

# Trail Plan

## **Recommended Regional Trails**

Through the existing conditions inventory and analysis, the public participation process, and discussions with the Study Committee, it became apparent that the eastern portion of the county needs to focus on the possibilities associated with on-road improvements to provide the bicycle and pedestrian connections that are lacking between many of the destinations referenced in the previous chapter.

The first step in forming the recommendations for this trail plan involved the inventory of all possible alignment alternatives, as discussed in the previous chapter. Many of the alignment alternatives were identified in municipal and county planning documents that were previously-prepared. These proposed alignments included both on-road and off-road connections. Additional proposed alignments for study were suggested by the project committee and the public. Other alignments were added as part of the base mapping analysis and site reconnaissance performed by the consultant during preparation of this Plan.

The initial alignment alternatives were compared to the information found within the GIS database, including parcel ownership and detailed aerial photography. The following general criteria were utilized in order to recommend trail alignments in this Plan:

- Safety

All of the proposed trails by this Plan are considered to have the potential to be safely included in the proposed regional trail system. Each of the on-road routes were field-verified to confirm actual roadway conditions and their capacity for improvements.

### 3. Trail Plan

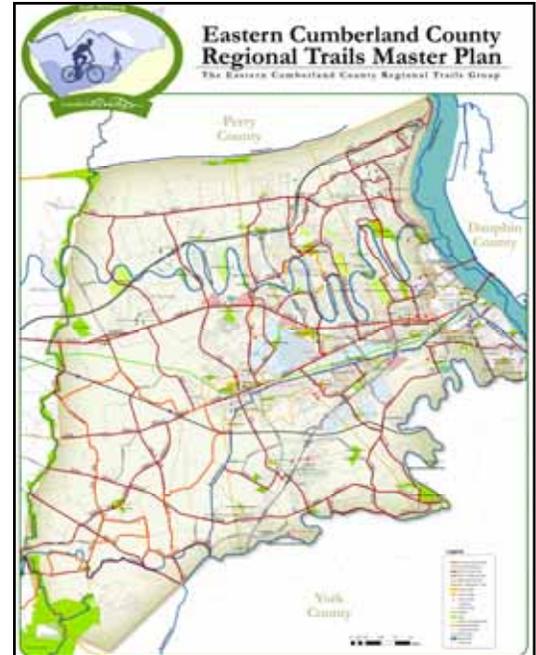
- Regional Connectivity

Each of the recommended trails needs to be capable of being part of a regional system and/or provide a level of service worthy of its development. Routes that fully-extend through the project area are favored. An individual trail segment that does not provide a connection between destination points or does not contribute to a regional system is not recommended as part of this regional planning effort. Instead, these “local” trails should be pursued by the individual municipalities.

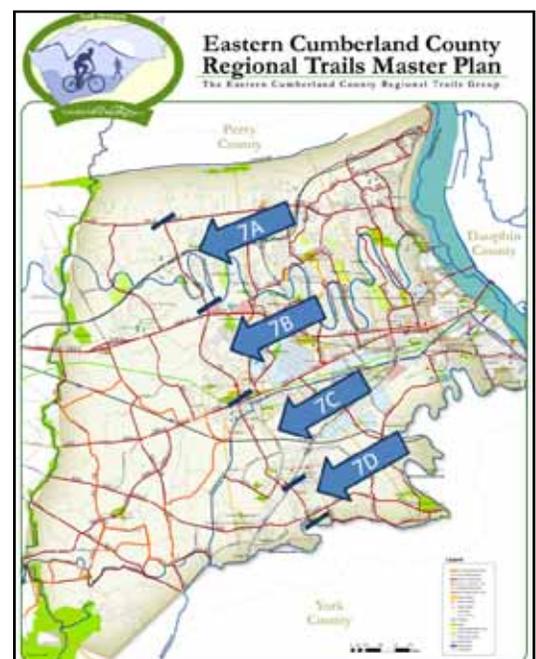
- Private Property Impact

Parcel boundaries and ownership information within the GIS database were compared to the previously-proposed off-road trail alignments. By reviewing property ownership along any potential off-road alignment, the approximate number of potential impacts can be identified, assessed, and calculated to determine whether or not an alignment should be pursued. In the interest of establishing a regional trail system that offers the best level of service at a reasonable cost (and in a timely manner), this Plan favors trail routes that are located within public right-of-ways.

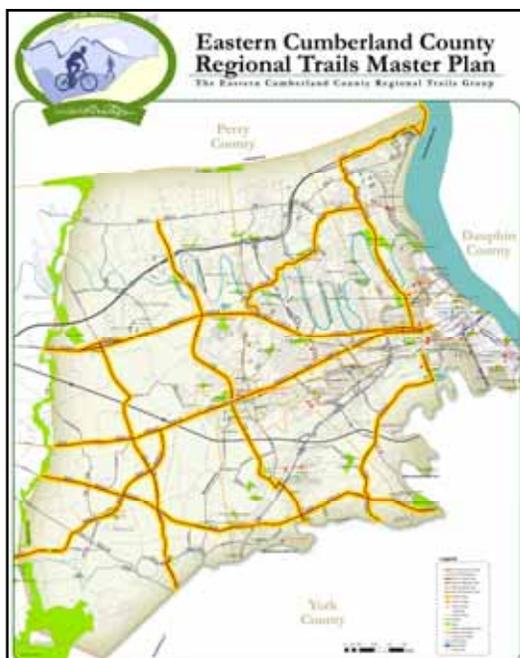
Applying these criteria, many of the trail routes shown on the Trails Inventory Map were eliminated as proposed trails for this Plan. Accordingly, the Recommended Regional Trails & Priorities (RRTP) Map shows a regional system of trail connections recommended by this study and includes analysis which removes trails shown on municipal / county planning documents that are likely not feasible and / or applicable in a regional context. 31 total trail routes are proposed, extending 159 miles through the project area. These proposed trail routes are divided into smaller segments to facilitate discussion, cost estimating and implementation. Routes are assigned even numbering if they travel east / west and odd numbering if they travel north / south. Please refer to the full-size RRTP Map at the end of this chapter and the Estimate of Probable Construction Cost in the Appendix for a full description of each trail route. Also shown on the RRTP Map are all state-designated trails, including water trails, PennDOT’s lettered bike routes and state-wide greenways.



**Recommended Regional Trails & Priorities (RRTP) Plan.**



**Recommended Regional Trails & Priorities (RRTP) Plan, Division of Trail Into Segments.**



**Recommended Regional Trails & Priorities (RRTP) Plan, Priority Routes Highlighted.**

#### Priority Routes

With 159 miles of potential trails proposed, priorities must be established in order to set realistic goals and manage expectations in the context of limited budgets. Of the 31 proposed trails, this study identifies nine as “Priority Routes” for implementation. These routes represent approximately 83 miles of the total 159 system-wide miles proposed. Priority Routes are lettered on the RRTP Map for ease of discussion.

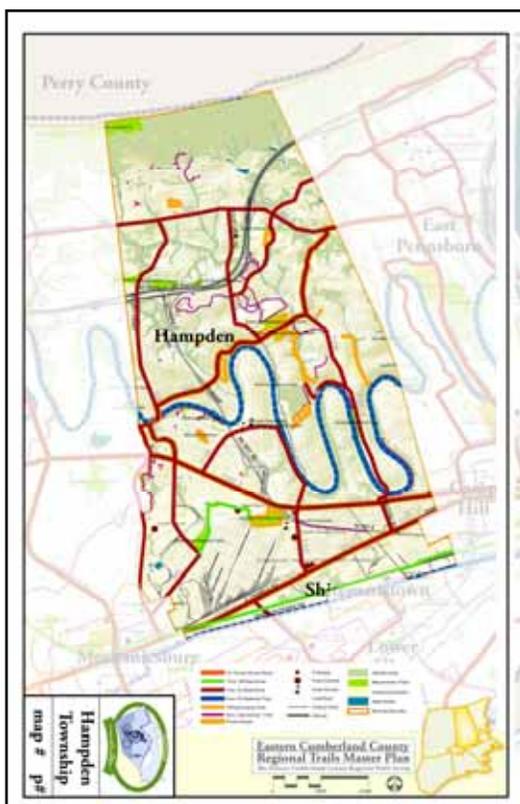
Priority Routes provide critical north / south and east / west transportation connections throughout the project area. In general, these routes do not require expensive physical improvements such as shoulder widening or land acquisition. The routes that can be quickly established by way of inexpensive improvements such as signage and line striping. Priority Routes were determined using the following criteria:

- Geographic location. Routes are distributed throughout project area.
- Efficient connections from point “A” to point “B.” For example, providing a regional transportation option to schools, parks, shopping areas and employment centers.
- Feasibility. Priorities were chosen which provide the most impact with the least expensive improvements (such as signage).

Photographs of each Priority Route are included at the end of this chapter. This photographic inventory shows typical conditions along each segment of the Priority Routes.

#### Municipal Trail Mapping

While this is a regional trail master plan, one of the primary requests of the Study Committee was that separate mapping for each participating municipality be prepared. Accordingly, the eight Municipal Trail Maps (one map for each municipality in project area) combine all Trail Inventory Map data with all RRTP Map data. The benefit of the Municipal Map is that officials from the individual municipalities will have one map from which to view recommended projects that will occur at a



**Municipal Trail Map, Hampden Township.**

### 3. Trail Plan

regional level and those that need to be initiated from within an individual municipality. Please refer to the full size Municipal Maps included at the end of this chapter.

#### Improvement Types

Construction requirements for on-road trail routes are minimal and in the context of this Plan are envisioned to include line striping, regulatory signage (i.e., 'Share The Road'), wayfinding signage and intersection improvements. Unit costs for these items are shown in the cost estimate included in the Appendix of this report. Shoulder improvements may be desired along some portions of the proposed trail routes; however, they are not quantified or recommended by this Plan as the extent of the shoulder improvements will need to be determined by a more detailed level of design that is beyond the scope of this study.

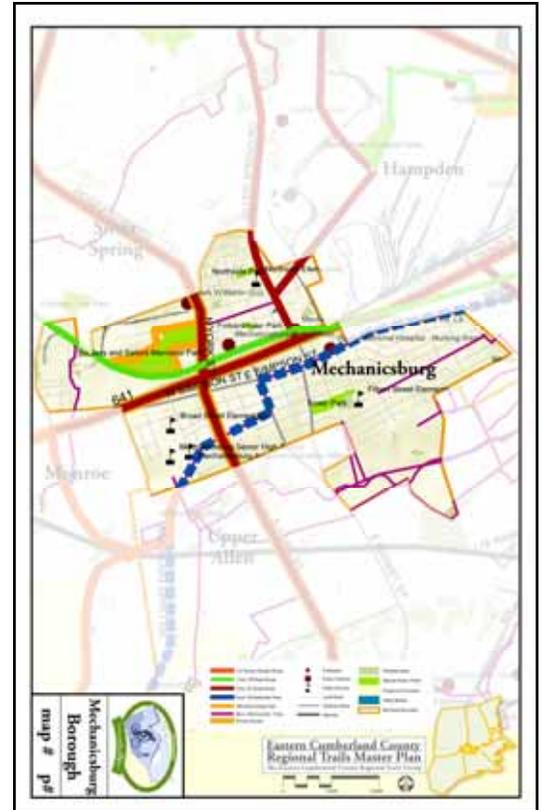
#### Intersection Improvements

Existing signalized intersections requiring improvements for the safe passage of bicyclists and/or pedestrians were identified through site reconnaissance. There may be additional intersections not identified in this Plan that will require improvements and be identified during the design development process. Construction requirements for these intersection improvements may include crosswalk striping, pedestrian signalization, and/or additional signage. Because the existing conditions vary widely among these intersections, costs associated with these improvements are generally estimated at \$20,000 per intersection.

#### Off Road Trails

Construction requirements for off-road trails include site preparation and vegetation clearing, earthwork and drainage improvements and a paved surface (generally asphalt). Lineal foot unit costs for off-road trail construction are included in the Appendix of this report. Estimated construction costs do not include land acquisition and / or easement costs, which can only be determined during the design development / construction document preparation process.

This study recommends three off-road trails—the Cumberland Valley



*Municipal Trail Map, Mechanicsburg Borough.*



*Cumberland Valley Rail Trail.*



**Proposed Conodoguinet Off-Road Trail.**

Rail Trail, the Conodoguinet Trail in the eastern part of the study area and another in Hampden Township just north of the Naval Support Activity. The success of the Cumberland Valley Trail in the western portion of the county and the presence of 11 miles of uninterrupted right-of-way in the eastern portion of the county demand that this trail be considered for future implementation. While the challenge of the active rail line is certainly real, the Eastern Cumberland Regional Trails Group should begin a discussion with the Cumberland Valley Rails to Trail Council and Norfolk Southern. The local customers of Norfolk Southern should also be engaged in order to help support the idea of rail with trail. It should be noted that there are plans for a new railroad connection in the Lemoyne area that may impact a future trail alignment.

Along the Conodoguinet Creek, there is potential to connect three existing parks in three municipalities—Seibert Park in Camp Hill Borough, Ridley Park in East Pennsboro Township and Rupley Park in Wormleysburg Borough. About 1 mile of trail already exists within Ridley Park and by constructing new trails to the east and west, the three parks would be connected for a total of 3 miles of continuous trail. Much of the alignment is publicly-owned and follows an existing East Pennsboro Township sewer easement. Agreements with at least 13 private property owners would be required prior to trail construction and further study is necessary to determine feasibility of trail development within the sewer easement.



**Proposed Hampden Township Off-Road Trail.**

The Hampden Township Off-Road Trail is recommended due to the fact that it connects two active recreation sites, is near a school and is also in a location that has regional significance (primarily for employment). There are few “safe” opportunities to navigate around the sprawling Naval Support Activity, a major regional employer, without a car. The vehicular traffic generated by the Naval Support Activity and the potential for the trail to

### 3. Trail Plan

provide a high level of service to employees and area residents alike is a compelling reason for future study of this trail alignment.

#### Signage

The establishment of wayfinding signage is arguably the most important aspect of this Trail Plan. For on-road trails, this is the improvement which indicates a trail is actually in existence. Working with the Study Committee, a conceptual trail network “blade” was developed. This branding is unique to Cumberland County’s trail system and will help establish an identity for the trail network. The design draws upon the existing ‘Cumberland Valley’ Tourism campaign logo.

Mass-producing signs like the conceptual examples to the right can be a cost-effective way to create a trail identity. Additionally, wayfinding signs can “piggyback” onto existing posts to help reduce costs. The frequency of sign placement is proposed as one sign on each side of the road for every mile of trail. The exact number of signs required (such as at intersections, route turns, etc.) will be determined in future stages of design.

#### Cyclist / Bike Route Classifications

##### Cyclist Classifications

The American Association of State Highway and Transportation Officials (AASHTO), and the Pennsylvania Department of Transportation (PennDOT) both classify bicyclists into one of the following three groups:

Group A – Advanced Bicyclists – These riders generally use their bicycles as they would a motor vehicle. They are riding for transportation, convenience, and speed and want direct access to destinations with a minimum of detour or delay. They are typically comfortable riding with vehicular traffic. They prefer a sufficient operating space on the travel way or shoulder to eliminate the need for either themselves or a passing motor vehicle to shift position.

Group B – Basic Bicyclists – Less confident adult riders may also be using their bicycles for transportation purposes, e.g., to get to the store or to visit friends, but prefer to avoid roads with fast and busy motor vehicle traffic unless there is ample roadway width to allow easy



*Conceptual Trail Network “Blade” / Branding.*



*This Conceptual Wayfinding Sign Type Is Produced as Three Separate Signs for the Three Different Directional Arrows.*



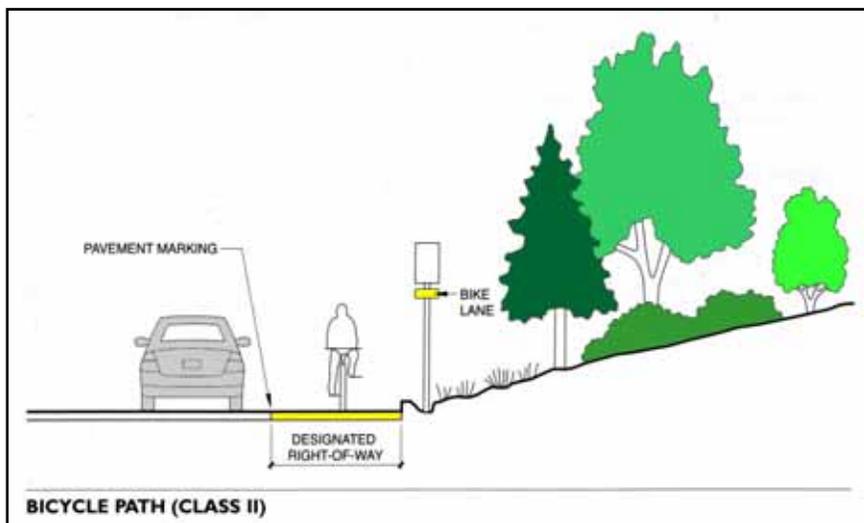
*This Conceptual Wayfinding Sign Type Utilizes a Separate Directional Arrow Sign, Allowing the Arrow to be Adjusted to the Particular Route.*



**Placement of Wayfinding Signage Should Occur in a Way That Does Not Contribute to “Sign Pollution”, Which Can be an Eyesore in the Landscape.**



**Class 1 Bikeway, Hampden Township.**



overtaking by faster motor vehicles. Thus, basic riders are comfortable riding on neighborhood streets and shared use paths and prefer designated facilities such as bike lanes or wide shoulder lanes on busier streets.

Group C – Child Cyclists – Riding on their own or with their parents, child cyclists may not travel as fast as their adult counterparts but still require access to key destinations in their community, such as schools, convenience stores and recreational facilities. Residential streets with low motor vehicle speeds, linked with shared use paths and busier streets with well-defined pavement markings between bicycles and motor vehicles, can accommodate children without encouraging them to ride in the travel lane of major arterials.

It is estimated that only 5% of bicyclists overall would qualify as Group A or Advanced Bicyclists, therefore 95% fall into either Group B or C. The on-road routes proposed by this study are generally more suited to Groups A and B.

#### Bike Route Classifications

The following are nationally recognized bike route classifications as per the American Association of State Highway Transportation Officials (AASHTO).

**Class 1 Bikeways** are completely separated from the roadway. They are also known as ‘off-road trails’, ‘greenways’, ‘shared use paths’, and/or ‘multi-use paths’.

**Class 2 Bikeways** are designated bicycle lanes within a roadway for exclusive use of the cyclist and contains special pavement markings and signage. Bike lanes are one-way in the direction of motor vehicle traffic. The common standard width for a bike lane is five (5) feet.

**Class 3 Bikeways** are also known as ‘Bike Routes’. These offer no special accommodations for the cyclist within the road right-of-way. Signs are used to define the route and the cyclist shares the roadway with

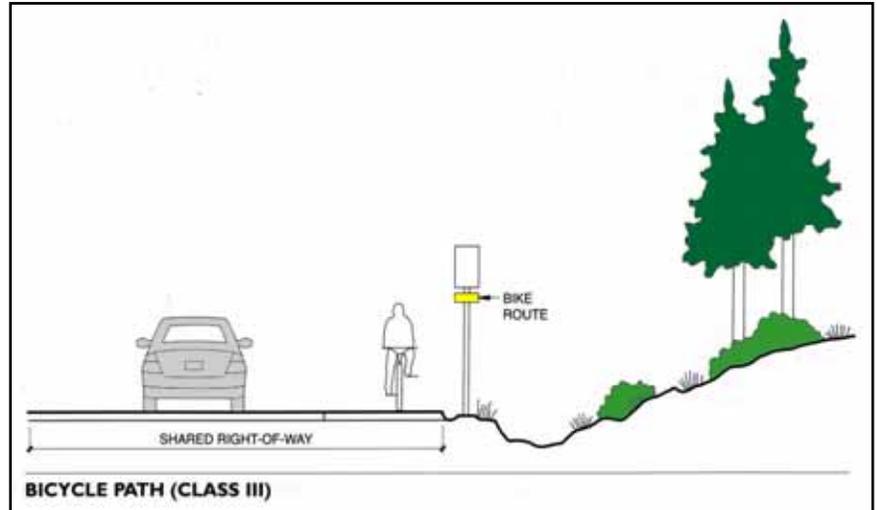
### 3. Trail Plan

vehicular traffic.

The majority of the trail routes proposed by this plan, if established, would be categorized as Class 2 or 3 Bikeways. If constructed, the Cumberland Valley Rail Trail, Conodoguinet Trail and the Hampden Off-road Trail would be classified as Class 1 Bikeways.

#### Estimate of Probable Construction Costs Summary

Below is a summary of the conceptual-level cost estimates to construct the Priority Routes of the proposed regional trail network. These costs were developed by taking measurements from the GIS mapping/database and applying them to the unit costs for proposed improvements. Detailed costs for each segment of proposed trail routes is included in the Appendix of this report.



#### Estimate of Probable Construction Cost—Priority Routes

(A) Locust Point Road	\$ 91,130
(B) Conodoguinet Pkwy / S. Market St.	\$348,288
(C) River Road / Bella Vista Drive / 21st St.	\$333,594
(D) Arcona Rd. / Lisburn Road	\$122,570
(E) Wertzville Rd. / Creekview Rd./ Orrs Bridge Rd.	\$285,064
(F) Carlisle Pike	\$864,324
(G) Trindle Road	\$376,844
(H) Boiling Springs Road	\$ 95,682
(I) Lisburn Road / Main St.	<u>\$212,662</u>
<b>Grand Total for Priority Routes Only</b>	<b>\$2,730,158</b>

Construction cost of the remainder of the on-road proposed trail routes as shown on the RRTP plan is estimated at \$923,240. Estimated construction costs for the three off-road trails proposed on the RRTP plan, excluding land acquisition / easement costs, are as follows:

- Cumberland Valley Rail Trail     \$ 3,789,500
- Conodoguinet Off-Road Trail     \$ 946,900
- Hampden Off-Road Trail         \$ 552,500

#### **Potential Funding Sources**

The following is a listing of potential funding sources identified by the study committee and the public participation process.

- Cumberland County (Land Partnerships Grant)
- TCRPC (Tri County Regional Planning Commission Regional Connections Grant)
- PennDOT (for proposed routes on state roads)
- DCNR (off-road routes, only signage for on-road routes)
- MAP-21 Funds
- Eastern Cumberland County Regional Trails Group (consists of the eight participating municipalities)
- Foundation for Enhancing Communities
- Highmark Foundation Grant
- Cumberland Valley Visitors Bureau (signage)

Each of these entities could be involved with the promotion, funding, and/or implementation of a regional trail system. The Eastern Regional Trails Group and the individual municipalities will need to continue to lead the implementation process by applying for and securing grant funds for an initial demonstration project.

State agencies such as DCNR and DCED will be important sources for design/engineering and construction funding (when funding is available, DCED invests in a wide variety of projects). Moreover, PennDOT will be involved with all trail improvements on state roads. Local recreation groups and businesses can contribute through fund raising and/or by applying for funding as non-profit agencies.

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#### Trail Management

There are a number of options for managing the trails proposed by this study. For on-road trails, the maintenance required is quite minimal and could be handled with a little extra attention by public works departments from the participating municipalities.

With regard to off-road trails, maintenance requirements are obviously higher. Certain off-road trails could be developed, managed and maintained as individual municipal projects, but coordinated at a regional level. Should the Cumberland Valley Rail Trail be extended eastward into the project area, the Cumberland Valley Rail Trail Council would be the logical party responsible for trail maintenance—a service they currently perform in the western half of the county. Alternately, a trail authority could be established. A trail authority is a government entity with the power to float bonds for trail improvements and maintenance. The Letort Regional Authority, which operates in the central portion of the county, is an example of this form of management.

A trail authority has also worked well in York County, Pennsylvania. The York County Board of Commissioners adopted an ordinance in 1990 that created the York County Rail Trail Authority. The Authority was incorporated by the Commonwealth of Pennsylvania the same year. The Authority is comprised of ten volunteers appointed for five-year terms by the County Board of Commissioners. The Authority's first project was the construction of a 21-mile trail (Heritage Rail Trail). After its construction, the management of the trail was transitioned to the York County Department of Parks and Recreation. The Heritage Rail Trail is now operated as one of nine county parks. The Authority's role in the development of other trails varies from that of advisor to that of lead agency.

Concurrent with any of the above options, the Eastern Cumberland County Regional Trails Group (consisting of the eight municipalities that joined together to prepare this study) could collaborate with or join forces with the Cumberland Valley Trail Connections group. At present, this group is primarily focused on the central part of the County—specifically, the Letort Urban Greenway/Trail Plan and the Cumberland Valley Rail Trail. The group has not officially completed a

project together, but has discussed common signage and a trail map. Networking, advocacy and information sharing is the primary role of the Cumberland Valley Trail Connections group. Carlisle Borough acts as the coordinating agency for the group, with support from the County, Cumberland Valley Visitors Bureau and the Appalachian Trail Conservancy.

It is likely the county's role will continue to be:

- Coordination of planning
- Technical assistance
- GIS mapping
- Assistance with obtaining funding

#### **Implementation**

The following implementation recommendations are made by this study:

- Conduct quarterly meetings between the “eastern” municipalities. These should continue after this project concludes in order to provide updates on planned connections in each municipality. The meetings could be coordinated by the county.
- Recruit adjacent municipalities to join the Eastern Cumberland County Regional Trails Group, including Lemoyne, Wormleysburg, New Cumberland and Shiremanstown.
- Organize a 'trails summit' for Eastern Cumberland County (or for the entire county) to promote continued development of trails.
- Work with PennDOT to ensure on-road improvements are made during construction / reconstruction of state roads.
- Coordinate with HATS (Harrisburg Area Transportation Study) to get recommendations of this plan included with HATS pedestrian / bicycle plan for the region.
- Encourage individual municipalities to adopt “Official Maps”, showing the off-road trail alignments recommended by this study.

### 3. Trail Plan

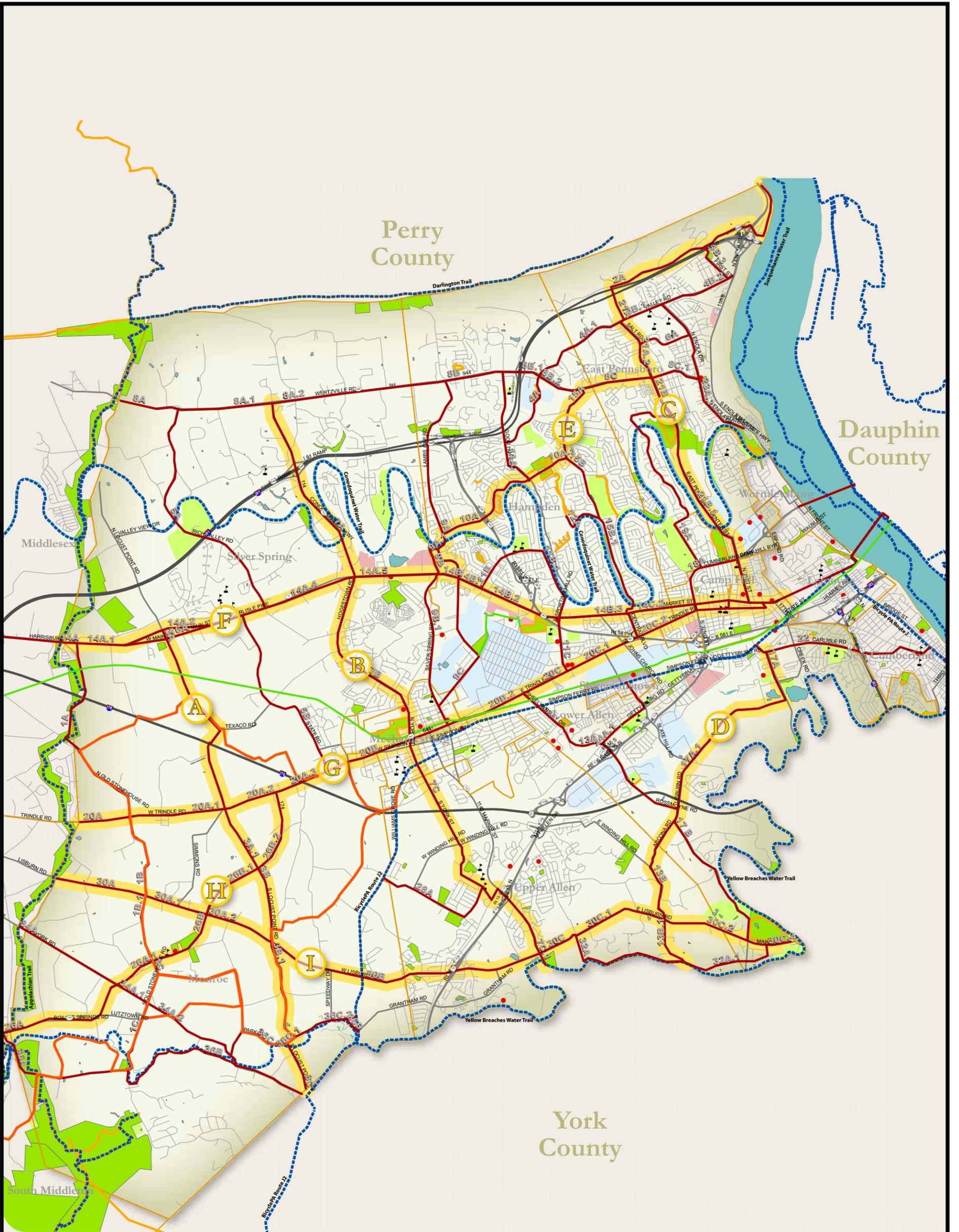
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An official map is a zoning tool that can be utilized by municipalities to “reserve” land for certain public uses such as roads, parks, stormwater management areas and trails. When a land owner submits a development application, the municipality has a specified time to work with the applicant to include the facility in the development plans or to acquire the land for the proposed public improvement (in this case, a trail). The establishment of new trails could also be facilitated by encouraging municipalities to add review of linkages to their ordinances so that the provision of trails can be made a condition of land development approval.

- Encourage municipalities to update their comprehensive plans to include the trail systems identified in this study.
- Encourage municipalities to prepare municipal-level trail plans in order to examine recommendations of this study in more detail.
- Establish a county-wide trail map for trail users (for navigation, etc.).



*Creek Road, Monroe Township.*

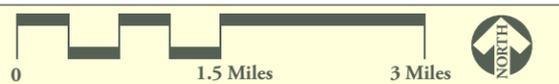


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|----------------------------|-------------------|-----------------------|
| CV Tourism Bureau Route    | Trailheads        | Natural Areas / Parks |
| Prop. Off Road Route       | Public Facilities | Preserved Farmland    |
| Prop. On Road Route        | Public Schools    | Water Bodies          |
| Exist. PA Statewide Trails | Local Road        | Municipal Boundary    |
| Offroad Existing Trails    | Collector Road    |                       |
| Muni. Planning Doc. Trails | Highway           |                       |
| Priority Routes            |                   |                       |

**Recommended  
Regional Trails  
&  
Priorities Map**



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



### 3. Trail Plan



**A 3A Locust Point Rd**  
Img. 6006  
Carlisle Pike to Trindle Rd



**A 3A Locust Point Rd**  
Img. 6014  
Carlisle Pike to Trindle Rd



**A 3A.1 Locust Point Rd**  
Img. 5877  
Boiling Springs Rd to Trindle Rd



**A 3B.1 Locust Point Rd**  
Img. 5865  
Park Place to Lisburn Rd



**A 3C Locust Point Rd**  
Img. 5840  
York Rd to Park Place



**B 7A Conodoguinet Pkwy**  
Img. 5731  
Wertzville Rd to Carlisle Pike



**B 7A Conodoguinet Pkwy**  
Img. 5737  
Wertzville Rd to Carlisle Pike



**B 7B Hogestown Rd**  
Img. 5745  
Carlisle Pike to Trindle Road



**B 7C York Rd**  
Img. 5766  
Trindle Rd to Gettysburg Pike



**B 7C.1 S. Market Street**  
Img. 5774  
Gettysburg Pike to Lisburn Rd



**C 2A Bella Vista Drive**  
Img. 5659  
Tower Road to Miller Street



**C 21C East Penn Dr.**  
Img. 5655  
Wertzville Rd to Magaro Rd



**C** 21C.1 21st Street  
 Img. 5645  
 Magaro Rd. to Cumberland Blvd



**D** 17A Lisburn Rd  
 Img. 5915  
 Carlisle Rd to Spanglers Mill Rd



**E** 8C Wertzville Rd  
 Img. 5819  
 East Penn Dr to Orrs Bridge Rd



**E** 9A.1 Lambs Gap Rd  
 Img. 6091  
 Creekview Rd to Carlisle Pike



**C** 21C.2 21st Street  
 Img. 5638  
 Cumberland Blvd to Market Street



**D** 17A.1 Lisburn Rd  
 Img. 5926  
 Spanglers Mill Rd to Arcona Rd



**E** 15A Orrs Bridge Rd  
 Img. 4051  
 Creekview Rd to Wertzville Rd



**F** 14C.1 Carlisle Pike  
 Img. 6126  
 24th Street to 32nd Street



**D** 17A.1 Lisburn Rd  
 Img. 5920  
 Spanglers Mill Rd to Arcona Rd



**D** 13B Arcona Road  
 Img. 5942  
 E. Lisburn Rd to Lisburn Rd



**E** 9A Lambs Gap Rd  
 Img. 6084  
 Creekview Rd to Silversprings Rd



**F** 14B.3 Carlisle Pike  
 Img. 6119  
 Sporting Hill Rd to Orrs Bridge Rd

### 3. Trail Plan



**F** 14B.1 Carlisle Pike  
Img. 6110  
Lambs Gap Rd to Skyport Rd



**F** 14A.2 Carlisle Pike  
Img. 5992  
Hempt Rd to Locust Point Rd



**G** 20A.2 Trindle Rd  
Img. 5880  
Locust Point Rd to Boiling Springs Rd



**G** 20C Trindle Rd  
Img. 5899  
Sheely Ln to Sporting Hill Rd



**F** 14A.5 Carlisle Pike  
Img. 5980  
Silverspring Rd to Hogestown Rd



**F** 14A.1 Carlisle Pike  
Img. 5998  
Locust Point Rd to Appalachian Dr



**G** 20B Main Street  
Img. 5886  
Bare Rd to York Street



**G** 20C.1 Trindle Rd  
Img. 5903  
Sporting Hill Rd to Orrs Bridge Rd



**F** 14A.4 Carlisle Pike  
Img. 5983  
Hogestown Rd to Rich Valley Rd



**G** 20A.1 Trindle Rd  
Img. 4310  
Locust Point Rd to Old Stonehouse Rd



**G** 20B.1 Main Street  
Img. 5892  
York Street to Walnut Street



**G** 20C.2 Trindle Rd  
Img. 5906  
Central Blvd to 32nd Street



**H** 26B.1 Boiling Springs Rd  
Img. 5810  
Locust Point Rd to Trindle Rd



**H** 26A Boiling Springs Rd  
Img.4339  
York Rd to Front St



**I** 30B Lisburn Rd  
Img. 5792  
Locust Point Rd to Boiling Springs Rd



**H** 26B.2 Boiling Springs Rd  
Img. 5871  
Lisburn Rd to Locust Point Rd



**I** 30C.2 Lisburn Rd  
Img. 5936  
Locust Point Rd to Appalachian Dr



**I** 30A.2 Lisburn Rd  
Img. 5804  
York Street to Walnut Street



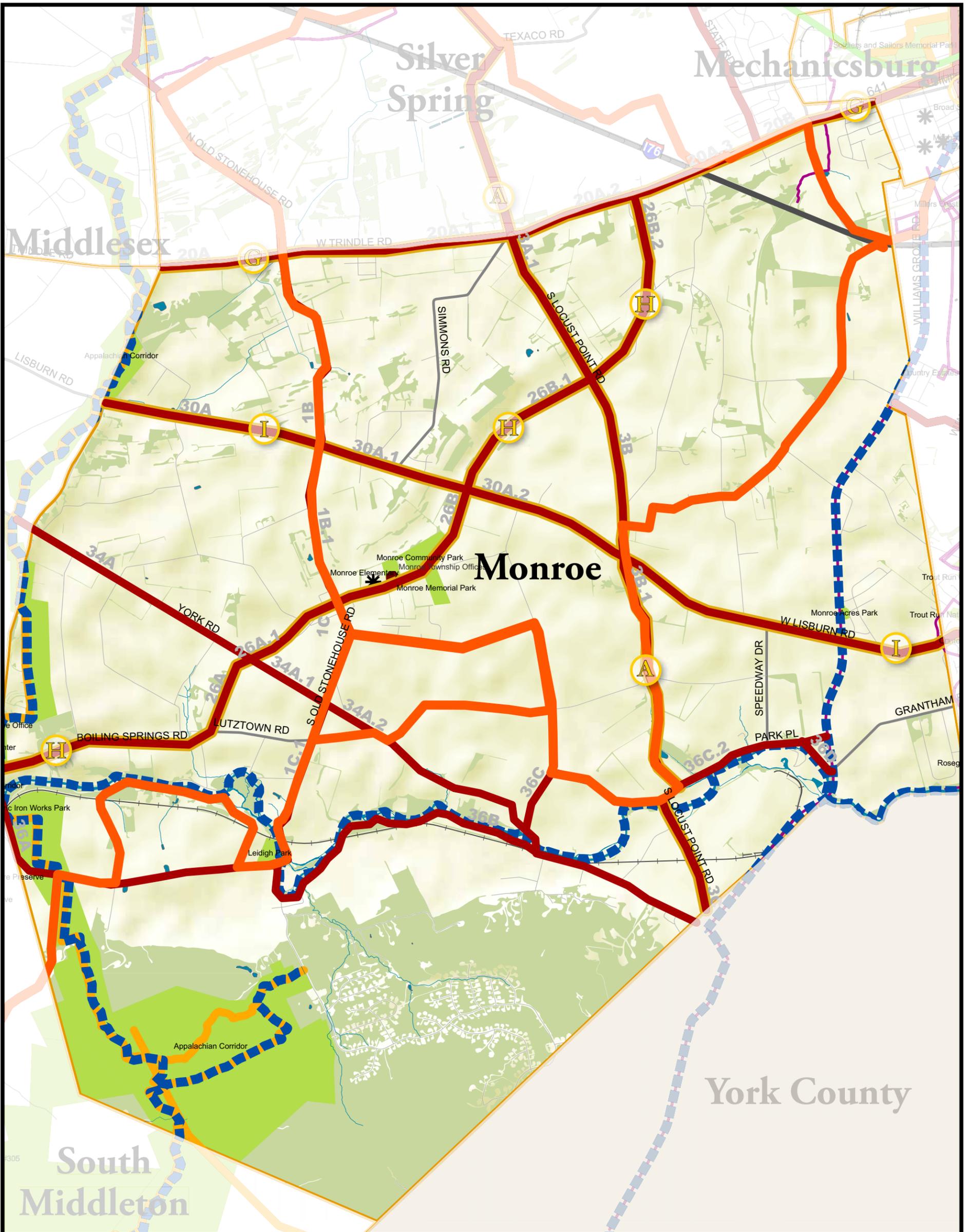
**H** 26B Boiling Springs Rd  
Img. 4311  
Lisburn Rd to Old Stonehouse Rd



**I** 30C Lisburn Rd  
Img. 4459  
Locust Point Rd to Old Stonehouse Rd



**I** 30A Lisburn Rd  
Img. 5814  
Ridge Rd to Old Stonehouse Rd



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|----------------------------|-------------------|-----------------------|
| CV Tourism Bureau Route    | Trailheads        | Wooded areas          |
| Prop. Off Road Route       | Public Facilities | Natural Areas / Parks |
| Prop. On Road Route        | Public Schools    | Water Bodies          |
| Exist. PA Statewide Trails | Local Road        | Municipal Boundary    |
| Offroad Existing Trails    | Collector Road    |                       |
| Muni. Planning Doc. Trails | Highway           |                       |
| Priority Routes            |                   |                       |

**Municipal Map**

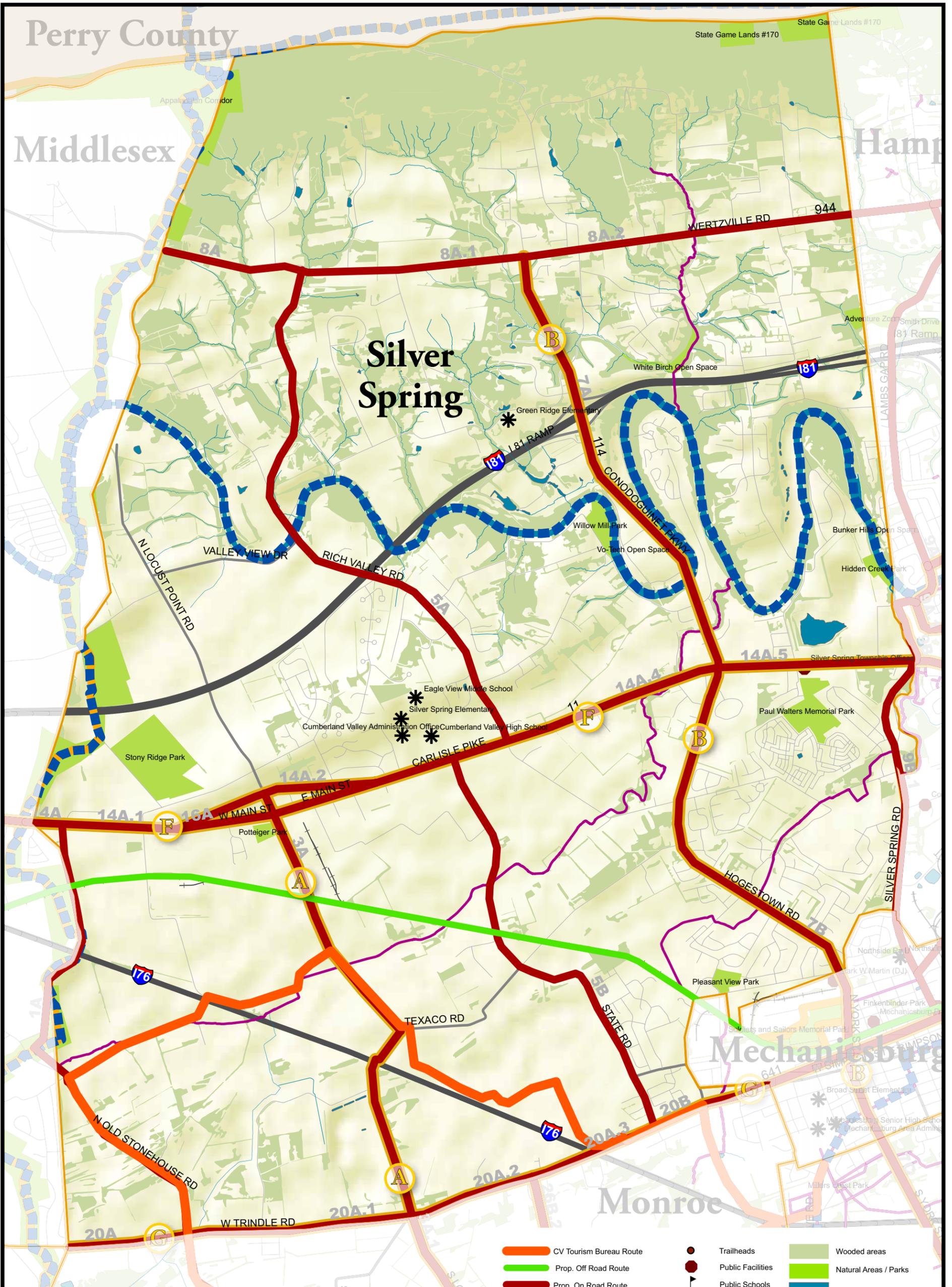
**Township**

**Monroe**

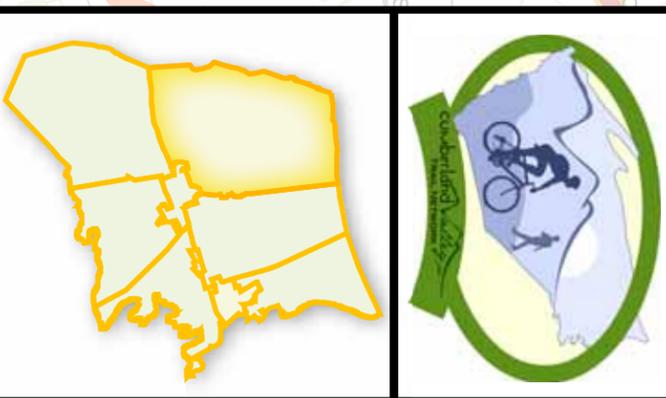


**Eastern Cumberland County  
Regional Trails Master Plan**  
The Eastern Cumberland County Regional Trails Group





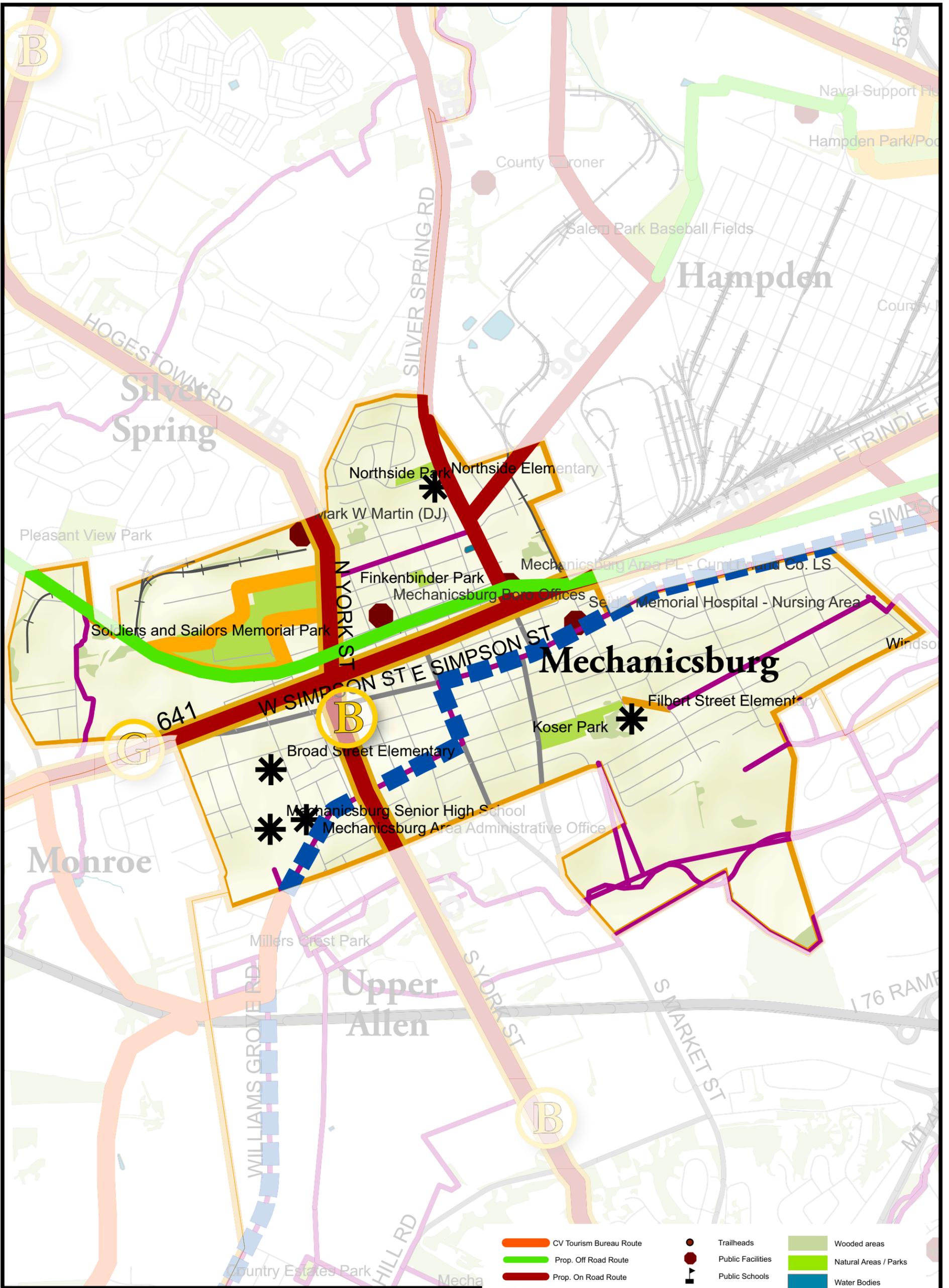
**Municipal Map**  
**Silver Spring Township**



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| CV Tourism Bureau Route    | Trailheads        | Wooded areas          |
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| Prop. On Road Route        | Public Schools    | Water Bodies          |
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**Eastern Cumberland County Regional Trails Master Plan**  
 The Eastern Cumberland County Regional Trails Group





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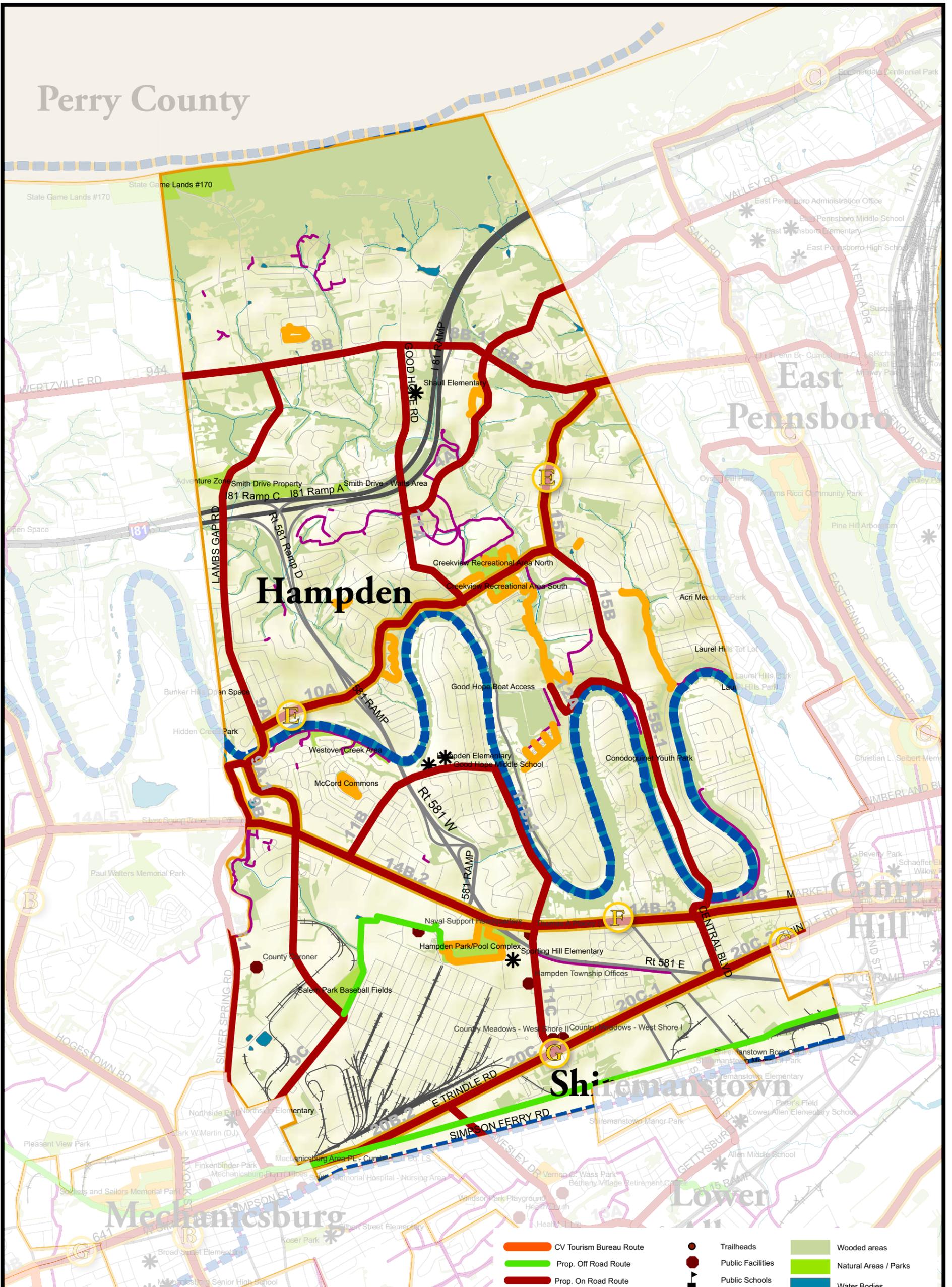
**Municipal Map**  
**Mechanicsburg**  
**Borough**



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



# Perry County



**Municipal Map**  
**Hampden Township**

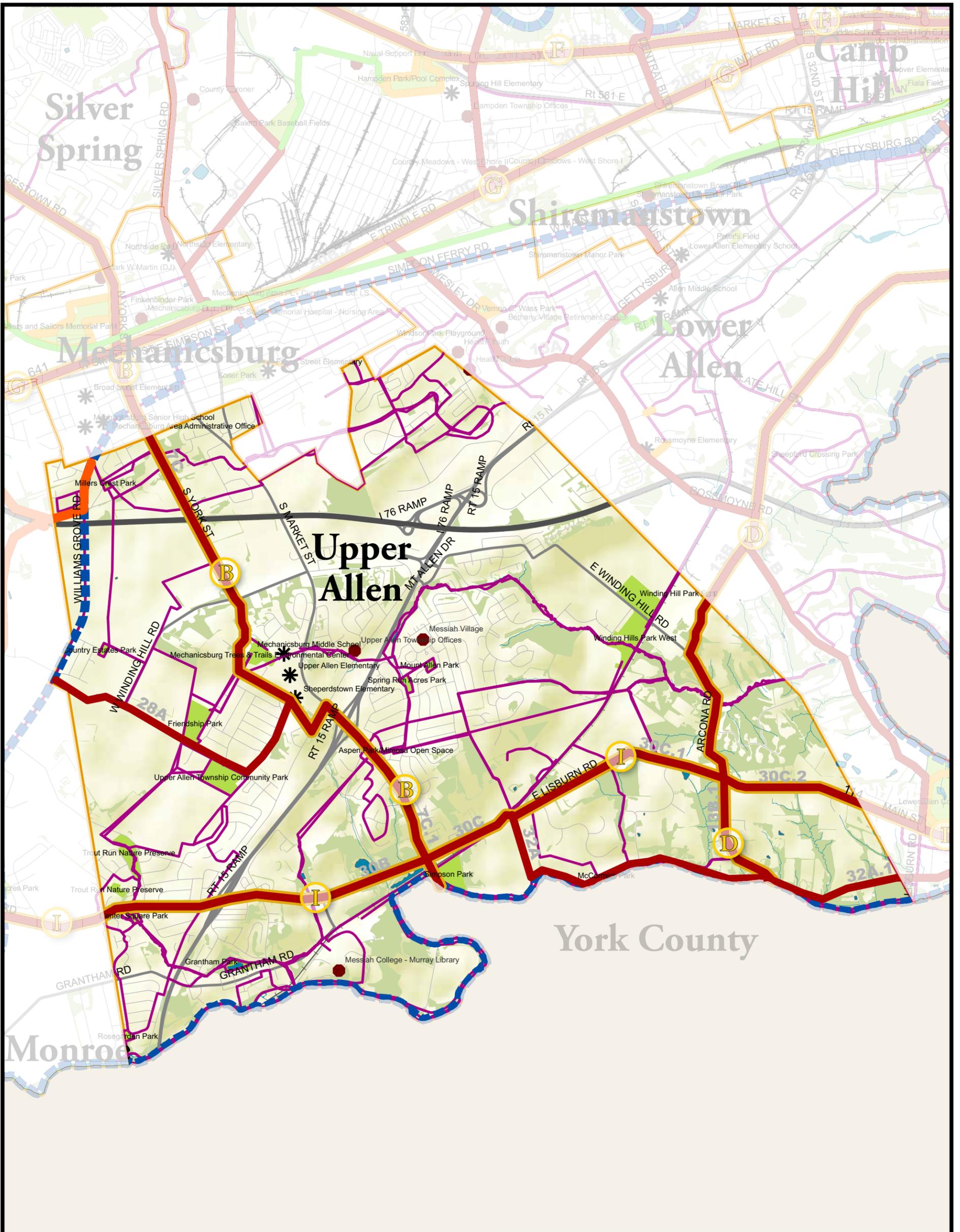


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| Prop. Off Road Route       | Public Facilities | Natural Areas / Parks |
| Prop. On Road Route        | Public Schools    | Water Bodies          |
| Exist. PA Statewide Trails | Local Road        | Municipal Boundary    |
| Offroad Existing Trails    | Collector Road    |                       |
| Muni. Planning Doc. Trails | Highway           |                       |
| Priority Routes            |                   |                       |

## Eastern Cumberland County Regional Trails Master Plan

The Eastern Cumberland County Regional Trails Group



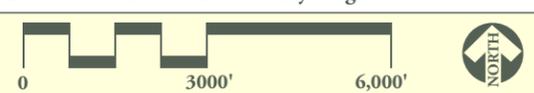


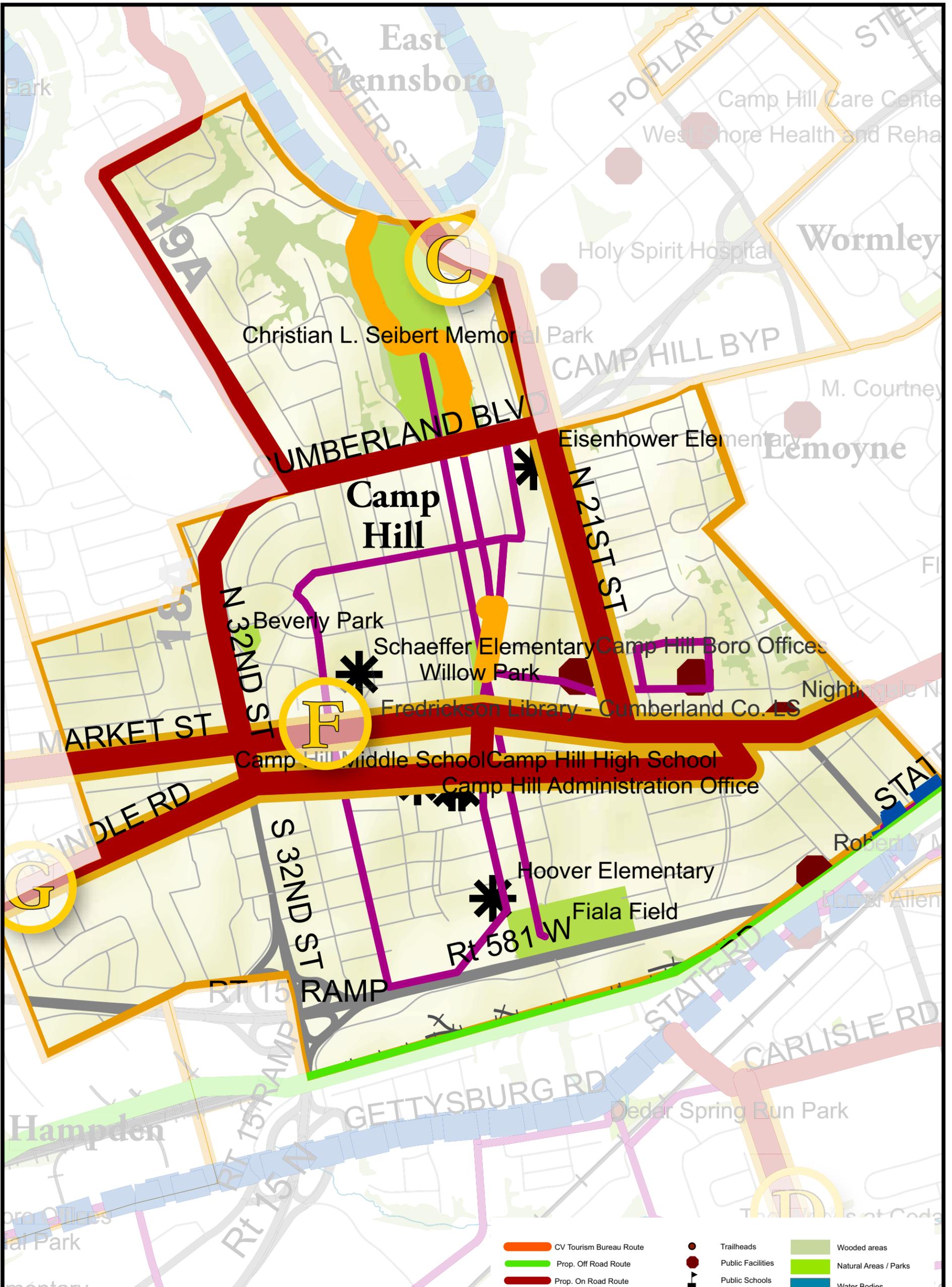
**Municipal Map**  
**Upper Allen Township**



- |                            |                   |                       |
|----------------------------|-------------------|-----------------------|
| CV Tourism Bureau Route    | Trailheads        | Wooded areas          |
| Prop. Off Road Route       | Public Facilities | Natural Areas / Parks |
| Prop. On Road Route        | Public Schools    | Water Bodies          |
| Exist. PA Statewide Trails | Local Road        | Municipal Boundary    |
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| Muni. Planning Doc. Trails | Highway           |                       |
| Priority Routes            |                   |                       |

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





- CV Tourism Bureau Route
- Prop. Off Road Route
- Prop. On Road Route
- Exist. PA Statewide Trails
- Offroad Existing Trails
- Muni. Planning Doc. Trails
- Priority Routes
- Trailheads
- Public Facilities
- Public Schools
- Local Road
- Collector Road
- Highway
- Wooded areas
- Natural Areas / Parks
- Water Bodies
- Municipal Boundary

**Municipal Map**

**Camp Hill Borough**

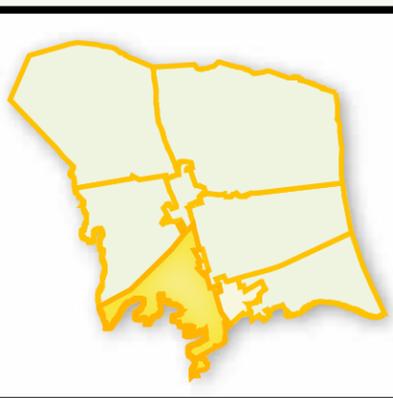


**Eastern Cumberland County  
Regional Trails Master Plan**  
The Eastern Cumberland County Regional Trails Group



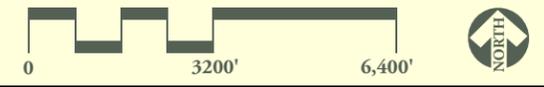


**Municipal Map**  
**Lower Allen Township**

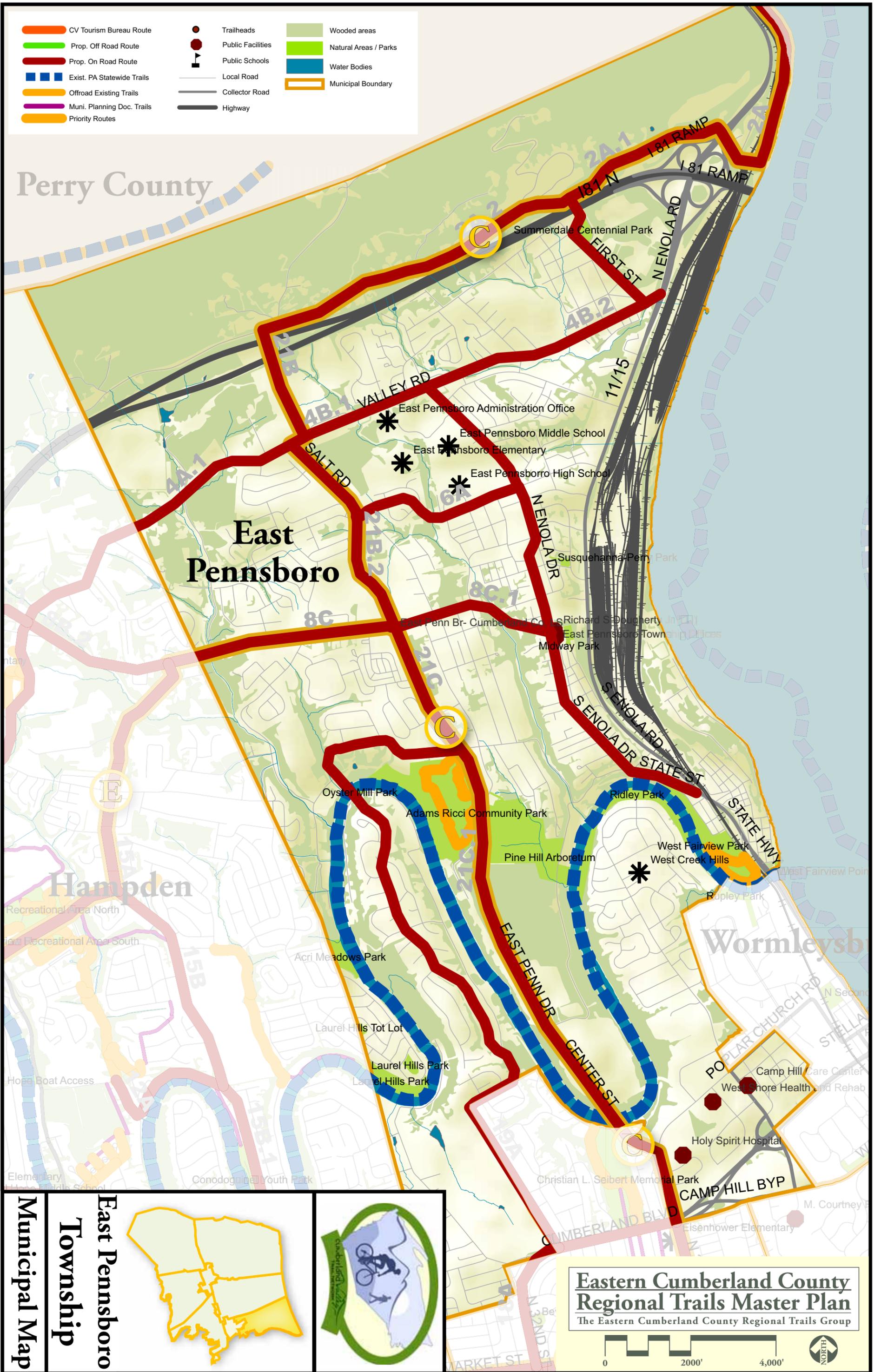


- |                            |                   |                       |
|----------------------------|-------------------|-----------------------|
| CV Tourism Bureau Route    | Trailheads        | Wooded areas          |
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**Eastern Cumberland County Regional Trails Master Plan**  
 The Eastern Cumberland County Regional Trails Group



-  CV Tourism Bureau Route
-  Prop. Off Road Route
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-  Trailheads
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-  Public Schools
-  Local Road
-  Collector Road
-  Highway
-  Wooded areas
-  Natural Areas / Parks
-  Water Bodies
-  Municipal Boundary



**Municipal Map**  
**East Pennsboro Township**



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



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*Conodoguinet Creek,  
Hampden Township.*