

Inventory & Analysis

Data Collection & Methodology

Data for existing and previously-planned trails within the project area were compiled from a variety of sources and formats. The county and the individual municipalities provided data in either “paper” or digital format, depending on availability. If trail locations were only available in paper format, the linework was redrawn and digitized into GIS (Geographic Information System) format. In addition, local organizations such as the Harrisburg Bicycle Club and the Cumberland County Visitor’s Bureau provided paper mapping that was digitized during this project. Information from the Harrisburg Bicycle Club included categorized on-road routes used by members as well as roads considered to be scenic. A full list of data received is included in the Appendix of this report.

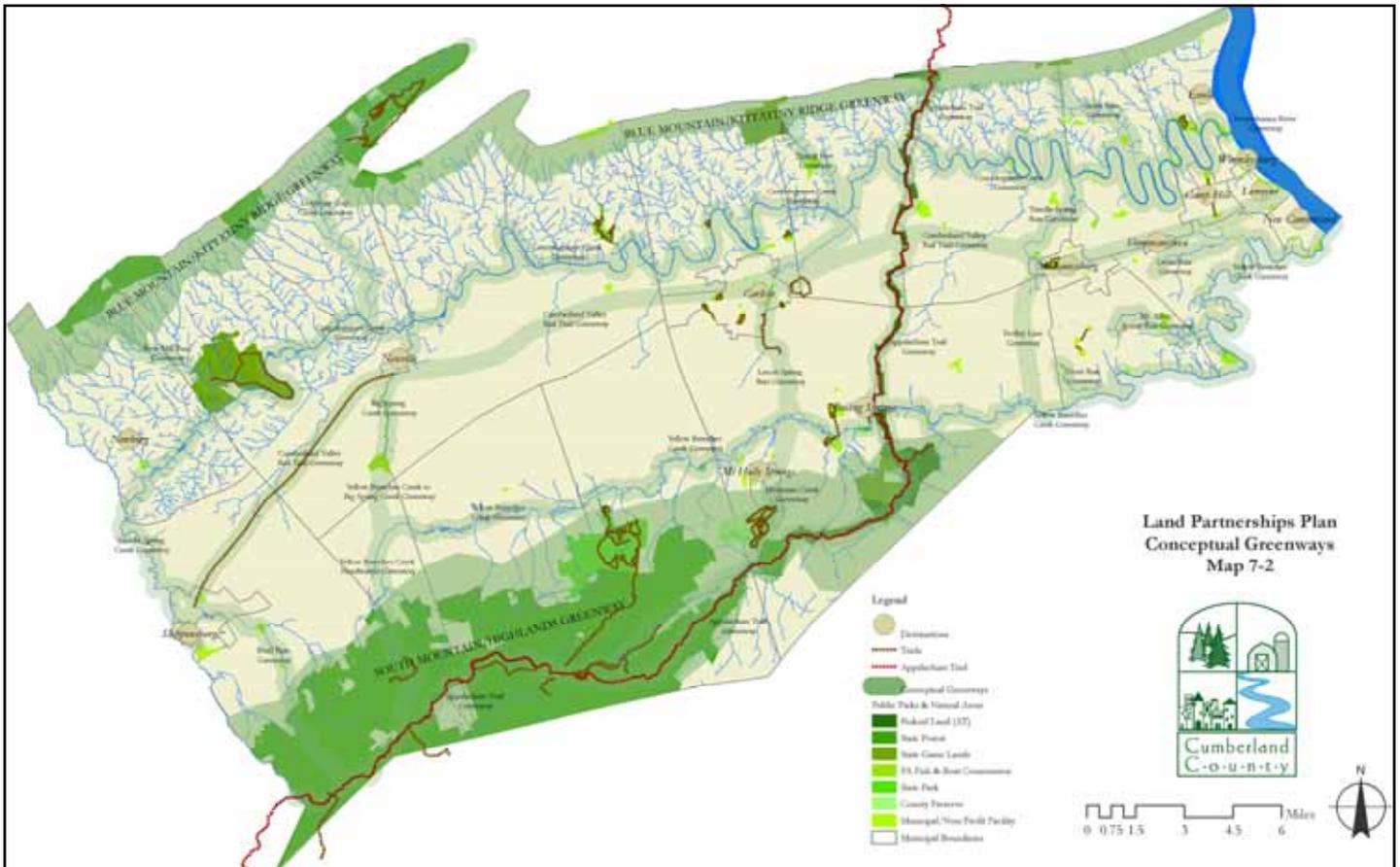
Being prepared concurrently with this study is the update of Cumberland County’s Land Partnerships Plan, which is a countywide strategy designed to improve and enhance the quality of life in the county through agricultural preservation, natural resource protection, parks, trails and greenways. In April 2012, the County Planning Department began an effort to update the Land Partnerships Plan in order to develop new recommendations for the next 5 years. Like this study, the planning process is expected to take approximately 8-10 months and will include a variety of opportunities for the public to provide input.

Goals of the Land Partnerships Plan include:

- Establishment of additional parkland and development of a connected system of trails throughout the county.
- Conserving greenways to protect sensitive natural resources.

According to the Land Partnerships Plan, greenways are not necessarily publicly-accessible. Greenways can take many forms; with

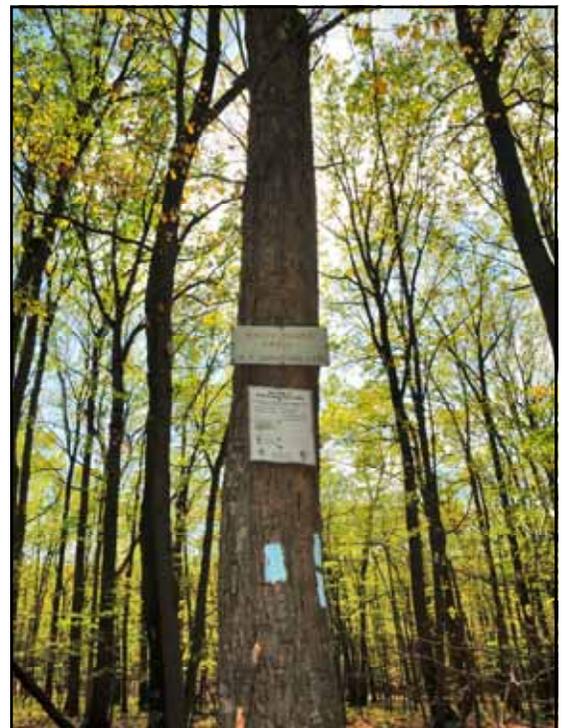
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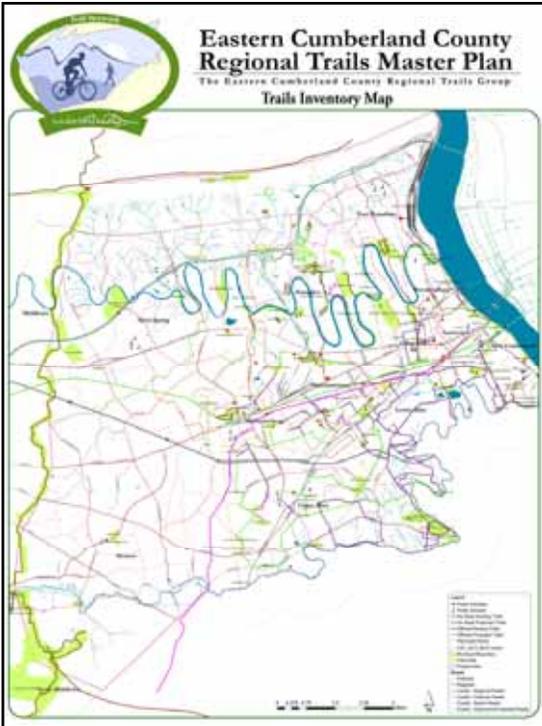
Mapping from Land Partnerships Plan, 2012 Update.

some being corridors of protected natural areas, some being corridors that include a footpath for exploring nature, or others that are developed primarily as commuter or recreation trails. A number of greenways identified in the Land Partnerships Plan are located in eastern Cumberland County, including:

- Blue Mountain / Kittatiny Ridge
- Conodoguinet Creek
- Cedar Run
- Mt. Allen / Spring Run
- Yellow Breeches Creek
- South Mountain
- Appalachian Trail
- Trindle Spring Run / Trolley Line
- Sears Run
- Trout Run
- Cumberland Valley (along Shippensburg Secondary line)



"Blue Blaze" Along White Rock Trail (side trail off Appalachian Trail), Monroe Township.



Trails Inventory Map.



Adams-Ricci Park, East Pennsboro Township.



Private Driveway Within the Trolley Line Greenway Alignment, Monroe Township.

Trails Inventory Mapping

One of the primary challenges of this study involved the gathering of all available trail information and organizing it in such a way that it is easily understood in graphic format. The Trails Inventory Map accomplishes this by showing all data provided by the county and the individual municipalities. There is no analysis on this map of the feasibility of trails that are currently planned. Instead, the map is strictly a categorization of the multiple sources of data received, so that the information can easily be understood in one graphic for the entire project area. Please refer to the Trails Inventory Map at the end of this chapter.

Site Reconnaissance

The planning team visited the project area on several separate occasions for day-long tours. Destinations and points of interests were visited, such as parks, schools, employment centers and shopping areas. Excluding side streets and residential subdivisions, a majority of the project area's roadways were toured by vehicle and documented through photography for later analysis of suitability for on-road trail routes. A number of potential off-road trails routes with regional significance were examined by foot—including the previously-proposed "Trolley Line Greenway" in Monroe Township and the Shippensburg Secondary Railroad alignment.

One of the most important discoveries during site reconnaissance for this project involved the potential for regional, off-road trails. With the exception of the Shippensburg Secondary Railroad alignment, very few opportunities were identified for off-road trails of regional significance. For example, the often-discussed Trolley Line Greenway, which appears on county and municipal planning documents, is an alignment (and former easement) that has been interrupted and encroached upon by scores of private land owners. Accordingly, the development of an off-road trail along this alignment would be extremely difficult (if not impossible) and extremely costly. With regard to the Lurgan Branch railroad, the high level of train traffic and anticipated installation of a second track make it unsuitable for consideration of rail with trail.

In addition, the potential for off-road trails along utility corridors—namely, overhead power lines—was explored. However, parcel data

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indicates that power lines in the project area are not located within dedicated right-of-ways, but instead are located in easements negotiated with private landowners. As a result, any regional trail development beneath overhead power lines would also involve obtaining easements from hundreds (if not thousands) of private landowners as well as an agreement with the power company. In this regard, building trails under power lines is no easier than building trails through private property without power lines. For this reason, regional trail development along power lines is not recommended by this Plan. It should be noted that the county requested more detailed mapping of power line locations from the applicable utility companies, but was denied that information.

Public Participation

This planning process allowed for many opportunities of public input. The presentation from the second series of public meetings as well as the Draft Plan were posted on the County Planning Department's website for public review.

Approximately eight months were spent working with a Study Committee to develop this Plan. The Study Committee included representatives from the participating municipalities as well as the County Planning Department. In total, four meetings were held with the Study Committee during the preparation of this Plan. Minutes from these meetings are included in the Appendix of this report.

Two series of public meetings were held prior to the preparation of this Plan. The first series of meetings were held in April of 2012, with separate meetings in Lower Allen Township and Silver Spring Township. The purpose of these meetings was to introduce the public to the project and solicit opinions on trails from audience members. All input from audience members was noted on cards at the front of the room and included with subsequent meeting minutes.

The second series of public meetings occurred in September of 2012 and were held in Camp Hill Borough and Silver Spring Township. The purpose of these meetings was to review the preliminary recommendations of this Plan. All minutes from these meetings are included in the Appendix of this report.



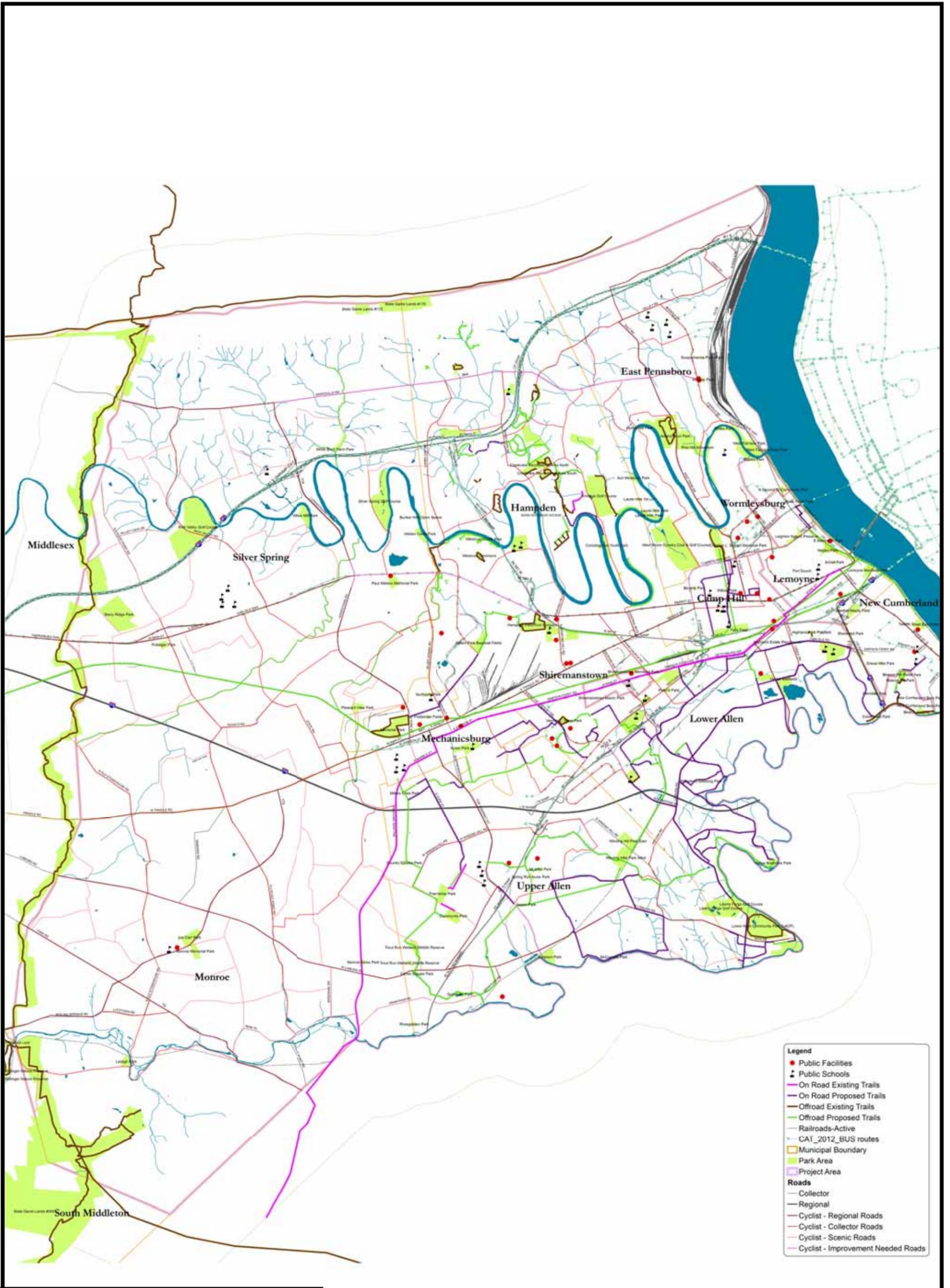
Shippensburg Secondary Railroad Alignment, Monroe Township.



Study Committee Meeting, Lower Allen Township.



Public Meeting, Silver Spring Township.

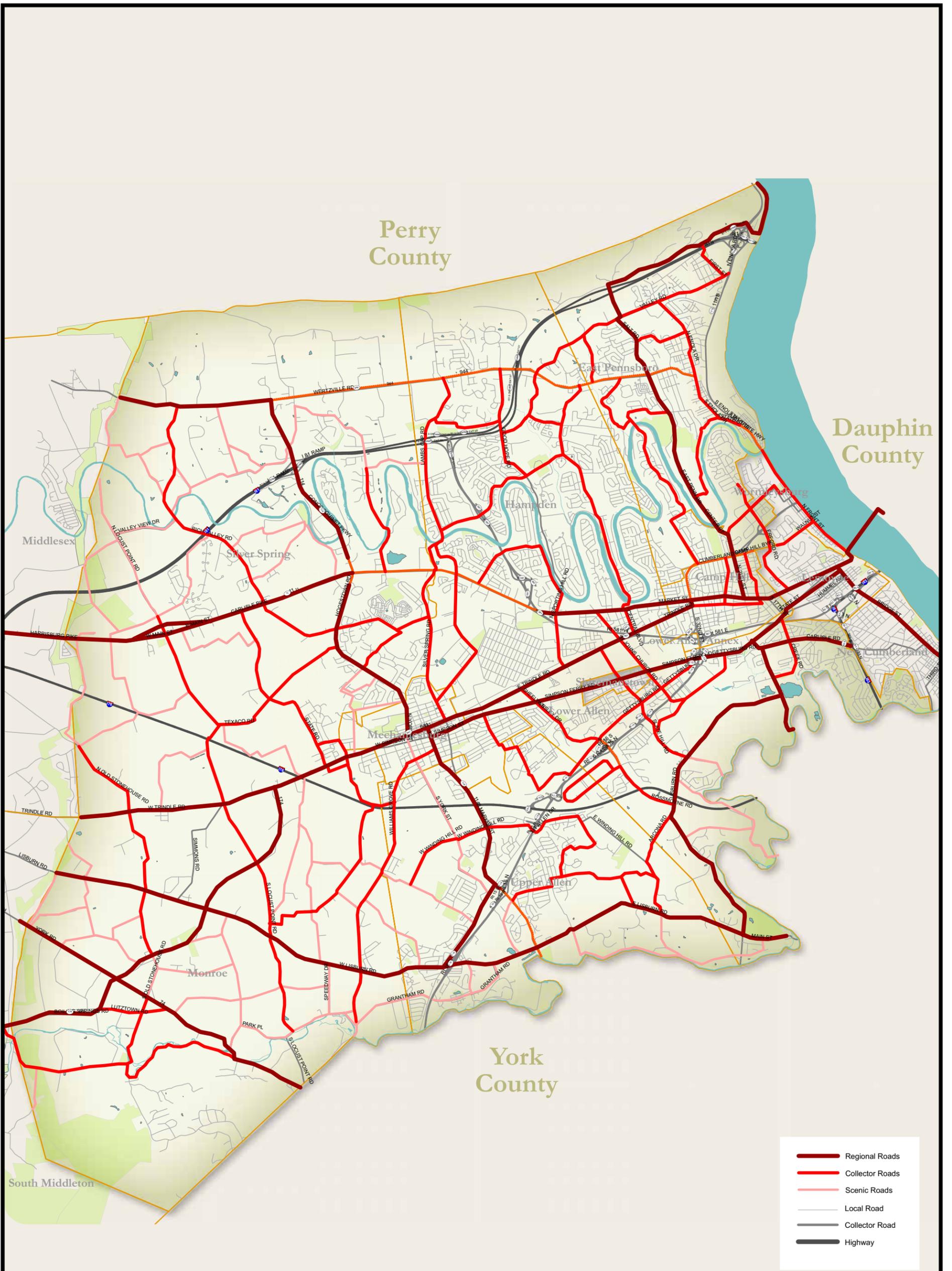


**Trails
Inventory
Map**



**Eastern Cumberland County
Regional Trails Master Plan**
 The Eastern Cumberland County Regional Trails Group





**Harrisburg
Bicycle Club
Map**



**Eastern Cumberland County
Regional Trails Master Plan**
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*York Road,
Monroe Township.*