic and thematic driving tours. Each of the designated routes provides a connection to either Cameron, Clearfield, Clinton, Huntingdon, Mifflin and/or Union counties.

Centre County Greenway and Recreation Plan

- Conservation, Recreation & Transportation Corridors -

- | | |
|---|---|
| C Major Conservation Corridor | W Water Trail Corridors |
| C1.....Bald Eagle Creek | W1.....West Branch of the Susquehanna River |
| C2.....Penns Creek | W2.....Penns Creek |
| C3.....Beech Creek | W3.....Beech Creek |
| C4.....Spring Creek | W4.....Spring Creek |
| C5.....Buffalo Run | |
| C6.....Black Moshannon Creek | T Major Transportation Corridor |
| C7.....Spruce Creek | T1.....Elk Scenic Drive |
| C8.....Little Fishing Creek | T2.....PA Bicycle Route V |
| | T3.....PA Bicycle Route G |
| | T4.....Route 45 Artisan Highway Tour |
| R Major Recreation Corridor | |
| R1.....Mid-State Trail (Existing) | |
| R2.....Lewisburg-Tyrone Railroad (Proposed Trail) | |
| R3.....Brick Town Trail (Proposed/Under Study) | |
| R4.....Snow Shoe Rails-to-Trails (Existing Portion) | |
| R5.....Bellefonte Central Rail Trail (Proposed/Under Study) | |
| R6.....East Extension of Snow Shoe Rails-to-Trails (Conceptual) | |
| R7.....Wallaceton Extension of Snow Shoe Rails-to-Trails (Conceptual) | |
| R8.....West Extension of Snow Shoe Rails-to-Trails (Conceptual) | |
| R9.....Houtzdale Rail Trail (Existing) | |
| R10.....Patton Woods - Haugh Farm Connector (Proposed) | |
| C Minor Conservation Corridor | |
| C9.....Halfmoon Wildlife Corridor | |
| C10.....Moshannon Creek (aka Red Moshannon) | |
| C11.....Wallace Run | |
| C12.....Marsh Creek | |
| C13.....Cedar Run | |
| C14.....Roaring Run | |
| C15.....Pine Creek | |
| C16.....Elk Creek | R Minor Recreation Corridor |
| C17.....Sinking Creek | R11.....Allegheny Front Trail (Existing) |
| C18.....Logan Branch | R12.....Chuck Kelper Trail (Existing) |
| C19.....Slab Cabin Run | R13.....Orviston to Romola (Proposed) |
| C20.....Laurel Run | R14.....Bald Eagle Creek Navigation Canal Tour (Conceptual) |
| C21.....Big Fill Run | R15.....Blue Ball Gap Road (Proposed) |
| T Minor Transportation Corridor | |
| T5.....Quehanna Natural Area Driving Tour | |
| T6.....Black Moshannon to Philipsburg Driving Tour | |
| T7.....Unionville Driving Tour | |
| T8.....Fish Hatcheries Driving Tour | |
| C Link Conservation Corridor | T Link Transportation Corridor |
| C22.....Musser Gap | T9.....PA Bicycle Route V to Philipsburg |
| C23.....Roaring Run | |
| C24.....Gailbraith Gap Run | |
| C25.....Nittany Creek | |
| C26.....Lick Run | |
| C27.....Panther Run | |
| C28.....Yost Run | |
| C29.....Cold Stream | S Spur Recreation Corridor |
| C30.....Six Mile Run | R28.....Mid-State Trail to Coyer Lake |
| C31.....Black Bear Run | R29.....Railroad Grade adjacent to SR 350/970 |
| R Link Recreation Corridor | |
| R16.....Spring Mills to Krislund Camp | |
| R17.....Spring Mills to Penns Valley Schools | |
| R18.....Zerby to Zerby Gap | |
| R19.....Mid-State Trail to Woodward | |
| R20.....Glen Iron to McCall Dam State Park | |
| R21.....Penn State Arboretum to Bellefonte Central Rail Trail | |
| R22.....Musser Gap | |
| R23.....Mid-State Trail to Whipple Dam State Park | |
| R24.....Mid-State Trail to Detweiler Run | |
| R25.....Mid-State Trail to Greenwood Furnace State Park | |
| R26.....Scotia Barrens to Bellefonte Central Rail Trail | |
| R27.....Salt Lick Trail | |

