

**Eastern PA Greenway
Greenways & Trails Summit
October 1, 2018**

Closing Stubborn Gaps

Frank Maguire, PEC

Diane Kripas, DCNR

**What's Your
Stubborn Gap?**



pennsylvania
DEPARTMENT OF CONSERVATION
AND NATURAL RESOURCES

The “Mother” of PA Trail Gaps

Where is this?

What did it cost to close this gap?

Who owns it?



PA's First Shared Use Destination Trail

America's Friendliest Long Distance Trail



First mile down when?

First mile where?

How much \$ to complete?

How many miles complete before tackling the TUNNEL?



About the Trail

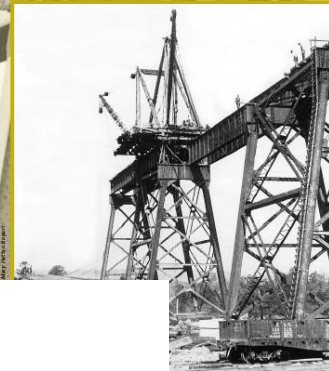


27 Years to Complete the “GAP”

SALISBURY VIADUCT

The spectacular crossing of the Casselman River Valley

The Salisbury Viaduct, 1908 feet long, dominates the valley. The 101-foot-high steel trestle was a key engineering achievement for the Western Maryland Railway's Connellsville Extension. Hundreds of spectators cheered when the first train crossed in 1912. Like all the bridges on this part of the Western Maryland, it was built to accommodate a second track, which was never added. Abandoned as a through-route in 1975, it was decked for trail use in 1998.



July 10, 1911 when a traveling electric lifting a 14.5 ton girder. Six men were in the accident. A month later, another accident occurred on the viaduct.

Total GAP costs \$80 million

PennDOT: \$40 million

DCNR: \$11.5 million

State Capital Budget: \$10 million (\$9.2 for Big Savage Tunnel!)

City of Pittsburgh + Allegheny County: \$4.5 million

Private: \$15 million



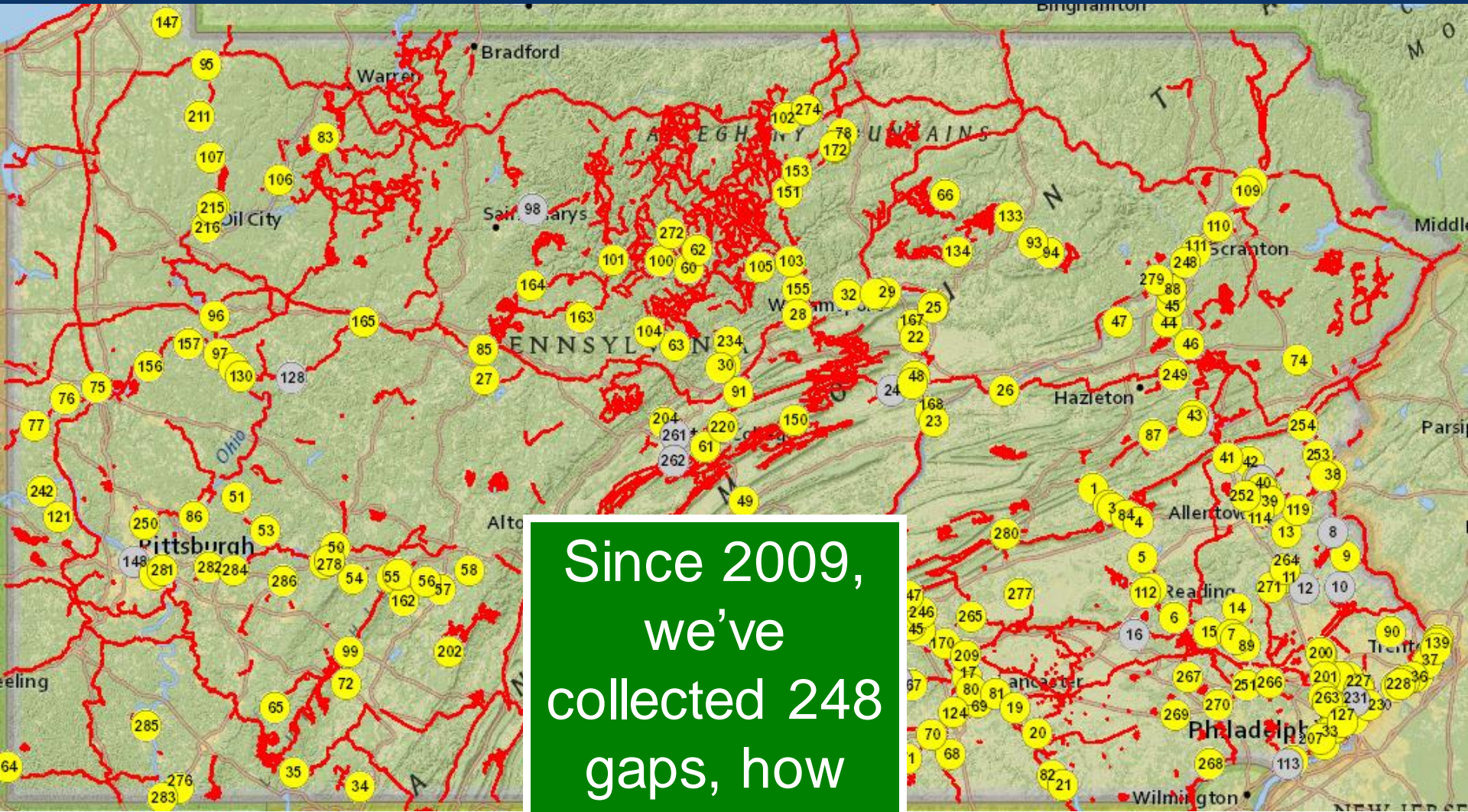
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So what is PA Trail Gaps 3.0 and WHY are we talking about gaps AGAIN?



A Decade of Gap Collecting – the Results



Since 2009,
we've
collected 248
gaps, how
many have
WE closed?



Current gaps that are really NEW trails

Trail Gaps

Gap Name	New Hope to Philadelphia
Gap ID	90
Trail System	Neshaminy Creek Greenway Trail
County	
Municipality	
Description	Information not available at this time.

[Zoom to](#)

Trail Gaps



Gap Name	Jim Thorpe to Tamaqua
Gap ID	87
Trail System	Schuylkill River Trail
County	
Municipality	
Description	Information not available at this time.

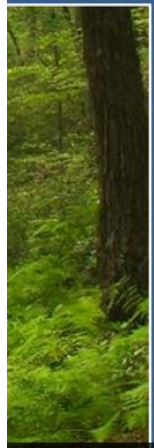
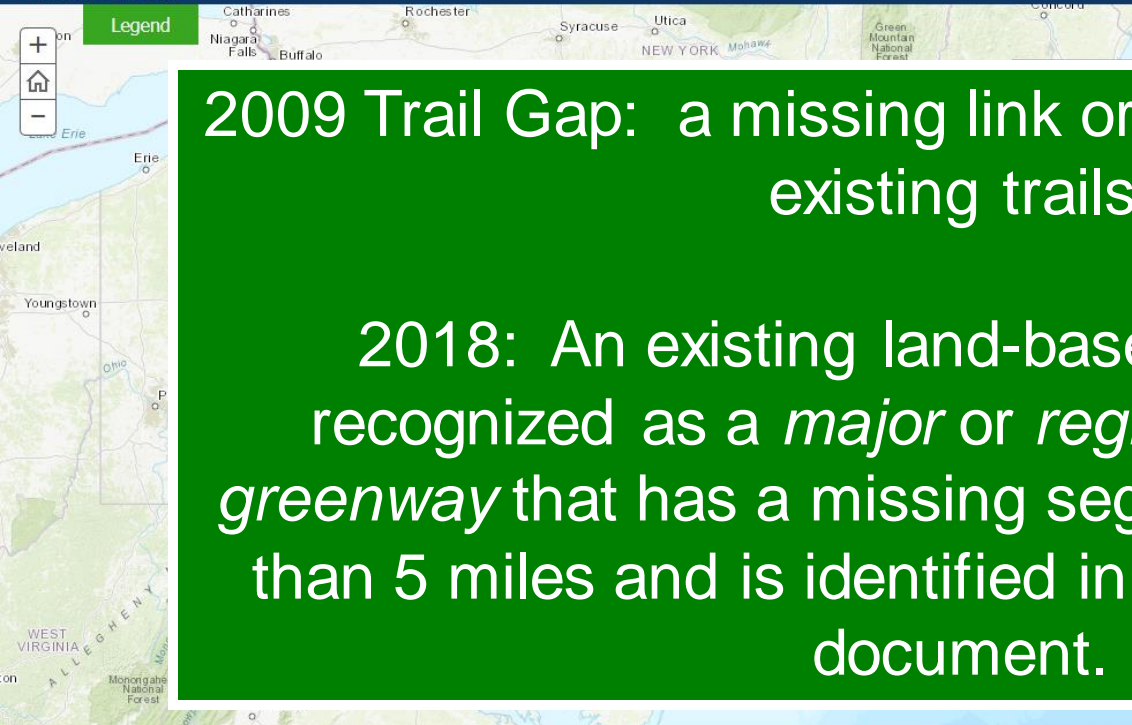
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Trail Gap Definitions & Criteria

Exploring Pennsylvania's Top Ten Trail Gaps

The intent of the the top ten trail gaps is to establish the top priority trail projects for Pennsylvania and to raise public awareness of the need for funding and interagency cooperation to complete these gaps. These were selected as the top ten trail gaps out of 38 nominations submitted by trail partners throughout the commonwealth. For more information on the top ten trail gaps, please reference the 2014-2019 Pennsylvania Land and Water Trail Network Strategic Plan, located on the DCNR Trails Advisory Committee's webpage

Share Map:  



to complete more of the ten gaps selected... ntees many miles of the trails or sections of onstruction or cost of gap completion in the next five years.

2009 Trail Gap: a missing link or connection between existing trails.

2018: An existing land-based trail which is recognized as a *major or regionally significant greenway* that has a missing segment (s) of no more than 5 miles and is identified in an official planning document.

- 1 Enola Low Grade Rail-Trail, Safe Harbor Trestle Bridge
- 2 Delaware and Lehigh Trail, Bridge Street Gap
- 3 East Coast Greenway, Spring Garden Street
- 4 Redbank Valley Trail, Climax Tunnel
- 5 Armstrong Trail, Brady Tunnel
- 6 Delaware & Lehigh Trail, Jim Thorpe Pedestrian
- 7 Lycoming Creek Bikeway, Williamsport Riverwalk and
- 8 Oil Creek State Park Trail Gap
- 9 Schuylkill River Trail, Wissahickon Gateway Gap
- 10 Lower Trail to Canoe Creek State Park Gap



Top ? – How does this impact MY grant?

DCNR Trail Funding Facts

- # of trail requests range from 58-94
- Fund over 50% of requests
- Top 10 gaps are TOP priority (2/year)
- 40% of funded projects advance regional/statewide trails
- 27% help close a gap



Gap Update Plan

Trail Gap 3.0 Information Form

1974

Welcome

As part of Pennsylvania's Outdoor Recreation Plan 2020-2025, DCNR and PennDOT are collecting information about critical gaps in the Commonwealth's network of recreational trails. We need your help to identify the missing links in Pennsylvania's trail system.

Please take a few minutes to complete and submit this Trail Gap 3.0 Information Form. Trail gap information will be used by DCNR to develop and fine-tune a systematic approach to completing a statewide network of trails.

Instructions: Please complete only one on-line form per trail gap. Feel free to consult with leaders of affiliate trail groups to complete the form and to avoid duplication of gap information as much as possible. Do your best to answer all the questions. Click "Next" when you are ready for the next step in the questionnaire. When you are finished, click "Done." Thank you.

Please have your form(s) submitted by the end of the day on **Wednesday, October 31, 2018*

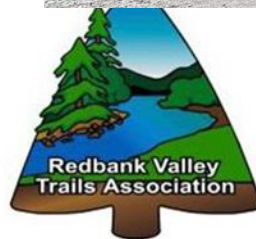
1. Confirm trails
2. Regional advisor outreach
3. Submit updated gap info via survey
4. Trail committee will select next two top 10 gaps
5. Recommend to Secretary



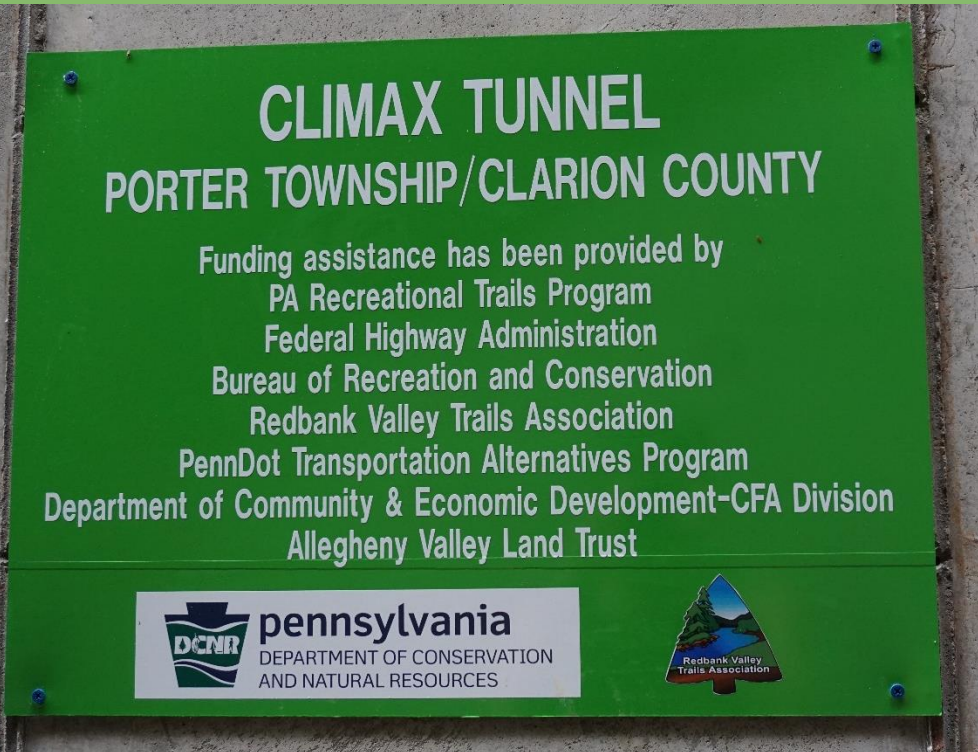
Case study – Climax Tunnel



Case study – Climax Tunnel



Case study – Climax Tunnel



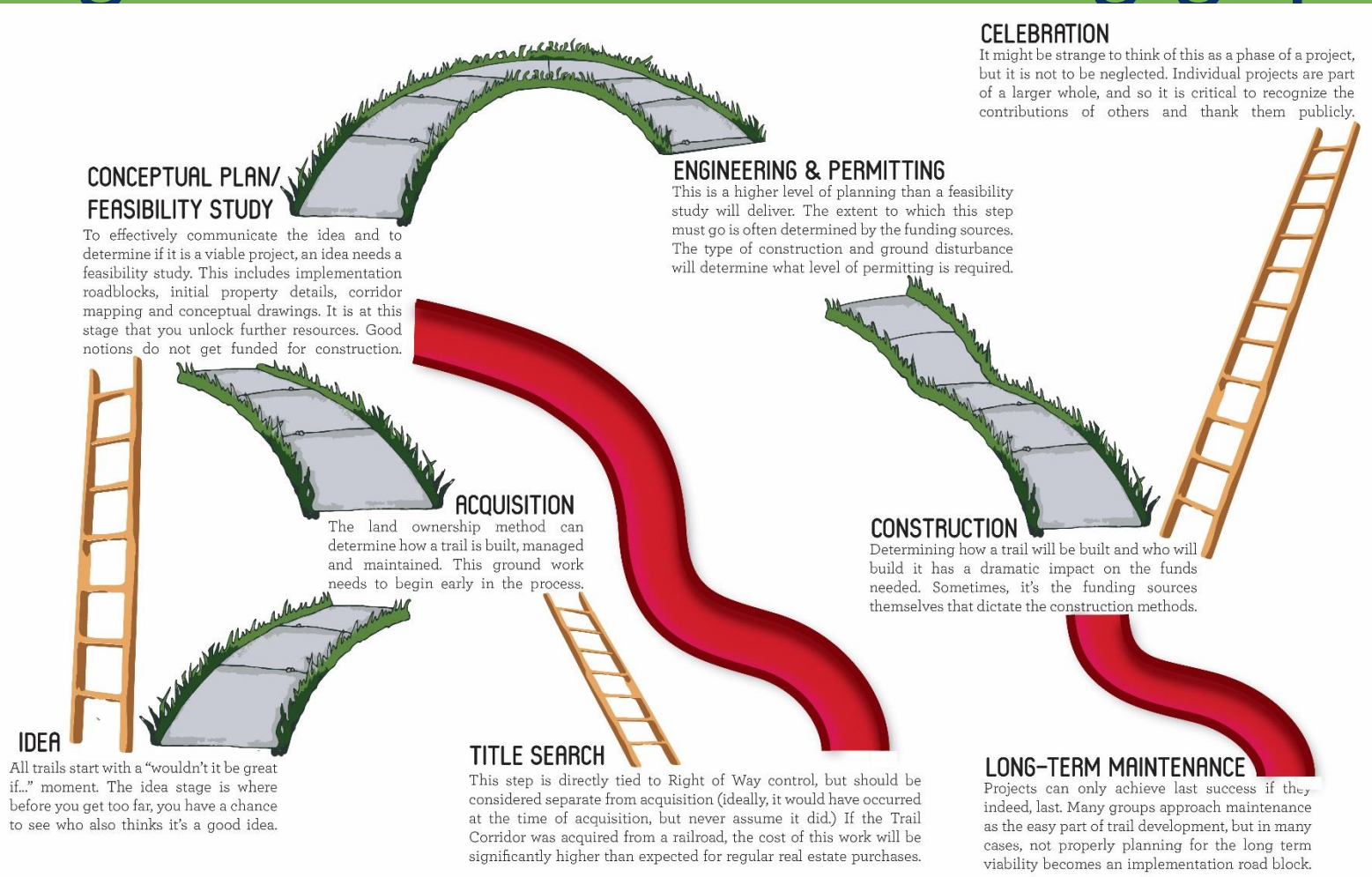
Case study – Climax Tunnel



Case study – Climax Tunnel



Highs and lows of closing gaps



Wisdom from the Gap Closers

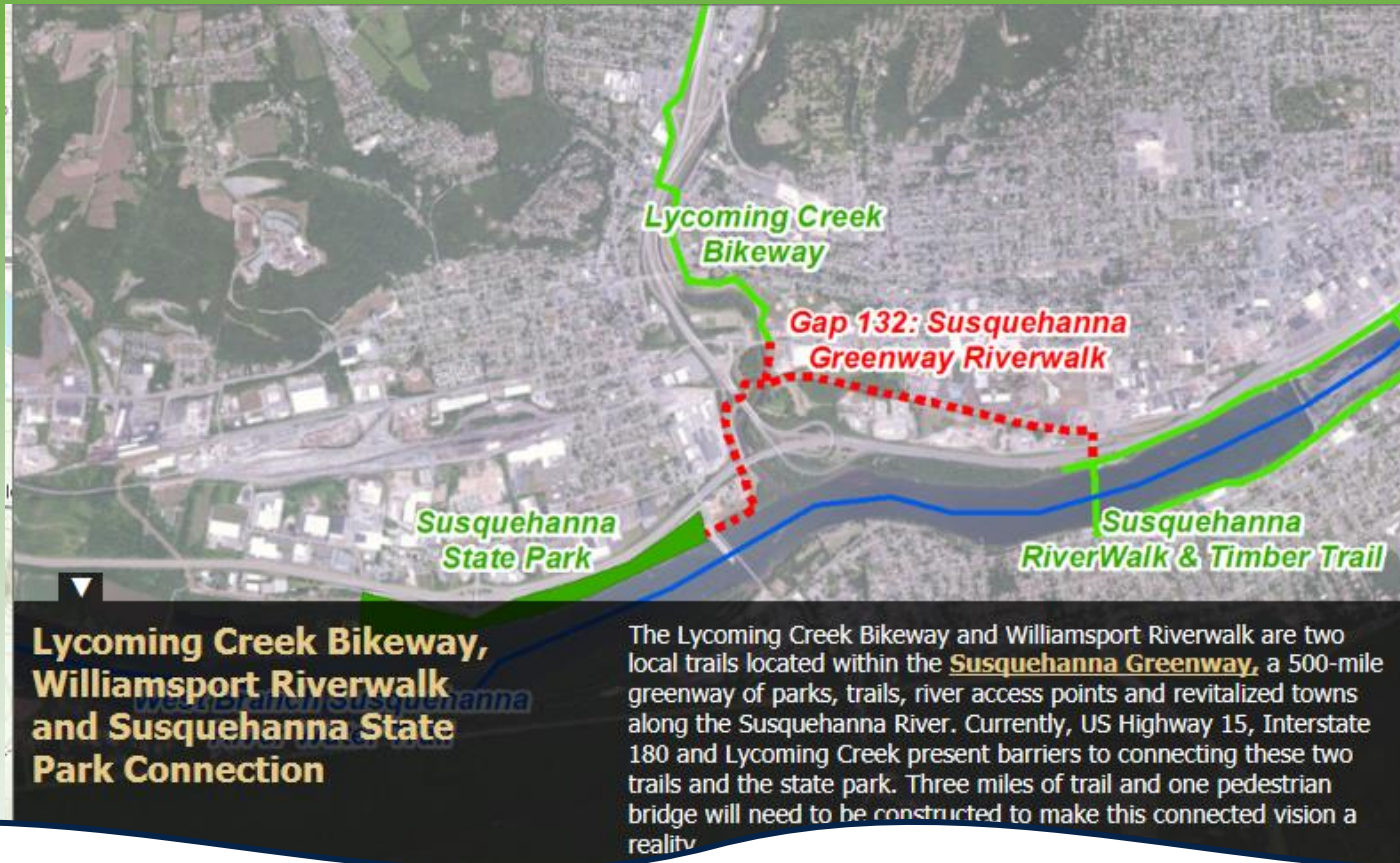
Before and after photos of Schuylkill Banks



Raised \$18m – “Point out the benefits of an expensive project and the reasons it is expensive. It’s probably the last gap *because* of its complexity...it’s not just a pricey bike route, it’s used for commuting, healthy living and economic development.”

Joe Syrnick, SRDC

Wisdom from the Gap Closers



Lycoming Creek Bikeway, Williamsport Riverwalk and Susquehanna State Park Connection

The Lycoming Creek Bikeway and Williamsport Riverwalk are two local trails located within the **Susquehanna Greenway**, a 500-mile greenway of parks, trails, river access points and revitalized towns along the Susquehanna River. Currently, US Highway 15, Interstate 180 and Lycoming Creek present barriers to connecting these two trails and the state park. Three miles of trail and one pedestrian bridge will need to be constructed to make this connected vision a reality.

Establish your trail gap funding strategy up front to leverage funding to maximize fed/state investments and minimize local match requirements. Get to know MPO. Champion, publicize and celebrate your project milestones early and often to instill confidence that this project is really going to happen.

Mark Murawski, Lycoming County MPO

Wisdom from the Gap Closers



Photo by Richard Cochrane

Taking the High View
of
Regional Transportation



“Forge as many partnerships as you can. Difficult projects have a LOT of moving pieces; committed partners can symbiotically move things along, often in surprising ways – like engage their friends and bring them in.”

Ned Williams, Montour Trail

Wisdom from the Gap Closers



“Requires vision, knowledge, effective communication, persistence, patience, and positive relationships with key stakeholders and funders.

Consistently engage the public, elected officials and funders regularly – gap closing takes years and officials can change.”

Lori Yeich, DCNR



Wisdom from the Gap Closers

- ❑ Plan, plan, plan, and more plan.
- ❑ Find local funds to design it – more competitive for big construction dollars.
- ❑ Must have a local champion to move it forward.
- ❑ Become familiar with PennDOT's TIP – get your projects in the pipeline.
- ❑ Do your best to make the project turn out good – spend a little more \$ upfront to get it done right and minimize maintenance.



“The Schuylkill Banks Boardwalk is generally thought of as a successful project that people like. No one remembers the cost so all that agonizing we did was for naught. It’s more important to get it right.”

Every closed BIG trail gap helps the next one to build PA’s statewide network of trails.

Your questions or let’s talk about your gaps?

