

The September 11th National Memorial Trail

The Northern Pilgrimage through Pennsylvania Trail Alignment Study



The Visitor Shelter at the Flight 93 National Memorial – Reached by the September 11th National Memorial Trail

Prepared for:

The September 11th National Memorial Trail Alliance
5000 Liberty Woods Lane, Woodbridge, Virginia

and

Somerset County, Pennsylvania as the Coordinating Municipality
300 North Center Avenue, Somerset, Pennsylvania

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The Pennsylvania Department of Conservation of Natural Resources
The Community Foundation for the Alleghenies
and
The September 11th National Memorial Trail Alliance

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The historic canal and railroad town of Newport in Perry County on the Juniata River bears testimony to the courage and tenacity of the visionaries who forged these transportation arteries across the state in the early 19th century.

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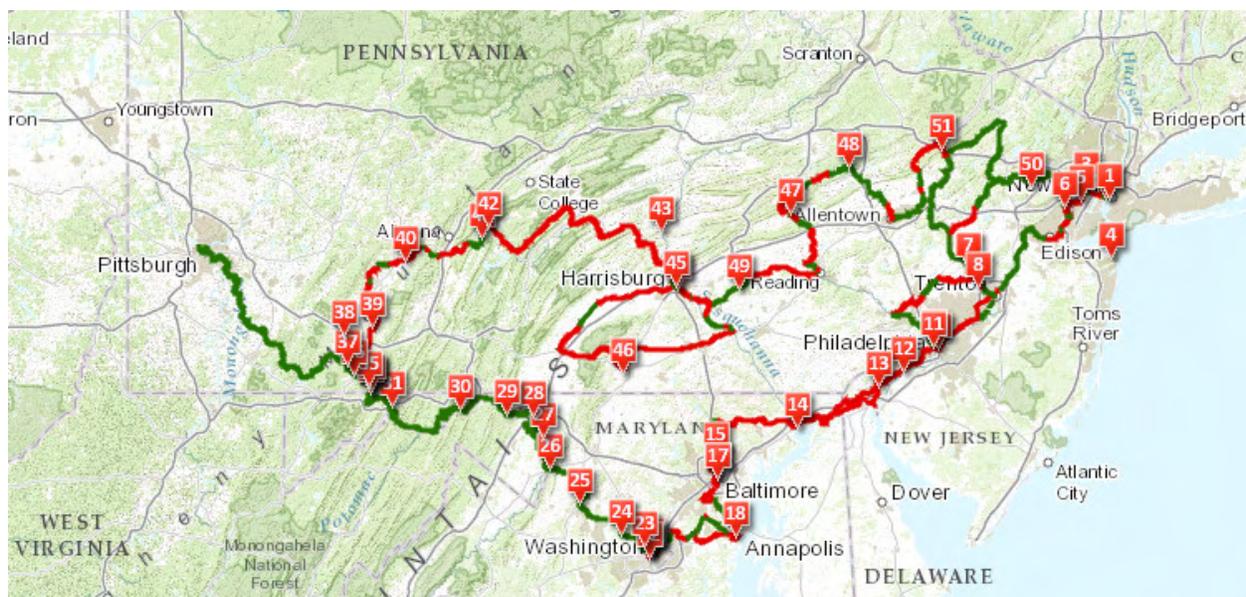
The Trail's network will welcome all who come to honor the heroes of September 11th including hikers, bicyclists, equestrians, and other modes. Here's a scene on the Conewago Trail in Lancaster County.



EXECUTIVE SUMMARY

A. Background

The September 11th National Memorial Trail is an evolving network of off-road multi-use trails, greenways and scenic roads and byways that link the three National Memorials dedicated to the memory of those who died in the tragic events of September 11, 2001; the National September 11 Memorial in New York City, the Pentagon Memorial in Washington D.C., and the United Airlines Flight 93 National Memorial near Shanksville, Pennsylvania. Conceptually, they form a roughly triangular pilgrimage route that eventually will not only link the national memorials, but will link to cities, towns and communities along the way that are home to local memorials and significant sites that reflect that spirit of American patriotism, resilience and perseverance that brought the nation back from the tragic events of the day and helped forge the great nation that we see today.



The September 11th National Memorial Trail with the connection to Pittsburgh. Green lines are completed off-road trail sections. Red lines are temporary on-road sections. Numbers indicate photos on the Guided Trail Tour at <http://www.911trail.org/trail-map/>

The idea was born during the Mid-Atlantic Governors' Conference on Greenways, Blueways, and Green Infrastructure in Washington D.C. just four days after the September 11th attack. Out of that meeting a commitment grew to somehow remember the heroes of that day. It led to the formation of the September 11th National Memorial Trail Alliance in 2004. Headed by David Brickley, its President and CEO, the alliance's sole purpose is to establish a memorial trail that will link the national memorial sites. The alliance is a dedicated and diverse group of men and women, comprised of individuals who have a direct link to the events of the day and/or represent organizations and local governments committed to conservation efforts, and trail and greenways development. They all share a passionate commitment to this cause.

The specific focus of this study is generally the northerly segment of the "conceptual" triangle through Pennsylvania. It will link the route coming from the Pentagon National Memorial, along the Great Allegheny Passage, as it comes into Garrett, Pennsylvania, to the Flight 93 National Memorial, being built by the National Park Service near Shanksville, Pennsylvania, and then to either a point near the Delaware Water Gap in Pennsylvania, where it will link to the Liberty Water Gap Trail, or possibly another network through northern New Jersey to the National



September 11 Memorial. While this study briefly discusses scenic on-road motoring routes, the project team's primary objective was to examine the off-road routes forming the non-motorized component of the memorial trail for bicycling, hiking, pedestrian and possible equestrian use in some areas.

B. Funding Partners and the Study Team

The Northern Pilgrimage of the September 11th National Memorial Trail through Pennsylvania study was funded by:

- The Pennsylvania Department of Conservation of Natural Resources (DCNR)
- The Community Foundation for the Alleghenies (CFA)
- The September 11th National Memorial Trail Alliance

A steering committee was formed for the study to guide the work of and offer insight on the selection of potential routes. It was comprised of several members of the National Trail Alliance board, representatives from Pennsylvania conservation, parks and trail entities, and representatives of governing entities in the general study area.



Some of the Study Team on the historic Walnut Street Bridge over the frozen Susquehanna River at Harrisburg, PA in February 2015.

Members of the steering committee included:

David Brickley
Committee Chairman - 911 Trail Alliance, President and CEO

John Brunner
Mid-Atlantic Recreation Planner, Appalachian Mountain Club - 911 Trail Alliance Board

Brad Clemenson
Senior Project Manager, Pennsylvania Environmental Council - 911 Trail Alliance Board

Andy Hamilton
Mid Atlantic Trail Coordinator, East Coast Greenway Alliance - 911 Trail Alliance Board

Brett Hollern
Trail Manager, Somerset County, PA - 911 Trail Alliance Board



Karl King
Mainline Canal Greenway Coordinator, Rails to Trails of Central PA - 911 Trail Alliance Board

Russell Nee
Trails Foreman, Morris County (New Jersey) Park Commission - 911 Trail Alliance Board

Keith Newlin
Superintendent of National Parks of Western PA, National Park Service - 911 Trail Alliance Board

William Forrey
Pennsylvania Parks and Forest Foundation

Darlene Heller
Director of Planning and Zoning, Bethlehem Planning Bureau

In addition to the members of the steering committee, other key resource contacts for the project included:

Jane Sheffield
Executive Director of the Allegheny Ridge Corporation

Kent Taylor
Natural Resource Program Specialist for the DCNR Bureau of Forestry

The Alliance retained the services of a consultant team to perform the analysis for the study, make recommendations and prepare a report. The consultants consisted of a team of three Pennsylvania firms chosen for their intimate familiarity with the study area and their trail planning and design expertise; Campbell Thomas & Company of Philadelphia, PA, the lead consultant, Laird LA, PLLC of Roaring Springs, PA, and TPW Design Studios of York, PA.

C. Purpose, Goals & Objectives

The study's purpose was to analyze potential trail corridors between the Great Allegheny Passage, the Flight 93 Memorial and the Delaware Water Gap with the objective of developing a recommendation for specific trail corridor that would form the "spine" of, for the most part, the northern leg of the overall triangular route connecting the three memorials. Very roughly, the proposed planning corridor followed the Appalachian and Blue Mountain ridges and their related valleys as they traverse Pennsylvania with the study area being as much as a 50 mile wide swath through the state generally along that line.

The ultimate goal was to identify a trail corridor through which a continuous network of off-road, multi-use trails, that were mostly accessible (per ADA requirements), could be developed, were already in place, or in the planning stage. While the image one gets of a "pilgrimage trail" is one of sincere devotees on an arduous journey to a religious shrine, the vision of the September 11th National Memorial Trail as a "pilgrimage" is a bit more modern and focused on the nature and significance of the sites linked. The goal is to encourage and facilitate use by as much of the population as possible so that they may share in that experience in at least some sections of the Trail. Uses considered

included:



The 911 Trail will welcome visitors of many modes on a choice of off-road trails and back-road routes.



- Walking and hiking; long distance hiking, day hiking, and shorter recreational/exercise walks.
- Walking for all age groups and physical ability; including those using assistance devices.
- Wheel chair use, both independent and assisted. Tire types should be for outdoor, active use.
- Family walking with young children and baby strollers or jogging strollers.
- Jogging/running, although soft surface shoulders might be considered to reduce impact.
- Bicycling, both long and short distance, accommodating both high pressure tire road bikes and lower pressure tire cruisers and crossovers.
- Family Bicycling including children just learning or in seats, carriers and trailers.
- Roller skating or Rollerblading.
- Equestrian use, both day rides and longer trips where possible.
- Winter cross country skiing if snow covered.

The planning goals also include identification of parallel scenic roads and byways to include

- Back-road automobile trips
- Motorcycle routes.

In addition, as the Trail is expected to draw people from around the nation and the world, many of whom will arrive without a personal vehicle, the study includes an analysis of available public transportation.

Included as part of the work of the consultant team at this time was preliminary design for the trail alignment connecting The Great Allegheny Passage at Garrett, PA to the Flight 93 Memorial near Shanksville, PA to be open for use by September 11, 2016, the 15th anniversary of that tragic day and the year marking the 100th anniversary of the National Park Service.



Amtrak's Keystone Service parallels much of the trail along the Susquehanna and Juniata Rivers. Here the train crosses the Susquehanna River on the iconic 1902 Rockville Bridge, the longest stone masonry arch railroad viaduct in the world

D. Summary of the Analysis

The analysis started with a number of routes identified by the alliance and steering committee that were mapped by DCNR. With this information the consultant team broke the study down into three sections based on the members of the consulting team's locations and best local knowledge; Eastern PA Section, Campbell



Thomas & Co.; Central PA Section, TPW Design Studios; and Western PA Section, Laird LA, PLLC. The team fine-tuned the corridors and analyzed them relative to the following conditions and criteria:

- Topography of the region
- Watersheds and major rivers in the region
- Regional population centers
- Locations of state and Federal park and game lands
- Routes of historic Native American trails and footpaths
- Historic Pennsylvania railroad routes
- Existing and planned multi-use trail and bicycle routes
- Mapping of Pennsylvania Scenic Roads and Byways
- Recommend Pennsylvania motorcycle roads
- Public Transit in the region
- Significant sites that relate to the purpose and theme of the trail

In addition to the consultant team's analysis and research, the team solicited input from the steering committee in meetings and phone conferences, from the public through three presentations/workshops, one in each study section, and via e-mail from 23 county planning departments that the general study corridor passed through. On February 25th, 2015, these materials were presented to and reviewed with the steering committee, along with the consultant team's preliminary observations on a possible alignment based on the data generated.

E. Summary of the Recommendations

At the meeting of the steering committee on February 25th, 2015, the consultant team's preliminary observations were well received. It was felt, with some fine-tuning, this could be a good route for the September 11th National Memorial Trail's Northern Pilgrimage through Pennsylvania. The route presented is far from a straight line spine through the state and is a true "pilgrimage" through the state. It takes full advantage of off-road multi-use trails, both already in operation and in planning, while linking major cities, towns, and offering great potential to link to historical and cultural sites along the way that reflect that spirit of American patriotism, resilience and perseverance.

A short list of towns and cities linked include Garrett, Berlin, Johnstown, Lewistown, Harrisburg - the state capitol, Carlisle, Chambersburg, Gettysburg, York, Columbia, Reading, Jim Thorpe, Allentown, Bethlehem, Easton and Delaware Water Gap.

Like the historic growth of the state it takes advantage of the gaps and river ways along the ridge, Susquehanna, Schuylkill, Lehigh, Wind Gap and of course the Delaware Water Gap.



Various trails and greenways include the Johnstown Path of the Flood Trail, the Main Line Canal and Greenway, the Cumberland Valley Rail Trail, the Capital Greenbelt, the Lebanon Valley Rail Trail, the Schuylkill River Trail and the Delaware and Lehigh Canal Trail network.

In addition to the national September 11 memorials, the proposed route will pass through, or near, and offer potential to links to other local memorials, sites and heritage areas as well. Again a very short list includes the Laurel Highlands Conservation Area, the Johnstown Flood Memorial, the state capitol, Carlisle Barracks, Gettysburg National Military Park, the Susquehanna Gateway Heritage Area, Lancaster County, the Schuylkill River National and State Heritage Area, and the Delaware and Lehigh Canal National Heritage Area.

In short, the proposed corridor does more than just pass through Pennsylvania while connecting the National September 11 Memorials; it offers an opportunity to experience Pennsylvania’s diversity and its rich history and cultural heritage.



The Trail will serve Gettysburg National Military Park and other National Parks.

F. Summary of the Recommended Implementation Plan

The September 11th National Memorial Trail analyzed best management and organizational practices used by similar long distance trail corridors to implement and manage their alignments. The models assessed for the September 11th National Memorial Trail include the Appalachian Trail Conservancy (ATC), the East Coast Greenway (ECG), and the Allegheny Trail Alliance (ATA). Practices utilized by these trail entities that may be considered for the future implementation and management of the September 11th National Memorial Trail include “Trail Maintaining Clubs” and volunteers, “Regional Field Ambassadors”, and “Partnership Programs”.

The September 11th National Memorial Trail will utilize this information to create an ambassador program to promote and manage development of the trail. The proposed ambassador program will be overseen by an



Executive Director and the September 11th National Memorial Trail Board of Directors and will address multiple programs, events and opportunities throughout the corridor.

Additionally, this study created a matrix of existing and potential management entities along the selected trail alignment to provide an outline for future trail partnerships and to promote development and communication. This matrix provides details pertaining to trail segment extents, ownership, management, primary contact details, and gaps in trail management and can be used by future September 11th National Memorial Trail Ambassadors in coordinating trail development throughout the trail corridor.

The next stages of trail planning, design, and construction have also been outlined through a phased Implementation Plan. This plan took into account a number of factors including trail sections ability to “stand on its own” or act as an “extension of an existing trail”.

Project phasing was broken into three stages:

1. Short Term **(0-5 years until expected completion)**
2. Medium Term **(5-10 years until expected completion)**
3. Long Term **(10+ years until expected completion)**

G. Summary of the Opinion of Probable Costs of Implementation

For the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail Alignment Study our team took a preliminary look at major trail gaps and significantly costly improvements along the trail alignment, with the understanding that further detailed feasibility studies and design documents would be required during later stages. In analyzing and selecting possible trail corridors, our team tried to keep these costly project improvements to a minimum, but ultimately major gaps need to be addressed in almost all long distance trail networks. Looking at the selected trail alignment, our team recorded two critical gaps in the trail alignment:

1. **The Portland to Delaware Water Gap Trail improvements along Route 611:** In total, 6 miles of trail would be constructed between Portland and Delaware Water Gap with the development of a new retaining wall at an opinion of probably cost of \$32 Million. (*Campbell Thomas & Co.- 2013*)
2. **The Capital Area Transit (CAT) Bridge over the Susquehanna River in Harrisburg PA:** A 2014 Cross-River Connections Study by Harrisburg Area Transportation Study (HATS) identifies the CAT Bridge as a potential future pedestrian/bike path. Rehabilitation and conversion costs are anticipated in the \$12-\$15 Million range. Alternatively, CAT Bridge demolition is predicted to cost \$10 Million.

A number of trail planning, design, and construction funding opportunities exist at the Federal, State and Local levels as well as within private funding organizations. This document outlines a number funding sources that may be available to help in the various stages of trail development along the corridor.



The development of the 911 Trail will bring momentum to repair the CAT Bridge and provide multi-use trail resources across the Susquehanna River at Harrisburg.





William Blake's early 19th large scale print depicting pilgrims in Geoffrey Chaucer's Canterbury Tales

I. INTRODUCTION

A. Background

What is a Pilgrimage Trail?

The Free Dictionary defines a "pilgrimage" alternately as "a journey to a sacred place or shrine" or "a long journey or search, especially one of exalted purpose, of moral significance or for sentimental reasons."

A "pilgrimage trail", consequently, is "the way" or route of that pilgrimage. Historically in western culture, these pilgrimages were most often related to sites of the Holy Roman Church, being cathedrals, churches, chapels or even sacred shrines in caves housing the relics and reliquaries of various saints or even remnants from moments in the history of the church, in particular the life of Christ. The image of the pilgrimage is often one of a long, arduous journey, mostly on foot, whose purpose is one of spiritual preparation before visiting the holy place itself. The sites were often renowned as places of spiritual enlightenment, purification, even healing ... and in at least few cases of questionable veracity. These historic pilgrimage trails were in no way limited to western culture or the Catholic Church. From Croagh Patrick in Ireland and Pilgrim's Way to Canterbury, to Camino de Santiago in Spain, to the 15,000 year old Mount Kailash site in Tibet and the Char Dham at the foot of the Himalayas, to the Kumano Ancient Trail in Japan dating to the 10th century, to the 43 kilometer Inca Trail to Machu Picchu, they've existed for thousands of years, on every continent, and represent most spiritual philosophies, both those still practiced and those lost to antiquity. It's said the three day, 52 kilometer trek "around" the mountain to the site on Mount Kailash, climbing the mountain is prohibited, can erase a lifetime of sin.

Tales from the Middle Ages also present another interesting picture of the events of the "pilgrimage" and the "pilgrimage trail". In many ways they were the engines of "economic development" of their day. Certainly the towns and villages along "the way" benefitted providing the food, lodgings, supplies and other needs of the pilgrims. However, in many cases there were days of the year scheduled as celebrations focused on the patron saint or the relics housed at the various shrines. This increased the traffic on the ways at these times of year, but these holy days were not only days of religious celebration and worship; they were also events that bought merchants and traders to the home towns of these shrines to conduct business and offer their goods for sale at a place where people were coming together. In many cases these events were specifically organized and managed by the local churches themselves, with significant fees charged to the merchants and traders for stalls or space in the town, supplementing the modest to often generous offerings from the pilgrims. Of course the local nobleman received his cut for providing the necessary security services and other considerations for the event.



Depending on what sources you read, it seems clear these pilgrimage events were as much about gold, maybe even a little greed, as anything else and church leaders of the day weren't above stretching the truth, at least a bit, about what may or may not have been in some of those reliquaries in order to stimulate that economic activity. Nevertheless, they did provide a benefit to everyone in the days before main streets and shopping malls.

The important point is the purpose of the pilgrimage trail has always been more than just the destination. It's three fold; the destinations, the experience and the economic benefit.

While their religious significance may not be as important to some users today, and the arduous nature moderated by modern footwear and conveyance, many of these historic pilgrimage trails or variations of them are still in use and new ones are being created that continue the tradition. Still connecting historic and other significant points of interest, they provide travel and recreational opportunities and experiences for many of varying distance and duration, for multiple modes of travel, AND they continue to provide that engine for economic development by attracting visitors and tourists from around the world. All of the pilgrimage trails noted above are still in use with glowing recommendations on internet travel sites as true 21st Century, activity oriented, environmentally responsible travel options. Some additional modern day pilgrimage trails include:

The Israel National Trail – From the border with Lebanon to the Red Sea it was inspired by the Appalachian Trail in the U.S. and wanders about 600 miles through Israel offering Israelis and visitors an opportunity to experience the entire breadth of the country. Listed as one of National Geographic's 20 most "epic trails", it's said it "delves into the grand scale of biblical landscapes as well as the everyday lives of the modern Israeli."



The Israel National Trail depicted on a sheet of commemorative stamps.



The Jesus Trail – Again in Israel, the 62 kilometer hiking trail in the Galilee region claims to follow the route that Jesus may have walked, connecting the sites of His life and ministry. Starting in Nazareth, it passes through Tzipori, Cana, the Sea of Galilee, and the Mount of Beatitudes.

Tour de Mont Blanc – Starting and ending in Chamounix, France, the 104 mile hiking trail travels through three countries celebrating the grandeur of the highest peak in the Alps, but that’s not all according to *National Geographic* ...

“But it’s the civilization in between that really makes the trail special - you won’t have to worry about carrying a tent or even food here. Stop at villages or huts along the way to gorge yourself with fondue, wine, slices of local cheeses, and homemade bread - then keep walking to work it all off. You can pitch a tent if you choose, but there are plenty of options for a bed at night, ranging from high-end hotels in a resort town such as Courmayeur, Italy, to a bed in one of the cozy refuges up high.”

The Sir Samuel and Florence Baker History Trail – In 2014 a walking and mountain bike trail was launched to follow the route Sir Samuel Baker and Lady Florence Baker traveled on their expedition to Lake Albert in the 1860s. 360 miles from Juba, South Sudan, to Baker’s View, Uganda, the fourteen stops along the way mark the spots where the Bakers camped as they used exploration to abolish slavery.



The Journey Through Hallowed Ground links with the September 11th Trail in Gettysburg

And in the United States ...

The Journey Through Hallowed Ground – In 2008 the Congress designated The Journey Through Hallowed Ground National Heritage Area in a program affiliated with the National Park Service. Extending from Gettysburg to Monticello, the Heritage Area covers parts of four states, includes 15 counties and links sites relevant to 400 years of European, American, African-American heritage. It contains World Heritage sites, more than 10,000 sites on the National Register of Historic Places, 49 National Historic districts, nine Presidential homes and sites, 13 National Park Units, hundreds of African-American and Native American heritage sites, 30 Historic Main Street communities, sites from the French-Indian War, Revolutionary War, War of 1812, and the largest single collection of Civil War sites in the nation. The Park Service has developed a “driving itinerary” that forms a 180 mile National Scenic Byway through this heritage area.

The Sacred Door Trail – Certainly their website describes it best ...



“The Sacred Door Trail is a 165-mile interfaith pilgrimage trail that circumnavigates the Big Hole Valley in western Montana. The Trail is a celebration of spiritual unity, peace and our connection to Earth and each other. It is a compilation of pre-existing National Forest Service trails which



The Sacred Door Trail in western Montana

make up a loop that explores some of the most beautiful mountains, valleys, lakes and rivers in the United States. The trail serves as a bridge deepening our connection to ourselves, each other and to our original church, our original temple ~ Mother Earth.”

The Hood River County Fruit Loop – The Fruit Loop near Portland, Oregon is located in the Columbia River Gorge National Scenic Area, the nation’s largest pear growing region. It offers a self-guided, 35 mile loop tour celebrating the fruit orchards, fruit stands, vineyards, and alpaca and lavender farms in the region.

The North Carolina Barbeque Society, Historic Barbeque Trail – Fairly self-explanatory, the route crosses North Carolina linking the Historic Barbeque Pits in the state. Good eating!

The September 11th National Memorial Trail – as a Pilgrimage Trail

The idea for the September 11th National Memorial Trail was born during the Mid-Atlantic Governors’ Conference on Greenways, Blueways, and Green Infrastructure in Washington D.C. just four days after the September 11th attack. Out of that meeting a commitment grew to somehow remember the heroes of that day. The Memorial Trail meets all of the criteria for classification as a true “pilgrimage trail”. It connects significant, related sites, can provide a unique experience along the way and can be an engine for economic stimulus and development. It can and should be thought of and planned as one. Upon completion, at nearly 1300 total miles, it has the potential to rank as one of the longest pilgrimage trails in the world today.

Presently the Memorial Trail is an evolving network of off-road multi-use trails, greenways and scenic roads and byways that link the three National Memorials dedicated to the memory of those who died in the tragic events of September 11, 2001; the World Trade Center Memorial in New York City, the Pentagon Memorial in Washington D.C., and the United Airlines Flight 93 Memorial near Shanksville, Pennsylvania. Conceptually, they form a roughly triangular pilgrimage route that eventually will not only link the national memorials, but will link cities, towns and communities along the way that are home to local memorials and significant sites that reflect that spirit of American patriotism, resilience and perseverance that brought the nation back from the tragic events of the day and helped forge the great nation that we see today. Linking these towns and communities along the way will create economic opportunity generated by increased visitors and tourism through offering people an opportunity to share in the experience. This will certainly help support and sustain the September 11th National Memorial Trail and its continuing purpose.

The Pilgrimage through Pennsylvania

The specific focus of this study is the northerly leg of the “conceptual” triangle through Pennsylvania. It will link the route coming from the Pentagon National Memorial, generally along the Potomac Heritage National Scenic Trail and the Great Allegheny



Passage, as it comes into Garrett, Pennsylvania, to the Flight 93 National Memorial, being built by the National Park Service near Shanksville, Pennsylvania, and then from there to a point near the Delaware Water Gap in Pennsylvania where it will link to the Liberty Water Gap Trail, or possibly another trail network, through northern New Jersey to the World Trade Center National Memorial.

“The way” or proposed corridor through Pennsylvania is far from a straight line spine and represents a true “pilgrimage” through the state. It takes full advantage of off-road multi-use trails, both already in operation and in planning, while linking major cities and towns, and offering great potential to link to historical and cultural sites along the way that reflect that spirit of American patriotism, resilience and perseverance. As will be explained in this report, the proposed corridor does more than just pass through Pennsylvania while connecting the National September 11th Memorials; it offers an opportunity to experience Pennsylvania’s diversity, and its rich history and cultural heritage.



The Trail passes through the village of Shanksville, not far from the Flight 93 National Memorial.

While the primary purpose of this study was to examine the off-road routes forming the non-motorized component of the memorial trail for bicycling, hiking, pedestrian and possibly equestrian use, the study does briefly review and discuss scenic on-road motoring routes appropriate for the pilgrimage route to serve automobiles and motorcycles. In addition the study also includes an analysis of available public transportation access along the corridor.

B. Funding Partners and the Study Team

The Funding Partners

The September 11th National Memorial Trail – The Northern Pilgrimage through Pennsylvania study was funded by:

The Pennsylvania Department of Conservation of Natural Resources (DCNR)

The Department manages Pennsylvania state grant programs through their Bureau of Recreation and Conservation to facilitate conservation and recreation-focused projects and programs in the state. The grants awarded to municipalities and authorized nonprofit organizations support efforts for rehabilitation and development of parks and recreation facilities; acquisition of land for active or passive park and conservation purposes; and planning for feasibility studies, trails studies, conservation plans, site development planning, and comprehensive recreation, greenway and open space planning .

The Community Foundation for the Alleghenies (CFA)

As best stated on their web site, their mission is “ ... to serve the best interests of our donors in perpetuating their philanthropic interest in financially supporting our community, using the Foundation’s integrity, accountability, and community knowledge.” Celebrating their 25th anniversary, the Foundation provides continuing support for a wide variety of



community, youth oriented, economic development, recreation and conservation efforts through now more than 540 funds in Bedford, Cambria and Somerset Counties of Pennsylvania.

And

The September 11th National Memorial Trail Alliance

The September 11th National Memorial Trail Alliance

The commitment to remember the heroes of the tragic events of September 11, 2001 led to the formation of the September 11th National Memorial Trail Alliance in 2004. Headed by David Brickley, its President and CEO, the alliance's sole purpose is to establish a memorial trail that will link the national memorial sites. The alliance is a dedicated and diverse group of men and women, comprised of individuals who have a direct link to the events of the day and/or represent organizations and local governments committed to conservation efforts, and trail and greenways development. They all share a passionate commitment to this cause.



Members of the Boards of Directors and Advisors at the 2015 Annual Meeting in Elizabethtown PA

Members of the September 11th National Memorial Trail Alliance Board of Directors:

David Brickley: September 11th National Memorial Trail Alliance, President and CEO

Brad Clemenson: Consultant to the Pennsylvania Environmental Council

Karl King: Mainline Canal Greenway Coordinator, Rails to Trails of Central Pennsylvania

Andy Hamilton: Mid Atlantic Trail Coordinator, East Coast Greenway Alliance

Deborah Borza, mother of Flight 93 passenger Deora Frances Bodley, Vice President and current Board Member of the Friends of Flight 93

Tim Brown: A retired, decorated 20-year FDNY firefighter, a survivor of the 2001 terrorist attack of the World Trade Center and a veteran of the New York Urban Research and Rescue Task Force team

Eric Brenner: Chairman of the Maryland Bicycle/Pedestrian Advisory Committee, trail enthusiast and avid cyclist and leader of the first through ride in 2015 from Flight 93 to Ground Zero.



Jane Sheffield: Executive Director, Allegheny Ridge Corporation; President, Heritage PA

Bruce Dwyer: A bicycle/trails enthusiast and activist working both in the U.S. and abroad for more than 20 years

Brett Hollern: Trails Manager, Somerset County, Pennsylvania

Russell Nee: Trails Foreman, Morris County (New Jersey) Park Commission

Thomas Heidenberger: A retired commercial pilot who has been intimately involved in raising funds and developing a number of the September 11th Memorials, including the Pentagon Memorial Fund.

Daniel Wille: Semi-retired attorney and bicycling/trail enthusiast and activist

The Municipal Sponsor (for the study) - Somerset County, Pennsylvania

Somerset County was the municipal applicant for the funding through DCNR and was awarded the grant for the study on March 26, 2014. As the grantee Somerset County is responsible for the administration of the grant funds for the study and an active participant in the development of the trail alignment through the Allegheny region. In addition Somerset County is spearheading the efforts to construct the first reach of the trail through Pennsylvania, including additional funding applications for right of way acquisition and planning. This first reach will connect the trail route as it comes up through Maryland along the Great Allegheny passage from Garrett, Pennsylvania to the Flight 93 National Memorial site, being constructed and managed by the National Park Service, near Shanksville, Pennsylvania. The goal is to open and dedicate this first reach on September 11, 2016, the 15th anniversary of the September 11th attack, the year marking the 100th anniversary of the formation of the National Park Service.



Somerset County has been a major developer and manager of major trails. Here's the view one sees at the mouth of the Big Savage Tunnel on the Great Allegheny Passage.

The Steering Committee

A steering committee was formed for the study to guide the work of and offer insight on the selection of potential routes. It was comprised of several members of the September 11th National Trail Alliance Board of Directors and Advisory Board, representatives from Pennsylvania conservation, parks and trail entities, and representatives of governing entities in the general study area. Members of the steering committee included:



David Brickley

Committee Chairman - 911 Trail Alliance, President and CEO

John Brunner

Mid-Atlantic Recreation Planner, Appalachian Mountain Club - 911 Trail Alliance Board

Brad Clemenson

Senior Project Manager, Pennsylvania Environmental Council - 911 Trail Alliance Board

Andy Hamilton

Mid Atlantic Trail Coordinator, East Coast Greenway Alliance - 911 Trail Alliance Board

Brett Hollern

Trail Manager, Somerset County, PA - 911 Trail Alliance Board

Karl King

Mainline Canal Greenway Coordinator, Rails to Trails of Central PA - 911 Trail Alliance Board

Russell Nee

Trails Foreman, Morris County (New Jersey) Park Commission - 911 Trail Alliance Board

Keith Newlin

Superintendent of National Parks of Western PA, National Park Service - 911 Trail Alliance Board

William Forrey

Pennsylvania Parks and Forest Foundation

Darlene Heller

Director of Planning and Zoning, Bethlehem Planning Bureau

In addition to the members of the steering committee, other key resource contacts for the project included:

Jane Sheffield

Executive Director of the Allegheny Ridge Corporation – 911 Trail Alliance Board

Kent Taylor

Pennsylvania Department of Natural Resources Advisor to the 911 Trail Alliance
Natural Resource Program Specialist for the DCNR Bureau of Forestry

The Consultant Team

The Alliance retained the services of a consultant team to perform the analysis for the study, make recommendations and prepare a report. The consultants consisted of a team of three Pennsylvania firms that regularly collaborate on trail and greenway planning and development projects and was chosen for their intimate familiarity with the study areas as well as their trail planning and design expertise.

Campbell Thomas & Company of Philadelphia, Pennsylvania, the lead consultant

Robert P. Thomas AIA, APBP, Partner in Charge; Harry Murray, NCARB; Doug Maisey, MUPP

Laird LA, PLLC of Roaring Springs, Pennsylvania

James Laird, RLA, Principal; Angelika Laird, CPRP

TPW Design Studios of York, Pennsylvania

Timothy P. Wilson, RLA, LEED A.P., Principal

C. Purpose, Goals and Objectives

Purpose of this study

The purpose of this study was to analyze potential trail corridors between the Great Allegheny Passage at Garrett, Pennsylvania and the Flight 93 Memorial, near Shanksville Pennsylvania, then from the Flight 93 memorial to the Delaware Water Gap with the objective of developing a recommendation for specific trail corridor that would form the “spine” of, for the most part, the northern leg through Pennsylvania of the overall triangular route connecting the three memorials.



Scope and nature of feasibility study work for West, Central and East Sections

The ultimate objective of the study for the entire study corridor, from Garrett to Delaware Water Gap, was to identify a trail corridor through which a continuous network of off-road, multi-use trails, that were mostly accessible (in accordance with ADA requirements), could be developed, were already in place, or in the planning stage. While the image one gets of a “pilgrimage trail” is one of sincere devotees on an arduous journey to a religious shrine, the vision of the September 11th Trail as a “pilgrimage” is a bit more modern and focused on the nature and significance of the sites linked. One of the primary planning goals is to encourage and facilitate use by as much of the population as possible so that they may share in that experience in at least some sections of the Trail or to the fullest extent possible. Uses considered included:

- Walking and hiking; long distance hiking, day hiking, and shorter recreational/exercise walks.
- Walking for all age groups and physical ability; including those using assistance devices.
- Wheelchair use, both independent and assisted. Tire types should be for outdoor, active use.
- Family walking with young children and baby strollers or jogging strollers.
- Jogging/running, although soft surface shoulders might be considered to reduce impact.
- Bicycling, both long and short distance, accommodating both high pressure tire road bikes and lower pressure tire cruisers and crossovers.
- Family bicycling including children just learning or in seats, carriers and trailers.
- Roller skating or rollerblading.
- Equestrian use, both day rides and longer trips where possible.
- Winter cross country skiing if snow covered.

The planning goals also included identification of parallel scenic roads and byways to include automobile trips and motorcycle routes. The trail corridor’s relationship to rail and other public transit was also considered as it is expected the Trail will draw people from around nation and the world, many of whom will arrive without a personal vehicle.

Scope and nature of additional work for the Western Section

Also included as part of the work of the consultant team at this time was preliminary design for the trail alignment connecting The Great Allegheny Passage at Garrett to the Flight 93 Memorial near Shanksville. The goal is to have this section open for use by September 11, 2016, the 15th anniversary of that tragic day and the year marking the 100th anniversary of the National Park Service. Please see Chapter IV for the detailed recommendations for the Western Section

D. Delineation of Study Area

General Description

Very roughly, the proposed planning corridor followed the Appalachian and Blue Mountain ridges, and their related valleys, as they traverse Pennsylvania from Garrett where the proposed trail will link up with the Great Allegheny Passage, to Delaware Water Gap. The general study area considered was as much as a 50 mile wide swath, maybe a bit more, through the state generally along that line. As the study developed “generally” became more or less the operative word. The study area became rather fluid and flexible as critical resources and locations were explored and discussed. The key was letting the resources define the study area as opposed to letting a too narrowly defined study area limit the resources considered. Please see the related maps in Appendixes A, B and C.



II. INVENTORY AND ANALYSIS

A. Background Materials and Information

The Consultant Team as a Resource – The Campbell Thomas & Company consultant team, including Laird LA, PLLC and TPW Design Studios, was retained not only for its expertise in trail/greenway planning and design, but also for their extensive knowledge and “in the field” familiarity with trail/greenway development and planning efforts in the region, particularly in Pennsylvania. This knowledge base was developed over more than 35 years of work on trail/greenway projects, regional advocacy and volunteer work. Robert P. Thomas personally is the recipient of a number of awards for trail planning and advocacy over the years, including being named one of 25 National Rail Trail Champions in 2011 by the Rails to Trails Conservancy, and is an acknowledged source of firsthand knowledge developed through his years of work in planning, advocacy and commuting/recreational travel by bicycle through much of the state. The team also spent hours in the field as part of this study reviewing conditions in the proposed corridors.

Regional and County Planning – In addition to the teams own knowledge, the consultants researched regional and county planning efforts where available through public, primarily online, sources. This included both regional and county comprehensive, recreation, open space and greenway plans for the 23 counties traversed by the potential corridors identified. The Pennsylvania counties included in the research were:

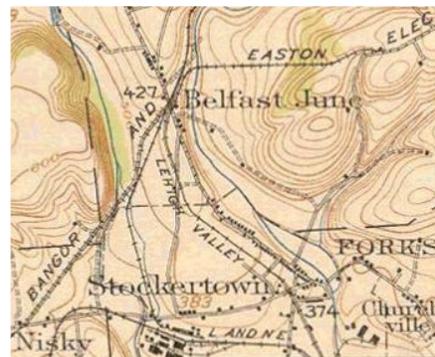
| | | |
|-----------------|-------------------|--------------------|
| Somerset County | Perry County | Lehigh County |
| Cambria County | Cumberland County | Monroe County |
| Blair County | Franklin County | Northampton County |
| Fulton County | Adams County | Lancaster County |
| Bedford County | Dauphin County | Berks County |
| York County | Lebanon County | Bucks County |
| Mifflin County | Schuylkill County | Montgomery County |
| Juniata County | Carbon County | |

Specific regional reports and studies reviewed included but were not limited to specific documents and planning efforts for trail and greenway development as follows:

- The East Coast Greenway
- The Great Allegheny Passage
- The Mainline Canal and Greenway
- The National Recreation Trails Database
- The Pennsylvania Outdoor Recreation Plan from DCNR
- The Schuylkill Highlands Greenway Plan
- The 2014 Report of the Capital Area Greenbelt Association
- The Lehigh Valley Greenways Plan
- The Lehigh Valley Trails Inventory 2013
- Greenways, Open Space and Rural Recreation Plan

Additional Resources – Additional mapping and informational resources included:

- Mapping resources from the Pennsylvania Spatial Data Access (PASDA) atlas and mapping database.
- Historic trail and historic site information available through the online resources of the Pennsylvania Historical and Museum Commission and the historic maps of the U.S. Geological Survey.



Historic topographic maps yielded locations of abandoned rail lines for possible trails Stockertown is in Northampton Co.



- Trail and Greenway development status available through the on-line resources of the Pennsylvania Department of Conservation of Natural Resources (DCNR).
- Trail and bicycle route data from GOOGLE Maps.
- Historical sites and points of interest information from the AAA *TourBook Guide of Pennsylvania*.

B. Statewide Corridor Analysis

Explanation and presentation of study maps

In determining the alignment of the September 11th National Memorial Trail Northern Pilgrimage across Pennsylvania, data was gathered through public participation and an in-depth interview process and numerous alternatives were discussed, evaluated, and analyzed. Ultimately, this data and analysis led to the determination of the selected Northern Pilgrimage Trail across Pennsylvania by the September 11th Steering Committee and Board of Directors in February 2015.

Statewide Study Corridors

In developing feasible options for Northern Pilgrimage Trail corridor alternatives, the project team interviewed county and municipal government officials, trail management entities, and numerous relevant stakeholders to determine potential alignments for the Northern Pilgrimage Trail corridor. Initial research included researching and exploring existing and proposed trail corridors, analyzing community resources, and assembling information on sites of importance. Relevant sites of importance included topics of patriotism, resilience and perseverance and tied into the theme of the September 11th National Memorial Trail that connects the three memorials commemorating the tragic events that occurred at the Pentagon, Flight 93 crash site near Shanksville, Pennsylvania, and the World Trade Center on September 11, 2001.

Utilizing this information, our project team developed and mapped a series of corridor alternatives which were presented during three public workshops in Bethlehem, Carlisle, and Hollidaysburg, PA in October of 2014. During these public workshops, residents, agency officials, elected representatives, business people, and those with interests in history, cultural sites, and trails, had the opportunity to learn about the September 11th National Memorial Trail and share ideas, resources, and feedback. The information gathered at these public meetings was further analyzed and an alternatives matrix was developed to best guide the selection process.

Further in-depth analysis of Pennsylvania included development of a series of maps that were overlaid with alternative Northern Pilgrimage September 11th Trail corridors to visually show the selection criteria the consulting team has examined and to help the Steering Committee compare and contrast alignments with natural features and relevant resources. These statewide overlay maps included topography, watersheds, population centers, state and federal lands, historic Indian trails, Historic railroad corridors in Pennsylvania, Trail and Bicycle Routes, Pennsylvania Scenic Roads and Byways, Recommended Pennsylvania Motorcycle Roads, Public Transportation Corridors, and Significant Sites.

Map segment examples used during the corridor analysis process can be seen below on the following pages. Full size, complete 11x17" maps can be seen in Appendix B.

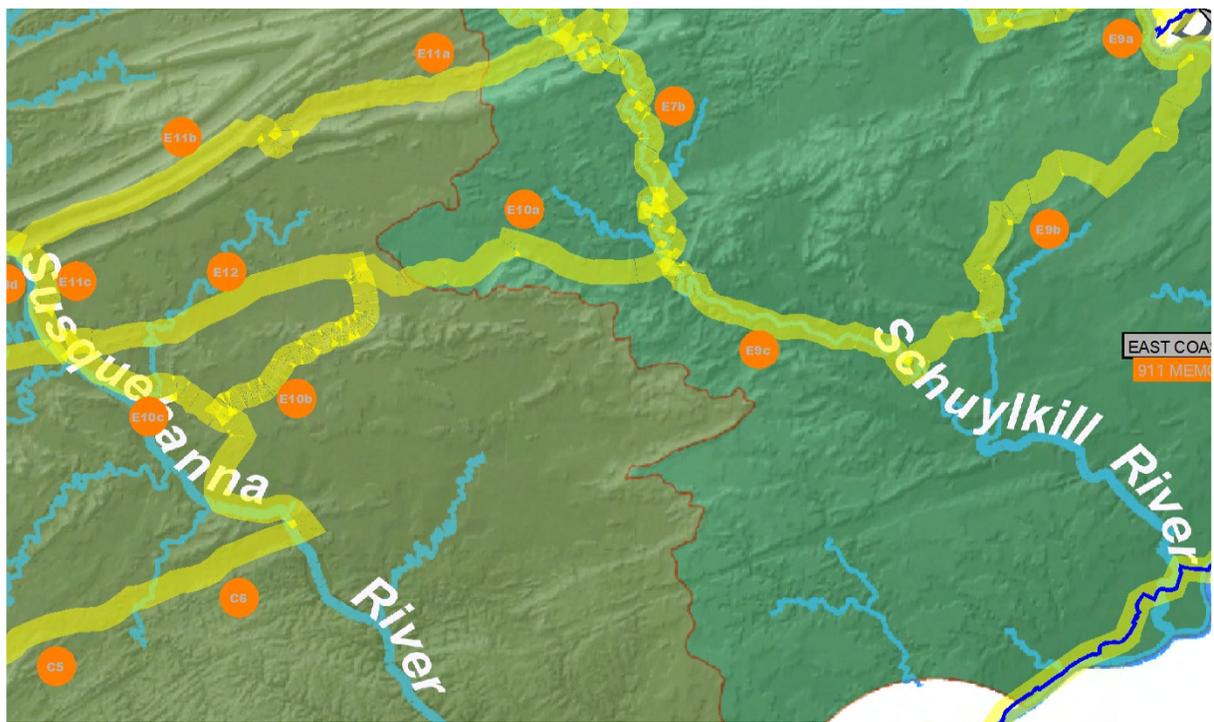


Research took the team along the historic Tulpehocken Path near both the Appalachian Trail and Bethel PA



Topography: Corridors were assessed based on terrain and topography. Accessibility and ADA compliance was considered throughout the process.

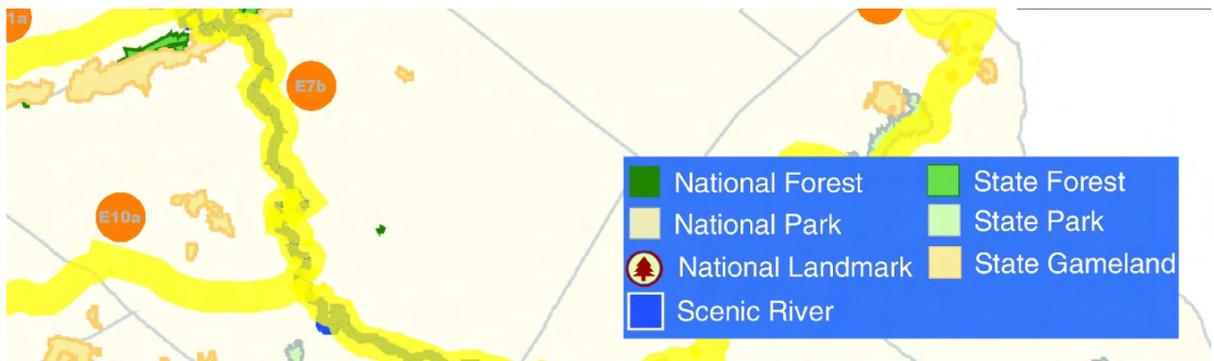
Watersheds and Major Rivers: Corridors relating to the three PA regional watersheds and their associated waterways. Providing trail access to waterways was a preference of stakeholders at our public workshops.



Population Centers: Corridors as they relate to the major populations centers were analyzed. Population centers not only provide large user groups, but offer trail services and resources for long distance travelers.



State and Federal Lands: State and National Forest, Game and Park lands provide access to Pennsylvania's naturally beautiful and preserved areas. Existing management entities often support trail development.



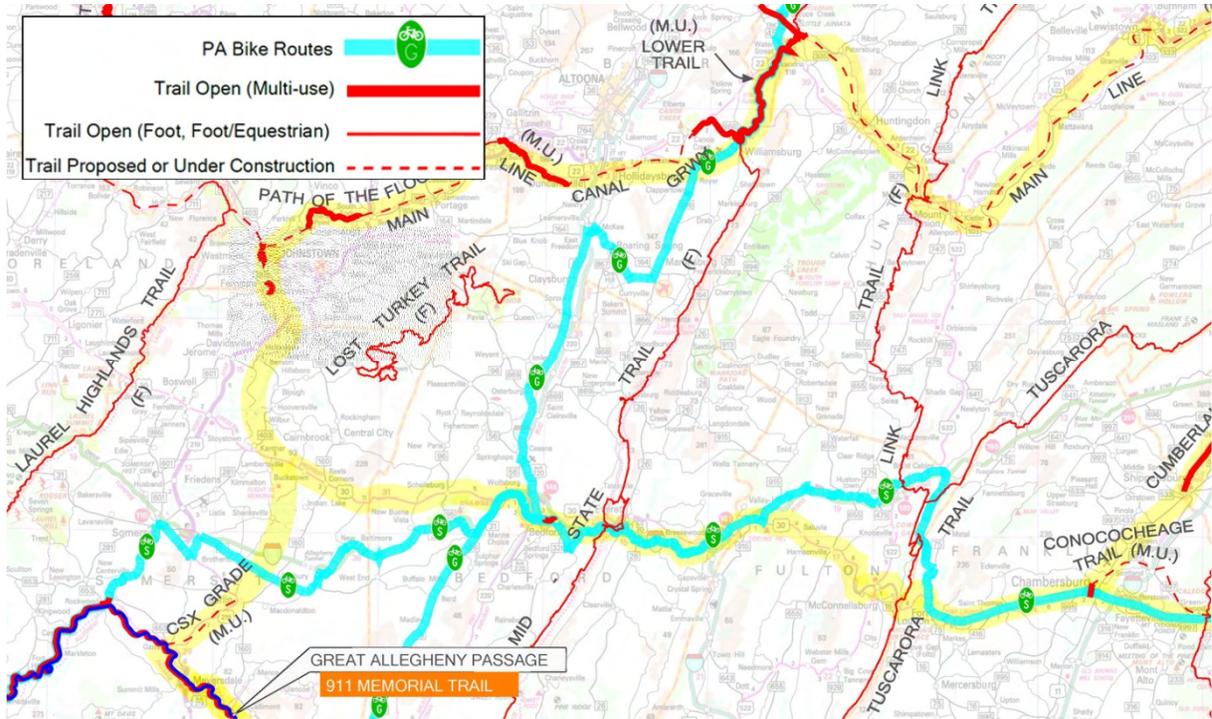
Historic Indian Trails: Corridors were analyzed as they relate to an historic trails and footpaths mapped by PHMC. Remnants of these trails often still exist and can provide a direct trail route through varied terrain.



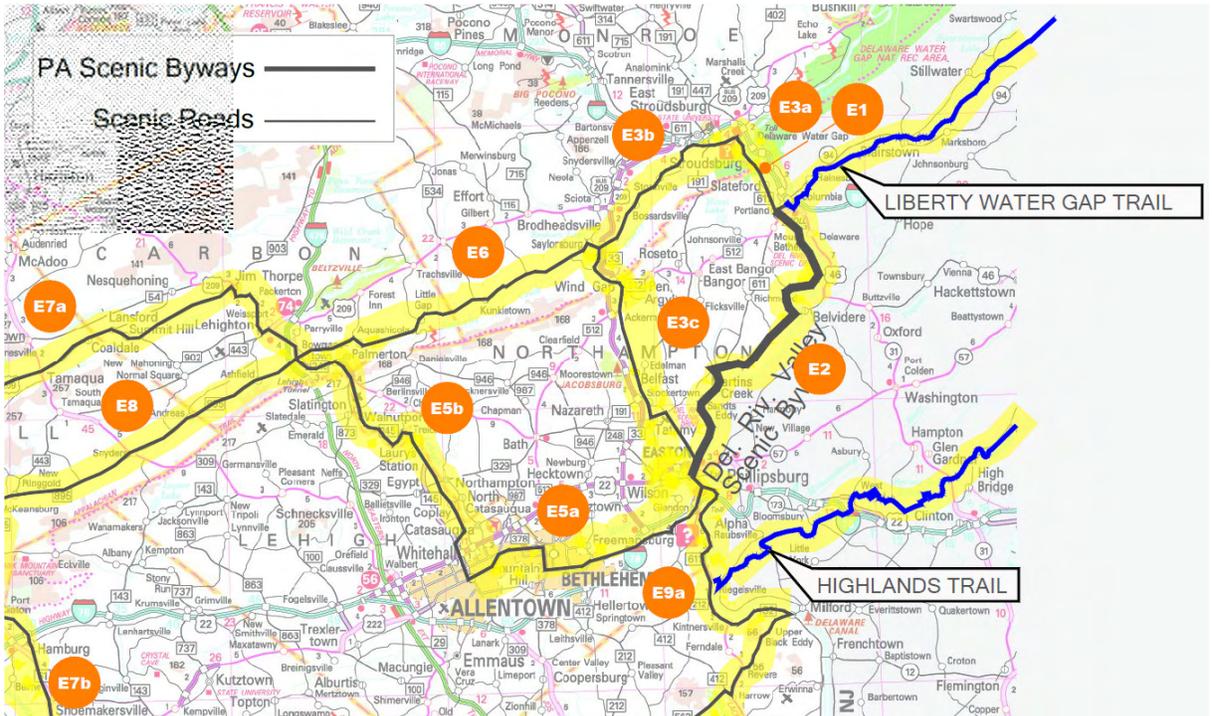
Historic PA Railroads: Corridors as they relate to historic rail corridors were analyzed. Railroads that may now be abandoned often have right-of-way available for trail development.



Trail & Bicycle Routes: Corridors as they relate to existing and planned trails and multi-use trails, and the PA bike route system were assessed. Seen below, the northern corridor is partially existing and partially proposed, whereas the southern corridor has an existing on-road PA Bike Route S, but minimal multi-use trail.

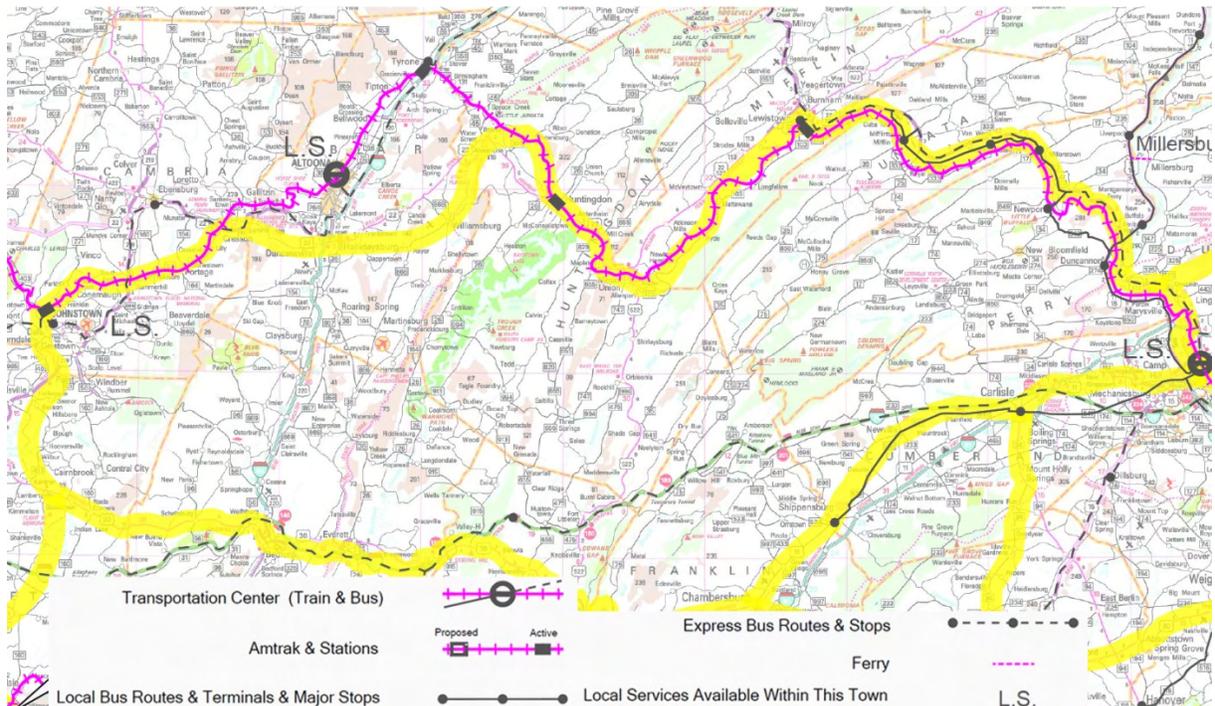


PA Scenic Roads & Byways: Existing scenic roads and byways were assessed for on-road driving routes.

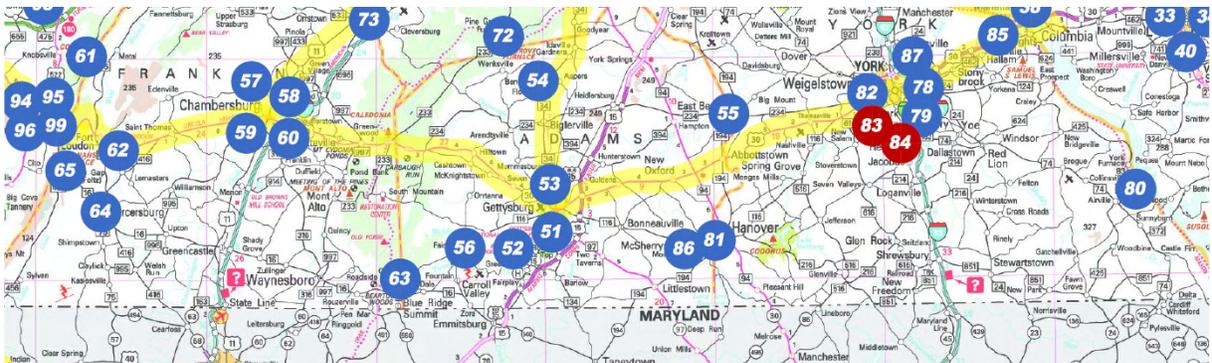


Recommend PA Motorcycle Roads: Corridors as they relate to a mapping of recommend motorcycle routes developed by “MotorcycleRoads.com” shows potential options for on-road touring of the corridor.

Public Transportation Service: Corridors as they relate to major public transit routes indicate existing train and bus routes and stations. Public Transportation corridors bring trail access to population centers.



Significant Sites: Corridors as they relate to sites believed to be consistent with the character of the trail were assessed. Many of these significant sites were identified during public workshops and interviews. A separate listing of all notable sites used in the trail corridor assessment can be found in Appendix B.



C. Demand and Potential Use

Provide general demographics of potential trail users

The September 11th National Memorial Trail seeks to provide users with multiple travel mode options for the entirety of the selected corridor. By developing a multi-modal trail system, the trail experience can be made accessible to all users. The goal is to encourage and facilitate use by as much of the population as possible so that the experience can be shared for at least some sections of the Trail. Uses considered include:



Switchback Trail (Jim Thorpe, PA)



Wounded Warrior Bike Ride (New York, NY)

- Walking and hiking; long distance hiking, day hiking, and shorter recreational/exercise walks.
- Walking for all age groups and physical ability; including those using assistance devices.



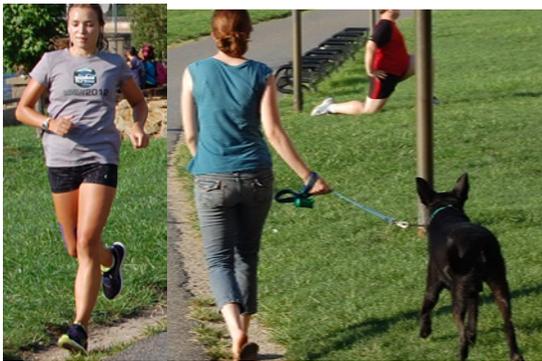


WWII Veterans at Flight 93 Memorial



Cumberland Valley Rail Trail (Shippensburg, PA)

- Wheelchair use, both independent and assisted. Tire types should be for outdoor, active use.
- Family walking with young children and baby strollers or jogging strollers.



Schuylkill River Trail (Philadelphia, PA)



Various Bicycle User Types

- Jogging/running, although soft surface shoulders might be considered to reduce impact.
- Bicycling, both long and short distance, accommodating both high pressure tires road bikes and lower pressure tire cruisers and crossovers.



Bicycling with Carriers/Trailers



Skating Fairmount Park (Philadelphia, PA)

- Family Bicycling including children just learning or in seats, carriers and trailers.
- Roller skating or Rollerblading.





Schuylkill River Trail at the Appalachian Trail



Blue Marsh Lake (Bernville, PA)

- Equestrian use, both day rides and longer trips where possible.
- Winter cross-country skiing if snow covered.

Estimate potential demand and use of the trail

The Selected Trail Alignment Map “O” in Appendix C shows the September 11th National Memorial Trail will link together a number of existing trail systems that have seen individual success. By linking together these local trails into a larger network, existing economic benefits will be amplified. Additionally, as a pilgrimage trail that commemorates the tragic events of September 11, 2001 and reflects the spirit of American patriotism, resilience and perseverance, the 911 Trail will reach a more diverse user group than the typical recreational trail.

Two of the most relevant long distance trails that will tie into the selected alignment for the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail are the Great Allegheny Passage (GAP) and the East Coast Greenway (ECG). The Great Allegheny Passage is a 150 mile trail between Pittsburgh, PA and Cumberland, MD, where it connects to the C&O Canal Towpath, creating a continuous 335 mile long trail to Washington, DC and the Pentagon Memorial. The GAP will tie into the September 11th Trail at Garrett PA, where it will continue north to the Flight 93 National Memorial. The East Coast Greenway is a 2,900 mile long developing trail corridor between Florida and Maine that will tie into the September 11th National Memorial Trail along the Mid-Atlantic Region between the Pentagon Memorial in Washington DC and the World Trade Center Memorial in New York City. Existing trail user numbers and economic benefits associated with trail use along the GAP and ECG provide us with a good understanding of the trail use and resulting economic impacts to be expected between Flight 93 National Memorial and Delaware Water Gap, PA when a trail connection is created.

Great Allegheny Passage (GAP) Trail Usage:

According to the Great Allegheny Passage website (<http://www.atatrail.org/>), bicycling and hiking are the two most popular activities along the trail corridor. However, sections of the GAP are open to equestrians, as horses are permitted on the grassy areas between Boston and Connellsville, Rockwood and Garrett; and Frostburg and State Line. Additionally, the winter season often allows cross-country skiing and snow shoeing. Activities such as fishing and bird watching have been noted as favorite activities along the trail.

A 2012 report on the ***“Analysis of 2011 Trail Usage Patterns along the Great Allegheny Passage”*** by Dr. Andrew R. Herr, an associate professor of economics at St. Vincent College, provides a detailed estimate of trail usage. Based on TrafX infrared trail counters and manual counts along the trail, Dr. Herr estimates the number of trail users along the Great Allegheny Passage in 2011 to be in the range of 408,661 to 817,322, with a mid-range estimate of 612,991. This 2011 range is 18.8% less than the 2010 range, which was based on similar methodology. This decrease is most likely due to an unusually rainy summer in 2011.

Another Market Demand Study prepared for the Allegheny Trail Alliance and Latrobe, PA by PKF Consulting in January of 2013, noted that the trail has seen



steadily increasing visitation since its opening, with annual ridership reported in the vicinity of 750,000.

East Coast Greenway (ECG) Trail Usage:

The off-road, traffic-free portions of the ECG serve muscle-powered users of all abilities including cyclists, walkers, skaters, skiers, equestrians, and wheelchair users, while experienced cyclists and walkers can travel the entire 2,900-mile route. According the 2014 ECG Annual Report, the 408 mile long Mid-Atlantic Region between Washington, DC and New York City, NY is 42% off-road trail and 17% in development.

In the Fall of 2014, the Institute for Transportation Research and Education (ITRE) at North Carolina State University released a study showing the impact of the East Coast Greenway in Durham, NC called **“Bridging the Gap: Economic, Health, and Transportation Impacts from completing a critical link in a 22-mile rail trail”**. This study examined the impacts of a new bicycle and pedestrian bridge over Interstate 40, showing that within the first year of the bridges completion, the number of trail user trips more than doubled on this section of trail, reaching over 500,000 users per year. Additionally, it was found that since the bridges completion, trail users’ spending on goods and services increased by \$3.7 million annually, bringing the trail user spending total to \$6.1 million per year. Although this study takes place in North Carolina and not within the September 11th National Memorial Trail corridors, it shows the value that is associated with closing major gaps in long distance trails. As the September 11th Trail is developed, connections between community resources and successful trail corridors will help promote similar trail user spending on goods and services within Pennsylvania’s communities.

How the Trail Ties in with Regional Networks

The Flight 93 to Delaware Water Gap Alignment of the September 11th National Memorial Trail, extends across Pennsylvania for nearly 600 miles and interconnects with a number of existing and developing regional trail networks and long distance trails. In addition the previously described **East Coast Greenway** and the **Great Allegheny Passage**, the following trail networks and long distance trails will coincide with and/or cross paths with the September 11th Trail. These connections will provide additional links to population centers, trail services, and memorials throughout the region, as well as enable a new network of hiking and biking loops.

The Circuit:

The Circuit is a developing 750 mile long multi-use trail network that extends throughout eastern Pennsylvania and New Jersey in the counties of Philadelphia, Montgomery, Bucks, Delaware, and Chester in PA and the counties of Gloucester, Camden, Burlington, and Mercer in N.J. The Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail will connect to the Circuit via the Schuylkill River Trail in Reading, PA and the Delaware and Lehigh Trail in Easton PA.

The Appalachian Trail:

The Appalachian Trail or simply the A.T., is a hiking trail in the eastern United States extending between Springer Mountain in Georgia and Mount Katahdin in Maine. The trail is 2,180 miles long and passes through the states of Georgia, North Carolina, Tennessee, Virginia, West Virginia, Maryland, Pennsylvania, New Jersey, New York, Connecticut, Massachusetts, Vermont, New Hampshire, and Maine. The Appalachian Trail will cross paths with the September 11th National Memorial Trail in numerous locations across Pennsylvania including,

Delaware Water Gap, Wind Gap, Lehigh Gap, Port Clinton, Duncannon, Middlesex, and Caledonia State Park.



The Appalachian Trail and the September 11th Trail intersect at Delaware Water Gap PA



The Horse-Shoe Trail:

The Horse-Shoe Trail is a 140 mile long trail that runs from Valley Forge National Historical Park, PA westward toward Harrisburg, Pennsylvania crossing the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail in Colebrook, PA along the Lebanon Valley Rail Trail. It ends about 15 miles northeast of Harrisburg at the Appalachian Trail. The trail was developed for equestrian and pedestrian use but is not open for bicycle use.

The Schuylkill River Trail:

The Schuylkill River Trail is a developing 140 mile long multi-use trail corridor that will ultimately extend from Fort Mifflin in Philadelphia, PA to Pottsville, PA. The Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail will coincide with the Schuylkill River Trail corridor between Pottsville and Reading, utilizing existing portions of the John Bartram section of Schuylkill River Trail.

The Delaware & Lehigh National Heritage Corridor:

The Delaware & Lehigh National Heritage Corridor is a 165 mile long National Heritage Area and trail corridor from Wilkes-Barre, PA to Bristol, PA. The trail corridor follows the historic routes of the Lehigh and Susquehanna Railroad, Lehigh Valley Railroad, the Lehigh Navigation, Lehigh Canal, and the Delaware Canal. This trail collocates with the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail between Jim, Thorpe, PA and Easton, PA.



The Juniata canal in Perry County in the 19th century was part of the Main Line of Public Works spanning Pennsylvania. It is now commemorated by the Main Line Canal Greenway.

The Main Line Canal Greenway:

The Main Line Canal Greenway is a proposed and developing 320 mile trail network extending from Pittsburgh, PA to Harrisburg, PA. This corridor exists as a network of both land and water trails. The Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail will collocate with the Main Line Canal Greenway between Harrisburg, PA and Johnstown, PA.

How the Trail Ties in with Public Transportation

The team did a comprehensive study of public transportation for the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail which included an inventory of trains, buses and one historic ferry. This information has been presented on the Public Transportation Service Map K in Appendix B of this report.

Trains:

Convenient train service is provided by Amtrak on their Keystone Route servicing New York, Philadelphia, and Harrisburg with fourteen trains per day in each direction. The Keystone Corridor stops along the 911 Trail in Lancaster, Mt. Joy, Elizabethtown, Middletown and Harrisburg. Additionally, the Pennsylvania Amtrak Route runs one train per day in each



direction, continuing from New York, Philadelphia and Harrisburg, on to Pittsburgh with local stops located along the 911 Trail in Lewistown, Huntingdon, Tyrone, Altoona, and Johnstown.



Bike storage on the Amtrak Capitol Limited allows cyclists to easily tour the Great Allegheny Passage and future 911 Trail Corridor.

Further south the Amtrak Capitol Limited Route connects Chicago, Cleveland, Pittsburgh and Washington D.C. with one train per day in each direction. Although the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail connects to this train corridor in Garrett, PA, the closest stations along this line are in Connellsville, PA and Cumberland, MD. However, there is a newly proposed train station in Rockwood, PA which would bring service to the Great Allegheny Passage Trail just north of Garrett, PA which would

link to the Flight 93 Memorial via the 911 Trail. Amtrak recently adopted accommodations for bicycles aboard its daily train on the Capitol Limited Route, making bike/train touring easy and reliable. Previously, Amtrak only allowed folding bicycles (bicycles designed to easily collapse into a compact form to be easily stowed during transportation), which made bike/train touring more difficult.

Buses:

Local and express long-distance bus routes have been laid out on the Public Transportation Service Map K in Appendix B. Convenient bus service from cities and towns such as Philadelphia, Harrisburg, New York, Lancaster, York, Allentown, Easton, Reading and State College, provide linking bus service to the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail. Each bus company has their own policies regarding bicycle transportation.

Historic Ferry:

The Millersburg Ferry brings a unique alternative transportation experience to the mountains of central Pennsylvania providing seasonal river crossings of the Susquehanna in the historic town of Millersburg, PA, just a short distance north of the proposed 911 Trail corridor. The Millersburg Ferry Boat is the oldest transportation system in Pennsylvania and is the home of the last known all wooden double stern-wheel paddle boat still operating in the United States. Bicycles, pedestrians, motorcycles, horse-drawn buggies, and even cars are all welcome aboard.



The Historic Millersburg Ferry departing Millersburg for Crow's Landing.

D. Alternatives Analysis

Overall Analysis - The analysis started with a number of routes being identified by the alliance and steering committee during meetings in 2011 and 2012. These routes were subsequently mapped by DCNR. With this information the consultant team broke the study down into three sections based on the members of the consulting team's locations and best local knowledge; Eastern PA Section, Campbell Thomas & Co.; Central PA Section, TPW Design Studios; and Western PA Section, Laird LA, PLLC.

Potential study corridors were identified, cataloged and analyzed based on a number of criteria including; percentage of off-road multi-use trail already in place, percentage of off-road trail needed to complete the route, suitable roadways for shared bicycle use, suitable parallel or near parallel driving routes and some rough costs for comparison purposes. The corridor alignments map (A - Statewide Study Corridors Map) and related spreadsheet (Trail Alignments



Summary) is included as part of this report in Appendix A – Corridor Alignments Map and Summary.

Central and Western Analysis Summary – As the analysis developed in the West and Central sections, it became clear that the two sections were closely related and that two primary corridors were of interest both in terms of continuity and in regard to the towns and communities they connected; the historic Lincoln Highway corridor and the Main Line Canal Greenway corridor. While the Lincoln Highway corridor is the first east-west, transcontinental highway route across the nation and has been a primary driving route through Pennsylvania for the last century, the Main Line Canal Greenway corridor, to the north, has been the focus of extensive multi-use trail and greenway development since completion the **Main Line Canal Greenway Plan** in 2004. It also offers a nearly parallel network of state scenic roads and byways through the region. In general the Main Line Canal Greenway corridor offers a scenic and effective alternative for linking the Flight 93 Memorial to the state capitol in Harrisburg along the Susquehanna River.

Eastern Analysis Summary – Between the Susquehanna and the Delaware rivers, three corridors seemed to present themselves; again the Lincoln Highway corridor, the developing Pennsylvania Highlands Trail Network Corridor through the piedmont, and a route further north through the ridge and valley region north of the Appalachian Trail. While these east-west corridors all had potential, it was the “gaps” in the Blue Mountain Ridge that seemed to offer the most interesting alternatives; Delaware Water Gap, Wind Gap, Lehigh Gap, and Schuylkill Gap. These gaps were historically, and remain to this day, primary transportation corridors in the eastern portion of the state linking Philadelphia and the towns of south eastern Pennsylvania with the coal rich regions to the north. Today they are the focus of significant multi-use trail, greenway and heritage corridor development efforts. Considered together they began to form the basis for a new way of seeing the September 11th National Memorial Trail route through Pennsylvania; as something other than a simple, east to west direct route. This is the point where the idea for the “Pilgrimage through Pennsylvania” came to be.

E. Right of Way Analysis – Available Trails

Right-of-way and existing Trail systems available along the proposed corridor

As discussed in the Statewide Corridor Analysis portion of this report, existing and proposed trail and bicycle routes throughout Pennsylvania were the foundation for the recommended alignment for the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail. Collocating with existing and planned trail networks, the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail can take advantage of existing resources and infrastructure already in place to develop a complete corridor from the Great Allegheny Passage in Garrett, PA to Delaware Water Gap, PA. Co-locating allows utilization of existing resources such as ownership and management entities, existing easements and rights-of-way, information from prior studies and reports, community and governmental support, and funding resources. These resources were essential in understanding the proposed and existing trail opportunities, as well as determining gaps in alignment options. Furthermore, these resources will facilitate the next stages of planning, design and construction of the September 11th National Memorial Trail.

Looking at the proposed alignment for the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail from the Delaware Water Gap to the Great Allegheny Passage, we have successfully utilized a number of Pennsylvania’s trail resources and opportunities. Trails utilized within the 911 National Memorial Trail corridor have been listed on the following page.



About to board the bike train through the Lehigh Gorge.



Existing trail networks for proposed use as September 11th National Memorial Trail corridors include:

- Delaware and Lehigh Canal Trail
- Forks Township Trail
- Tekening Trail
- Columbia to Portland Pedestrian Bridge
- Portland to Delaware Water Gap Trail
- Plainfield Township Trail
- Stockertown Rail Trail
- Tatamy Rail Trail
- Palmer Township Bike/Walking Path Trail System
- Delaware and Lehigh Trail
- Switchback Trail
- Schuylkill Valley Heritage Trail
- John Bartram Trail – Schuylkill River Trail
- Union Canal Trail
- Blue Marsh Lake Trail
- Lebanon Valley Rail Trail
- Conewego Recreation Trail
- Northwest Lancaster County River Trail
- Columbia to Wrightsville Bridge
- York Heritage Trail
- Hanover Trolley Trail
- Gettysburg to Hanover Trail – Grand History Loop
- Conococheague Trail
- Chambersburg Rail Trail
- Cumberland Valley Rail Trail
- Harvey Taylor Memorial Bridge
- Capital Area Greenbelt
- Main Line Canal Greenway
- Lower Trail
- Six to Ten Trail
- Allegheny Portage Railroad
- Path of the Flood Trail
- Jim Mayer Riverwalk
- Berlin, PA to Garrett, PA Trail



Columbia to Portland Pedestrian Bridge



Proposed Portland to Delaware Water Gap Trail



NW Lancaster River Trail at Chiques Creek



Chambersburg Rail Trail



III. RECOMMENDED TRAIL ALIGNMENT

A. Recommended Corridor for the September 11th National Memorial Trail in Pennsylvania

A Proposed Corridor – The consultant team presented their “Preliminary Observations” for an effective trail corridor through Pennsylvania at a meeting of the steering committee on February 25th, 2015. The proposed corridor was generally well received and it was felt, with some fine-tuning, it could be a good route for the September 11th National Memorial Trail’s Pilgrimage through Pennsylvania. The steering committee voted unanimously to recommend to the Board of the September 11th National Memorial Trail Alliance that the proposed corridor be adopted. It was adopted, again by unanimous vote, by the Board at their meeting on April 17, 2015. The full size map of the proposed corridor, “Sheet P – 911 Steering Committee Selected Alignment Based on Data”, is included in Appendix C.

The route proposed is far from a straight line spine through the state and represents a true “pilgrimage” through Pennsylvania. Between Garrett and the Delaware Water Gap, it takes advantage of off-road multi-use trail networks, both already in operation and in planning, while linking major cities, towns, and offering great potential to link to historical and cultural sites along the way that reflect that spirit of American patriotism, resilience and perseverance. West of the Susquehanna River it primarily takes advantage of the multi-use trail and greenway development and planning along the Main Line Canal Greenway corridor. Allegheny Ridge Corporation is currently pursuing funding for a master plan study for sections of the Main Line Canal Greenway in Huntingdon and Mifflin Counties. In the central portion of the state a “loop” is recommended that incorporates Gettysburg Battlefield. East of the Susquehanna, taking full advantage of the trail, greenway and heritage corridor development along the waterways of the Blue Mountain Ridge creates a “wandering” path through the state that helps connect many important towns and communities along the way.



The Town Square – Chambersburg, Franklin Co., PA

Cities and Towns Linked – A short list of towns and cities linked includes; Garrett, Berlin, Johnstown, Lewistown, Harrisburg - the state capitol, Carlisle, Chambersburg, Gettysburg, York, Columbia, Reading, Jim Thorpe, Allentown, Bethlehem, Easton and Delaware Water Gap.

Multi-use Trails and Greenways – A short list of various trails and greenways incorporated or linked includes; the Johnstown Path of the Flood Trail, the Main Line Canal Greenway, the Cumberland Valley Rail Trail, the Capital Greenbelt, the Lebanon Valley Rail Trail, the Schuylkill River Trail and the Delaware and Lehigh Trail network.

Sites and Heritage Areas – In addition to the national September 11th memorials, the proposed route will pass through, or near, and offer potential to link to other local memorials, sites and heritage areas as well. Again a very short list includes; the Laurel Highlands Conservation Area, the Johnstown Flood Memorial, the state capitol, Carlisle Barracks, Gettysburg National Military Park, the Susquehanna Gateway Heritage Area, Lancaster County, the Schuylkill River National and State Heritage Area, and the Delaware and Lehigh National Heritage Corridor.



Summation – In short, the proposed corridor does more than just pass through Pennsylvania while connecting the National September 11th Memorials; it offers an opportunity to experience Pennsylvania’s diversity and its rich history and cultural heritage.

B. Detailed Route Alignment Recommendations

Based on the adopted corridor, the consultant team prepared two sets of, larger scale, more detailed mappings. The first set highlights specific multi-use trails in place, in planning and potential extensions of these routes to more fully illustrate the potential for a continuous off-road, multi-use trail alignment for the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail that could potentially form the bicycling and hiking component of the trail. The second set highlights nearly parallel or closely related scenic roads that could potentially form the driving route for automobiles and motorcycles. The full set of full size maps are included in Appendix D.

C. Recommendations for Trail Operations

The main component of this alignment study is the off-road trail route. To that end, a good portion of the analysis focused on identifying trail and greenway development efforts in place and in planning. It’s generally agreed that by incorporating trail efforts already in place or in planning as part of the September 11th National Memorial Trail, the national trail can benefit from local operation and management organization already in place. The September 11th National Memorial Trail Alliance in this arrangement becomes a parent entity that fosters the growth and expansion of the local efforts through its relationships with other organizations and entities on the state and national level, in particular its ability to assist with funding support and working with other potential funding sources. A Segment Matrix is included in Appendix E that identifies local trail entities managing trails in each corridor section.



Johnstown Flood National Memorial – South Fork, Cambria Co. PA



IV. Detailed Design Recommendations for Phase I of Western Section -

Garrett to the Flight 93 National Memorial

A. Background - Garrett to Flight 93 National Memorial

Maps for this Chapter: To follow the discussion in this chapter, please refer to the large 11X17 size maps in **Appendix H** as well as the small maps included in this chapter.

Importance of the Section, Goals/Objectives and Major Issues/Challenges for this Section

The desire to provide a public trail connection from the Great Allegheny Passage to Flight 93 National Memorial has been a top priority for Somerset County and the Southern Alleghenies Rural Planning Organization's vision to implement the Mainline Canal Greenway for decades. Following the events of September 11, 2001, **The September 11th National Memorial Trail Alliance** was created **to implement the vision for a triangulated National Trail connection between the Pentagon, Ground Zero and The Flight 93 National Memorial.**

The primary goal is to initiate implementation of the Northern Pilgrimage Across Pennsylvania of the September 11th triangle by connecting the Great Allegheny Passage to the Flight 93 National Memorial by September 11, 2016 as a share-the-road configuration, then pursue funding for further detailed study and design of a permanent off-road route multi-use trail that will parallel the experience and reach common destinations of visitors also touring via motorcycle and auto.



The route from Garrett to the Flight 93 National Memorial passes through the attractive small towns of Berlin and Shanksville. Here's the Heritage Haus of the Berlin Area Historical Society.

One of the challenges is crossing the Pennsylvania Turnpike, but interestingly, crossing the Turnpike is quite simple with four primary road crossings, three under and one over, on existing state routes as well as a large concrete box culvert that may be considered for an off-road crossing, shared with conveyance of Stonycreek. The topmost challenging tasks for implementation of this trail connection are common to trail development – funding for planning, design, easement acquisition and preparation of construction documents.

Fortunately, the various road crossings, bridge structures and acquisition procedures that may seem insurmountable for other trail projects are piling in comparison to the attention, benefits and nationally recognized significance that this trail brings to central PA and the nation as a whole. Frankly, the successful implementation of this corridor will be driven by the resounding and growing consensus, public will and American Patriotism.

Background Materials used in Analysis of this Section

Somerset County and The Allegheny Trail Alliance have been pursuing the vision for a Great Allegheny Passage to Flight 93 National Memorial Connector Trail project from their original vision and planning of Corridor 'K', which was included as a key



component of the 2006 Somerset County Comprehensive Plan and the Southern Alleghenies Rural Planning Organization's 2013-2037 Long Range Transportation Plan (LRTP). Similarly, the Stonycreek Corridor is envisioned as an important environmental habitat and outdoor recreation corridor from Berlin, PA to Quemahoning Lake and Johnstown, PA. The Corridor provides Class I-III whitewater rapids, world class fishing and soon will be the subject of a Detailed Feasibility Study to close the gap between Flight 93 National Memorial and the Johnstown Flood Museum, a critical segment of the overall statewide 911 Trail System.

Describe Role of Somerset County

Somerset County has shown incredible support for the Flight 93 National Memorial Connector Trail project from their original vision and planning of Corridor 'K', The Allegheny Crossing, their cooperative funding match with DCNR grants and sponsorship for the preparation of this Feasibility Study. The County also manages and maintains the Somerset County portion of the GAP through The Somerset County Rails to Trails Association. The Southern Alleghenies Planning & Development Commission, The Laurel Highlands Visitors Bureau and the Community Foundation for the Alleghenies have also been instrumental supporters of the vision for development of this important regional corridor.



Until a completely off-road route can be developed, many area back roads offer attractive bicycling and even walking routes. This is Beulah Road north of Berlin.



B. Analysis - Garrett to Flight 93 National Memorial

Site/Regional Conditions and Challenges

Like many trail connector projects, abundant options exist for motorized touring including the preferred routes of SR219 from Garrett to Berlin and Huckleberry Highway (LR160) from Berlin to Shanksville, then Lambertsville Road to the FL93NM Main Entrance from SR 30 – The Lincoln Highway. However, for an off-road multi-use trail, the primary challenges in connecting The GAP to Flight 93 National Memorial are overcoming the topographic features, crossing the active CSX Corp. rail line and addressing localized mine and quarry traffic and the classic tight street configuration within the small Boroughs. Fortunately, early on in the inventory and analysis phases of preparing the Feasibility Study, the B&O Railroad bed was cited as a potential connection from Garrett, PA to FL93NM. If the railbed could be acquired from CSX Corp., a vehicle free off-road alignment was perceivable – at least from Garrett to Berlin, PA. (As discussed later in this chapter of the report, 130 acres of the former B&O railbed was donated by the CSX Corp. to the September 11th National Memorial Trail Alliance in September 2015).



*The Garrett, PA GAP Trailhead at Berlin Street provides a perfect connection northward through the Borough -
- Please see the detailed photos and discussion on the next page under "Important Links"*



Environmental or Other Special Conditions that need to be Addressed: As with every trail project, whether in new easement or on an old railbed, environmental clearance will be required to determine the presence of sensitive habitat, threatened and/or endangered species and potential avoidance or mitigation measures. It is anticipated that use of the former B&O railbed, once divested by CSX Corp., will be able to be used as an alternative use to a previously established transportation corridor, a previously disturbed corridor that can be used to reduce vehicle trips, emissions and other environmental impacts. The most impactful improvements that would have to be made to convey the traveling public would include investigations for geotechnical, wetlands and habitat impacts at the location of several pedestrian bridge locations – including several locations where former structures have been removed. Environmental Clearance will be needed at several points northward as the former railbed crosses through wet marshy areas likely adjacent to wetlands, which present an excellent opportunity for environmental education and interpretation.



Route Alternatives

The primary preferred connecting route is envisioned to utilize the existing railbed (former B&O, now in acquisition negotiation with CSX Corp.) from Garrett Borough to a few miles south of Berlin Borough. Several gaps exist, which have been sold off to adjoining private property owners, therefore key segments that would otherwise connect to Berlin Borough are not available. The gap between Old Mill Road and Berlin Borough may be realized immediately by aligning along Old Mill and Fairview Roads, both very quiet rural roads. From Berlin Borough northward, a short term share the road alignment can be attained by signing Beulah Road to Willkow Road under the Pennsylvania Turnpike, a short segment of Brotherton Road to Reiman and Weigle Roads, Gobbler's Knob and Covered Bridge Road, a short section of Lambertsville Road to Buckstown and Skyline Roads that lead to the back door of FL93NM.

Existing Resources in Place or in Planning

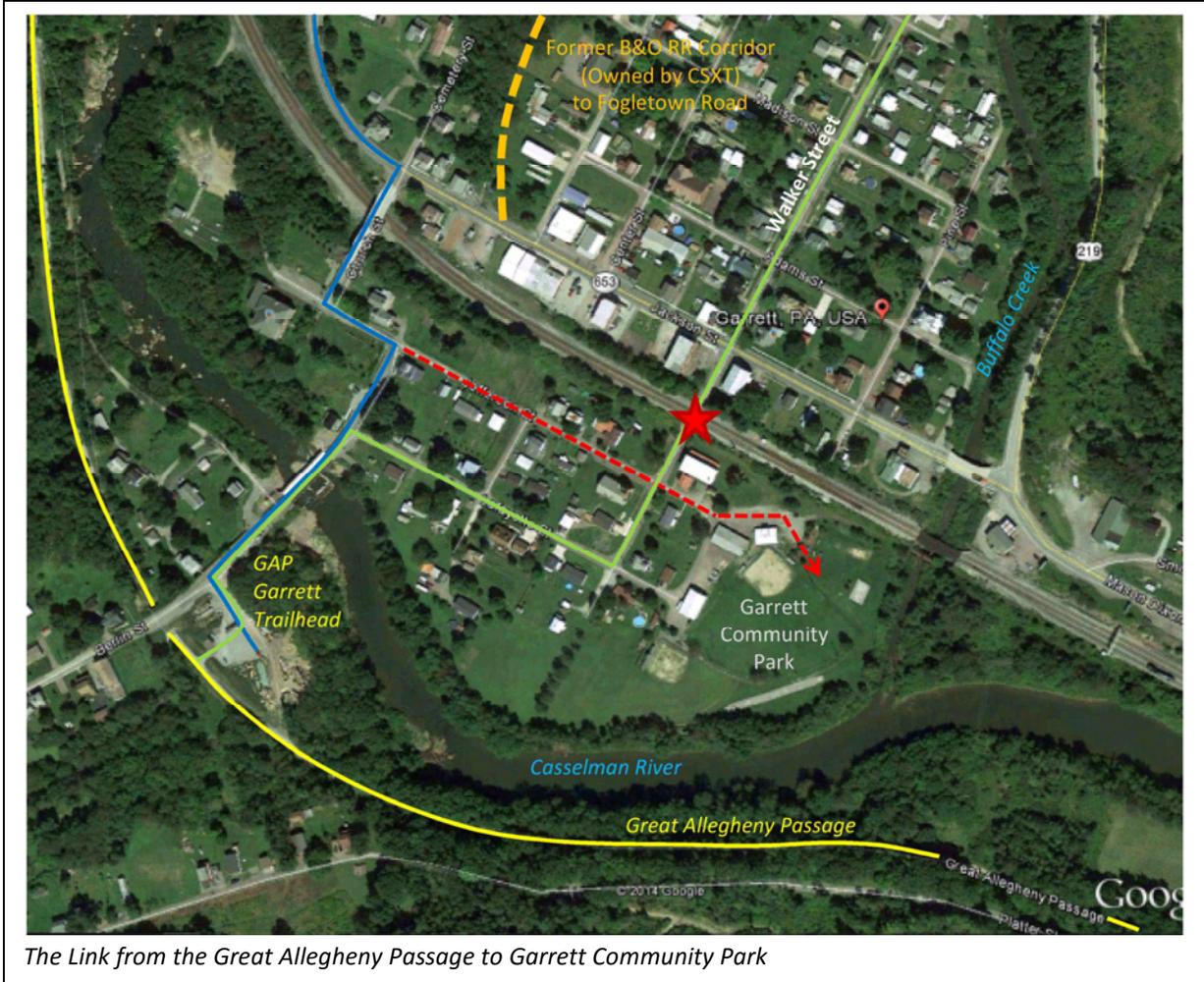
The connection from The GAP to FL93NM has been explored by Somerset County in prior Comprehensive and Regional Planning and identified as Corridor 'K' – The Allegheny Crossing. Originally envisioned as a connection from Rockwood trailhead on the GAP, the shift to the Garrett, PA trailhead takes advantage of use of the former B&O railbed, following Buffalo Creek up the SR 219 valley, which provides the most user friendly low grade climb in elevation from the Casselman River up to Berlin, Shanksville and the Flight 93 National Memorial Site.

Important Links

The GAP Trailhead at Garrett, PA serves as a prime gateway to the Flight 93 National Memorial connection, providing parking, orientation mapping and restroom facilities. Within a few hundred yards, the trail connects to Garrett Community Park and several retail stores in the downtown. Less than 10 miles north, the Borough of Berlin provides numerous retail shops, eateries and important connections to the High School. A Community Park titled



'The Grove' is situated on the east side of Beulah Road, just one mile north of Berlin Borough, a desired destination for both on-and off-road connections. The most important localized links will be to connect from the main spine trail westward along Stutzmantown Road to the Flight 93 National Memorial Chapel at Coleman Station Road. As recent as August of 2015, several accidents have occurred at that intersection, creating the call for significant signage, shoulder and turning improvements in the vicinity.



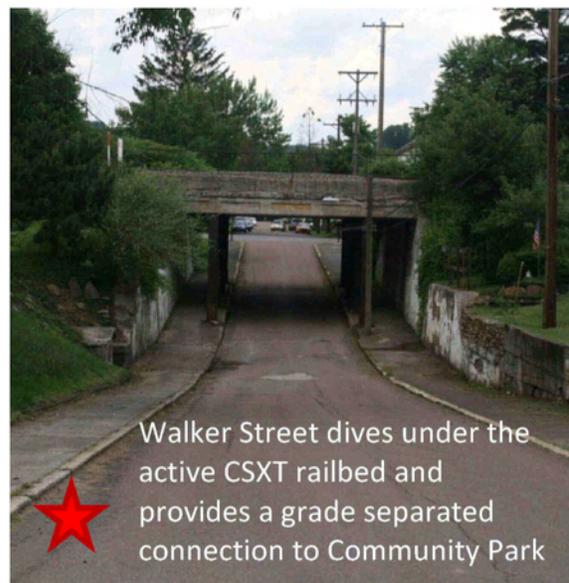
Barriers or Conditions that will Impact or Impede Implementation

One of the most important long term routes from Berlin to Shanksville would be to revisit the previously entertained concept of the Stonycreek Greenway – an entirely off-road multi-use Creekside trail that would run from the Berlin High School to the Community 'Grove' northward, passing through a large concrete culvert under the PA Turnpike, through a culvert under Shanksville Road, then back onto the former B&O Railbed into Shanksville Borough. The concept was not pursued in respect to several property owners who were not amenable to the concept, however, perhaps with the significance of the September 11th National Memorial Trail, public sentiment has changed to allow the project to be revisited. The off-road trail could be implemented with mitigation of environmental impacts to wetland areas and pending successful negotiation for easement with adjoining property owners. Further detailed investigations would be required to confirm that the trail could be permitted through the existing concrete culverts or whether the crossing of Shanksville Road would be better configured as an at-grade crossing for instance.



Signalized crossings will need to be implemented at the proposed crossing at Jackson Street (LR 653) and Walker Road as well as crossing of Glades Pike (SR 31). Highly visible signage would be required to alert motorists of 'share the road' configuration along the short stretches that utilize heavier traffic roads such as Brotherton and Lambertsville Roads.

In terms of construction challenges, several pre-engineered, prefabricated bicycle/ pedestrian bridges will need to be placed, generally in locations where former railroad structures have been removed. It is anticipated that these structures will be implemented as part of funded construction documents preparation and phased construction, similar to the process of building the GAP.



Potential Demand and Use

The Allegheny Trail Alliance (ATA), managers and advocates of the Great Allegheny Passage estimate trail user counts between 750,000 and 1 Million each year.

Pennsylvania is blessed to have direct access to many miles of long distance national scenic trails that travel through the Commonwealth including: The Appalachian Trail, North Country Trail, Potomac Heritage National Scenic Trail to name a few. There are also many miles of state trails and rail trails that co-locate along these national trails, The Great Allegheny Passage being one such trail that co-locates with a piece of the Potomac Heritage National Scenic Trail via the C&O Canal Towpath System and now the co-location of the September 11th National Memorial Trail with the East Coast Greenway (Pentagon to Ground Zero) and co-location with the Mainline Canal Greenway, which was designated as a Millennium Trail in 2000 by then First Lady, Hillary Rodham Clinton.

According to the recently completed and distributed Pennsylvania 2014-2019 SCORP (Pennsylvania Statewide Outdoor Recreation Plan), walking continues to be considered the number one desirable outdoor recreation activity of all ages. This recreation trend is not just seen in the state of Pennsylvania, but nationally as well. The demand for places to walk and enjoy the outdoors and nature is greatly increasing. The following additional statistics were stated in the SCORP and will greatly influence the path of future outdoor recreation and the demand for the trail use at a regional and local level.

The connection from the GAP to FL93NM is already quickly becoming a highly sought after trail connection and the gateway to co-location with the Mainline Canal Greenway, a Pennsylvania Heritage Trail that has been in planning for decades. Numbers of visitors to the FL93NM have exceeded National Park Service's estimate of 1 Million annually and the new Visitor's center, planned to open September 10th, 2015 is expected to draw 500,000 additional visitors.



C. Recommended Alignment - Garrett to Flight 93 National Memorial

Basis of Decision for Recommended Route

The study evaluation included consideration of roadway conditions, posted speed limits, gradient, shoulder width, characterization of type and volume of traffic as well as general comfort level for pedestrians and bicyclists of varying experience.

The recommended route utilizes low traffic volume streets through The Borough of Garrett for a direct connection to Garrett Community Park, but most importantly a grade separated underpass beneath the active CSX Corp. railroad via Walker Street. Other road alignments out of Garrett exist, but are not suitable due to heavy truck traffic, steep gradient and short sight and stopping distances. Walker Street climbs northward out of Garrett Borough and connects to the existing former B&O railbed, a vehicle-free off-road route that reaches nearly to Berlin Borough. Several low volume, slow traffic rural gravel roads have been identified to convey the trail to Berlin Borough Streets with direct connection to the downtown, High School and northward through the quiet, bucolic farmland along Beulah Road. Vehicular traffic is channeled onto faster travel roads including Coleman Station, Brotherton and Shanksville Roads, while away from Beulah, Willkow, Reiman and Weigle Roads, which provide lower speed, safe passage under the Pennsylvania Turnpike with generally safer conditions for walking, jogging



The now-closed southern entrance to the Flight 93 National Memorial at Skyline Road should be reopened to non-motorized Trail users.

and bicycling.

On-Road Signed Route – Short Term for Immediate Implementation

Until the former B&O railbed could be improved as a permanent off-road trail, the primary on-road 'share the road' alignment would be along Fogletown Road to Owl Hollow Road, then along a one mile segment of SR219 to Oldmill and Fairview Roads to Berlin Borough.

The Preferred short term on-road 'share the road' alignment between Berlin Borough and Shanksville will utilize Beulah and Willkow roads, a short section of Brotherton Road, then Reiman and Weigle Roads to Shanksville Borough. A very short



section of Stutsmantown Road connects with Gobbler's Knob and Covered Bridge Roads with links into Shanksville Borough, the Glessner Covered Bridge and The Flight 93 National Memorial Chapel. A short length of travel on Lambertsville Road provides connection to Buckstown Road and Skyline Road for direct connection to the Flight 93 National Memorial.

Off-Road Route – Long Term for Future Implementation

(Please see the pages at the end of this chapter for a discussion of the reuse of the railbed in the vicinity of the new bridge on Route 219 just north of Berlin.)

The envisioned long term (permanent) trail alignment from Garrett to Berlin would utilize the former B&O railbed, which has recently been donated by CSX Corp. to the 911 Trail Alliance at the time of this Feasibility Study. In order to close the gap to Berlin Borough, either rural roads will be utilized, or easement for off-road trail will need to be negotiated along edges of private properties or for re-acquisition of segments of the former B&O Rights-of-Way that were sold in the past.



Section of the former B&O Railroad now in private ownership. Such gaps will require thoughtful negotiations for easements or alternative alignments.

The Berlin to Shanksville connection would be to implement the previously envisioned Stonycreek Greenway, an off-road streamside trail that would connect Berlin Borough, the High School, the Community 'Grove' to a portion of former B&O Rights-of-Way for direct connection into Shanksville Borough. A long term off-road alignment would be possible by utilizing the B&O right-of-way westward of Shanksville Borough to Covered Bridge Road and along the eastern right-of-way of Lambertsville Road, with direct off-road connection to FL93NM.



D. Implementation/Phasing Recommendations - Garrett to Flight 93 National Memorial

How to make it Happen

1. Use Feasibility Study and Recommendations to attain funding for implementation
2. Acquire former B&O Railbed (Rights-of-Way) from CSX Corp. (Donated by CSX in Sept. 2015)
3. Implement short term 'Share the Road' trail alignment prior to 9/11, 2016 Commemorations
4. Coordinate controlled access into FL93NM with National Park Service
5. Commence Phasing Plan for Implementation of long term off-road trail alignment
6. Develop Marketing and Visitor's Guide to local and regional destinations, services and amenities

Implementation or Phasing Strategy

The first and most important phase of the alignment is already underway; the former B&O Railbed was generously donated to the September 11th National Memorial Trail Alliance by CSX Corp. in September of 2015. The September 11th National Memorial Trail Alliance is currently in the process of transferring these interests to Somerset County, PA. Ownership of this off-road alignment drives many of the other important aspects of preferred alignment and long term feasibility. A second and immediately needed phase will be to prepare and implement a short term 'share the road' alignment that can be utilized to convey visitors from Garrett to Flight 93 National Memorial as early as summer of 2016, in time for the anticipated touring traffic that will be generated in commemoration of the 15th Anniversary of the September 11th, 2001 events. A third and nearly simultaneous phase will be to conduct environmental clearance and prepare construction documents for implementation of the trail on the former B&O railbed. Phase Four would entail coordination with PennDOT District 9-0's long range plans for the SR219 overpass and the potential for that project to either construct a trail, or at minimum, a trail subgrade through the extents of their construction zone. Phase Five would be a pursuit of easement to implement the Stonycreek streamside off-road greenway trail from Berlin Borough to the former B&O rights-of-way. Phase Six – Funding and Construction of the Stonycreek Greenway, in the long term, an ultimate preferred off-road vehicle free multi-use trail alignment.

Opinion of Probable Cost of Construction

Implementation of 'share the road' configuration from Garrett, PA to Berlin, PA (including 4.4 miles of off-road trail construction on the former B&O railbed) and 'share the road' from Berlin to Shanksville, PA is anticipated at probable cost of \$6.3 Million over the meandering 20.4 mile alignment. The cost includes four prefabricated bridge structures to be located at stream crossings, signalized at-grade crossings in Garrett Borough and at SR 31 (Glades Pike). Other important details include roadway shoulder and surface improvements, route designation and regulatory signage and access control gates at key points of public access. A detailed probable cost breakdown of itemized improvements by trail segment is provided in **Appendix G**. Overall cost will depend upon the ultimate route selected, understanding that variations in route selection will determine the final actual construction cost. Similarly, probable cost of long term off-road routes will require appraisal for easement acquisition, environmental clearance and possible impact mitigation, which have not been included in the overall probable cost.

Management Strategy/Recommendations Taking Advantage of Existing Trail Management Entities

The 150 mile long Great Allegheny Passage has gained national recognition for the high quality of trail surface, amenities, signage and overall general maintenance that nearly 1 million visitors enjoy on an annual basis. It is highly recommended that the Somerset County Rails to Trails Association continue their current excellent maintenance program (Mason Dixon Line to Confluence, PA) northward from Garrett to Shanksville along the Flight 93



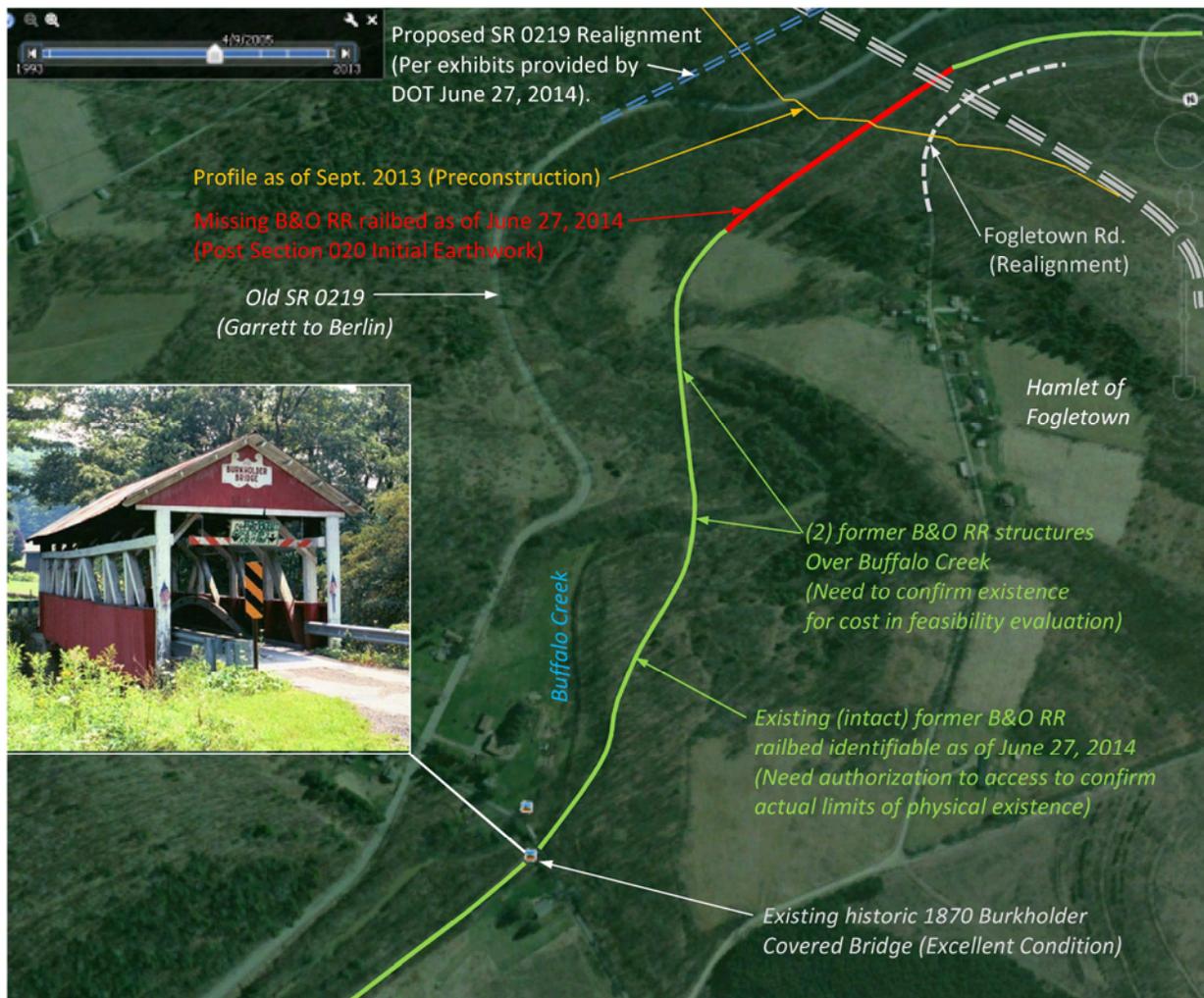
National Memorial Connector Trail. Somerset County has shown incredible support for the project and would likely need to consider additional staffing and management of volunteer service hours to cover the proportional cost and effort of responsibilities over the additional 20 miles of public trail.

Feasibility Study for Use of the Former B&O RR Railbed, Garrett to Berlin

(Site observations following DOT meeting June 27, 2014)

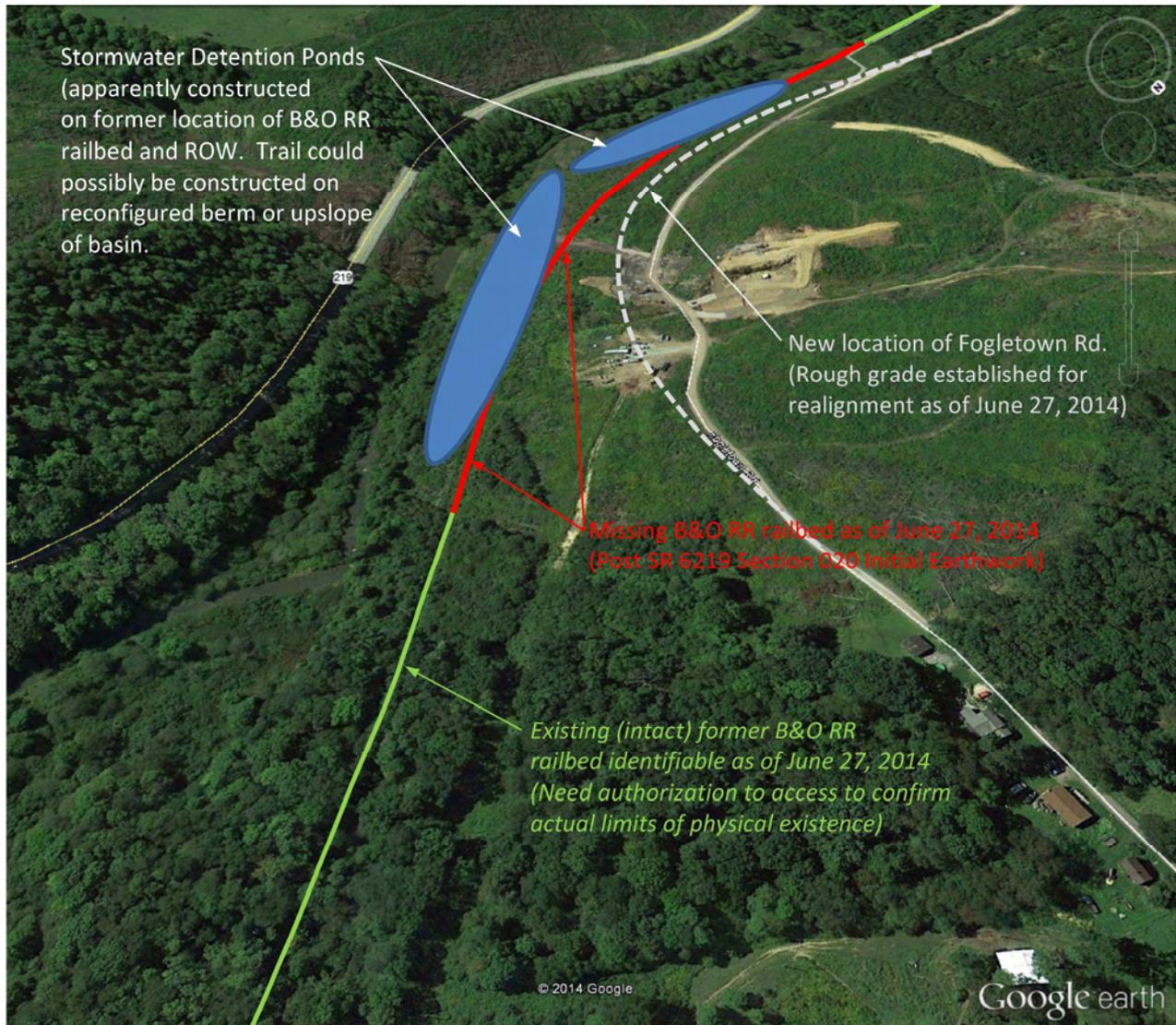
In this aerial view (looking south toward Garrett Borough), the green line depicts possible opportunity areas of intact former B&O railbed and the red line depicts area of fill over of the former B&O RR railbed for construction of detention ponds and stormwater management areas at the foot of the future large (200' height) vertical concrete pilings that will support the SR 6219 overpass.

This 1993 Google Earth image (spring or fall due to lack of covering foliage) clearly shows the B&O railbed corridor prior to major earthmoving activity for the Rt. 6219 Realignment Project. The inset photo (Google Earth geo referenced photo) highlight the excellent condition of the 1870 Burkholder Covered Bridge, a cherished local historic landmark. This photo is taken from the existing B&O railroad bed on June 27th with the photographer standing on the actual former B&O railbed.

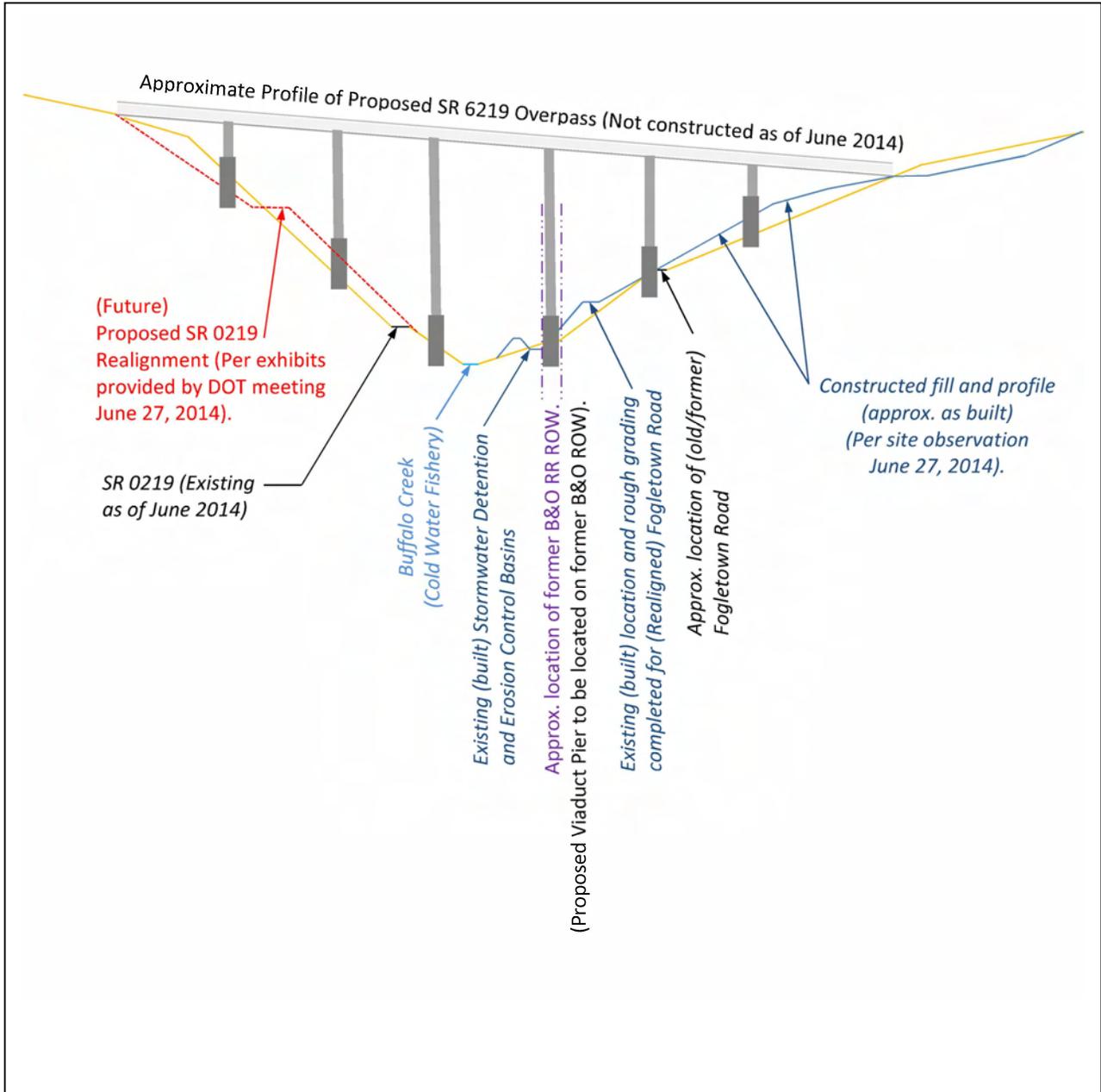


September 11 National Memorial Trail
The Northern Pilgrimage through Pennsylvania

This September 5th, 2013 Google Earth image shows the DOT construction mobilization site, which has since been reconstructed to including the Fogletown Road realignment in preparation for construction of the Rt. 6219 section 020 crossing of the previous (former) CSX ROW. Perhaps the detention basins are preliminary earthwork only and can be modified (plans and specifications for details, profiles, erosion and sedimentation control and stormwater management).



Basic observed site profile change (not to scale, simply to depict proportionality):



V. IMPLEMENTATION RECOMMENDATIONS

A. Proposed Implementation Strategy

A Brief Explanation of Successful Implementation and Management Models

A number of long distance trails come to mind when discussing potential implementation strategies for the September 11th National Memorial Trail. The models assessed in this study include the Appalachian Trail Conservancy (ATC), the East Coast Greenway (ECG), and the Allegheny Trail Alliance (ATA). A brief explanation of each of these models is provided below:

Appalachian Trail Conservancy (ATC)

The Appalachian Trail, being a completed and fully marked 2,180 mile hiking route, focuses primarily on trail maintenance and conservation efforts. As described on the Appalachian Trail Conservancy website:

“The Appalachian Trail Conservancy (ATC) works with federal, state, and local agencies, and the Appalachian Trail maintaining clubs in the cooperative management of the Appalachian Trail (A.T.).

Trail management encompasses the on-the-ground stewardship performed by volunteers and agency partners to maintain the Trail, its structures, and its natural and cultural resources. It includes keeping the footpath clear of natural overgrowth and blowdowns; building and relocating sections of the footpath, building and repairing shelters and other structures, and caring for overnight sites. The

ATC coordinates this work, provides training, helps set policy parameters, supplies funding and other assistance to the Trail clubs, and recruits and manages volunteer Trail crews.

Our stewardship efforts include educating and supporting Trail users to adopt hiking and camping techniques that minimize damage to the natural environment. We promote Leave No Trace principles and deploy ridgerunners and caretakers along high-use sections of the Trail to help hikers and other visitors understand those principles and avoid unnecessary resource damage.



ATC Trail Maintaining Clubs



To help ensure consistent management practices along the roughly 2,180 miles of the Trail, we provide a number of resources for volunteer leaders, agencies and others, including a library of A.T. management policies and other reference materials.”



The East Coast Greenway (ECG) travels 2,900 miles from Calais, Maine to Key West, Florida. The September 11th National Memorial Trail section between New York City and Washington DC is largely co-aligned with the ECG.

East Coast Greenway Alliance (ECGA)

The East Coast Greenway Alliance is a continually developing 2,900 mile route that has a slightly different focus than the Appalachian Trail, concentrating primarily on trail funding, development, management, and signage; rather than conservation and maintenance efforts. Similarly to that of the September 11th National Memorial Trail, the East Coast Greenway has supported both permanent and interim on-road trail sections, enabling a usable corridor from Florida to Maine, while continued efforts are made to develop a completely off-road route. The East Coast Greenway commits a staff of full time regional coordinators to oversee trail development in regional segments. As described on the Alliance website:

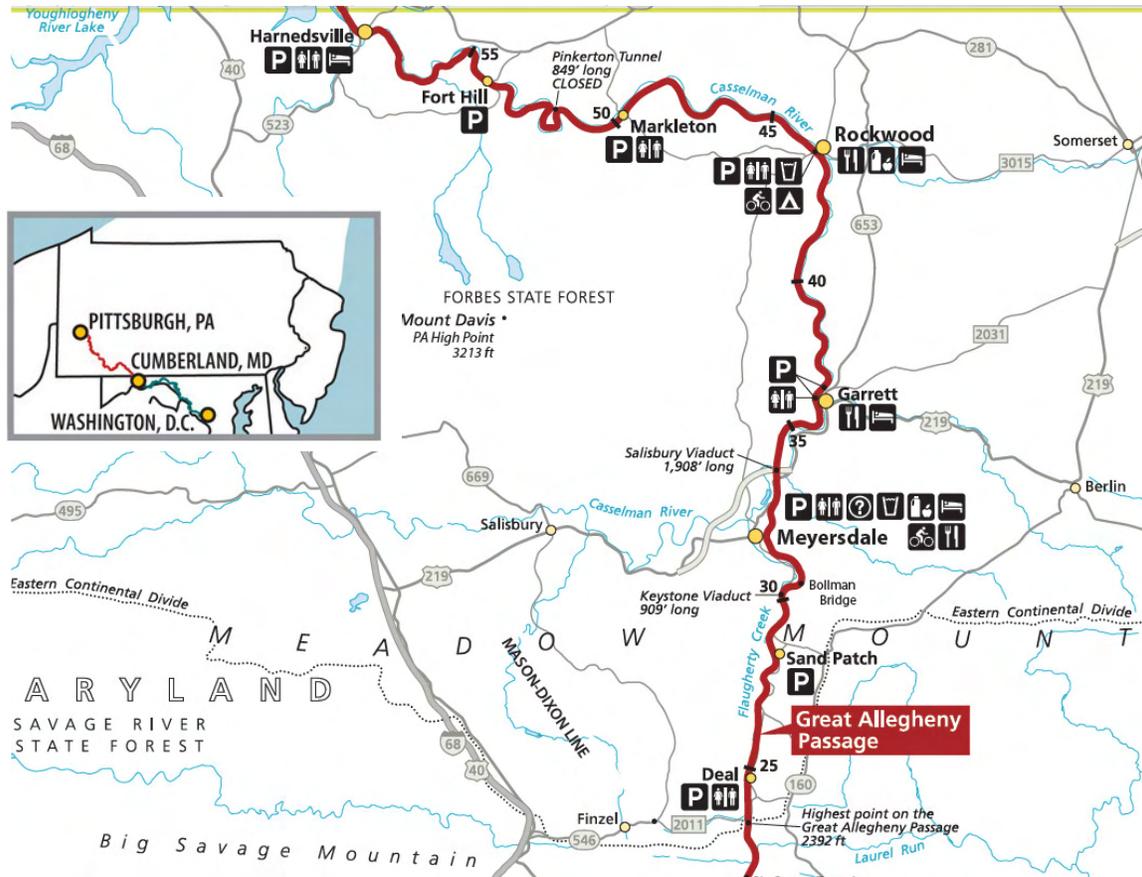
“The East Coast Greenway Alliance (ECGA) is the non-profit organization spearheading the development of the East Coast Greenway (ECG). Based in Durham, NC, the ECGA employs field staff in each of its four regions. The Alliance promotes the vision for connecting local trails into a continuous route, provides strategic assistance for states, counties, and municipalities that build local trail sections, officially designates trails as part of the ECG trail system, posts signage, and makes maps and guides to facilitate use of the Greenway.

The ECGA does not own any of the Greenway trail system, but plays a vital role in ensuring its continuity and in monitoring trail conditions to ensure consistency in trail quality. The ECGA will support local trail agencies in securing the funds to maintain their trails.

The ECGA has a staff of eight and is governed by a 15-member board. A 22-member Trail Council oversees the trail development process and resolves routing or other trail policy issues. The Alliance also has an Advisory Board with members who provide expertise and other assistance to the effort.” (ECGA)



September 11th National Memorial Trail
The Northern Pilgrimage through Pennsylvania



The Great Allegheny Passage (GAP) in the Vicinity of Berlin and the Flight 93 National Memorial. The September 11th National Memorial Trail comes from Washington DC to Garrett, PA on the GAP, and then turns northeasterly on the Northern Pilgrimage to Flight 93 NM and then to the Delaware Water Gap.

Allegheny Trail Alliance (ATA)

The Allegheny Trail Alliance (ATA) is responsible for the maintenance and management of the Great Allegheny Passage, the 150 mile long multi-use rail-trail running between Pittsburgh, PA and Cumberland, MD where it connects to the 184.5 mile C&O Canal Towpath, providing a multi-use connection between Washington D.C. and Pittsburgh, PA. The Allegheny Trail Alliance works with a number of trail management entities along the corridor to divide up the trail. A similar coalition could be adopted by the September 11th National Memorial Trail to develop and maintain the corridor section by section. The Great Allegheny Passage website describes the management breakdown below:

“The Allegheny Trail Alliance (ATA) is a coalition of seven trail organizations in southwestern Pennsylvania and western Maryland that maintains the Great Allegheny Passage. The Great Allegheny Passage is a segment of the Potomac Heritage National Scenic Trail, one of eight nationally designated scenic trails. The ATA member trail organizations are:

- Mountain Maryland Trails from Cumberland to the Mason-Dixon Line*
- Somerset County Rails to Trails Association from the Mason-Dixon Line to Confluence*
- Ohiopyle State Park from Confluence to Connellsville*
- Regional Trail Corporation from Connellsville to McKeesport*
- Steel Valley Trail Council from Clairton to Homestead*
- Friends of the Riverfront from Homestead to Pittsburgh*
- Montour Trail Council from Coraopolis to Clairton” (ATA)*



Potential Ambassador Program

Similar to the regional coordinator program adopted by the East Coast Greenway, the September 11th National Memorial Trail will develop an ambassador program to promote and manage development of the Trail. The proposed ambassador program will be overseen by an Executive Director and the September 11th National Memorial Trail Board of Directors. Details of the proposed Ambassador Program are as follows:

General Purpose of the Program

The Ambassador Program is intended to serve as an adjunct arm of the Executive Director to permit the reach of the Executive Director of the September 11th National Memorial Trail Alliance (“Alliance”) to extend to multiple locations and address multiple programs, events and opportunities at the same time.

The Need for an Ambassador Program

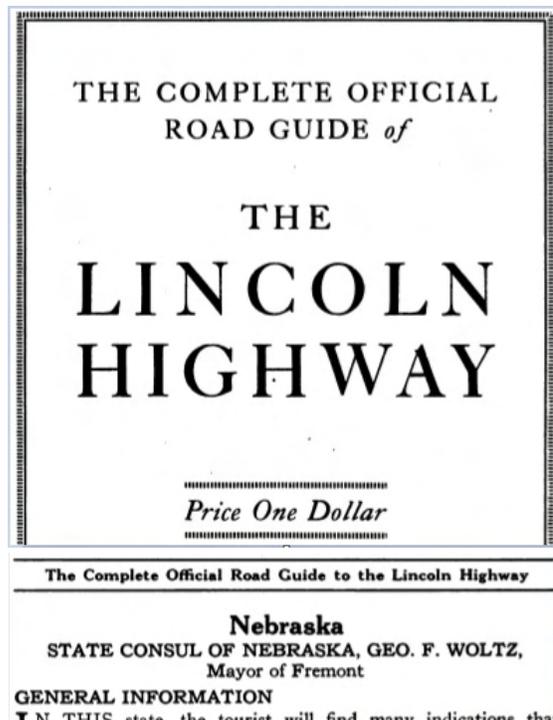
The Trail’s current status is that it is an amalgamation of on-road and off-road trails, with a planned increase in off-road access. This means that local usage of the Trail will depend upon the local nature and status of the Trail. Issues can arise at the local level regarding land access, contractor workmanship, contract compliance, unanticipated environmental consequences of trail construction, weather, governmental support, zoning, funding, etc.

In addition, the Vision and Mission of the Trail, as envisioned by the Board of Directors (“Board”) of the Alliance, needs to be ever present in the minds of people along the Trail so that local Trail efforts do not wane or falter. This requires that someone at the local level be aware of the local situation; that is, be familiar with local politics, organizations that might advocate Trail use and can identify opportunities that would further the public profile of the Trail and the Alliance’s efforts on its behalf.

What is an Ambassador?

An Ambassador is a stand-alone ombudsman of the September 11th Memorial Trail, reporting to the Executive Director. An Ambassador will be initially located in each of the principal population centers along the recognized Northern route of the September 11th Memorial Trail. The Ambassador program is conceived as a decentralized means achieving local and full-trail objectives of the Alliance, encouraging local initiatives to foster support of the Vision for the Trail and completion of the Mission of the Board.

An Ambassador is a boots-on-the-ground advocate of the Trail, who will report to and work with the Executive Director. As directed, he or she will be a local face of the Alliance, the Executive Director and their efforts develop the Trail, and understand local issues about which the Executive Director and Board should become aware. An Ambassador will work with the Ambassador on either adjoining section of the Trail from his or her location to insure that matters go well and that the Trail is maintained. An Ambassador will develop local interest for, and buy-in to, the Trail and will encourage its use.



The 1916 Guide to the Lincoln Highway, the nation’s first transcontinental road, listed a chain of “consuls” whose work was not unlike that proposed for the “Ambassadors.”



Specific Responsibilities

- Be the Board’s local eyes and ears, identifying problems and opportunities.
- Partner in/or present a face in local events. If there is a community event or fair, the ambassador should highlight the presence of the Trail and community’s privilege to be a part of it.
- Encourage entrepreneurship along the route where it makes sense.
- Monitor development of the Trail to and from their area of charge.
- Get to know and work with the ambassador on either side of the Trail map from his/her location.
- Disseminate communications about developments on the Trail at large to encourage local buy in and enthusiasm for the Trail.
- Organize local motorcycle, hiking and biking events that highlight the benefits of the Trail, as stated in our Vision and Mission statements.
- Look for funding for the Alliance and local Trail segments.
- Interface with the Executive Director and inform him of local interests, concerns and needs.
- Help to coordinate with entities that are involved in local Trail development.

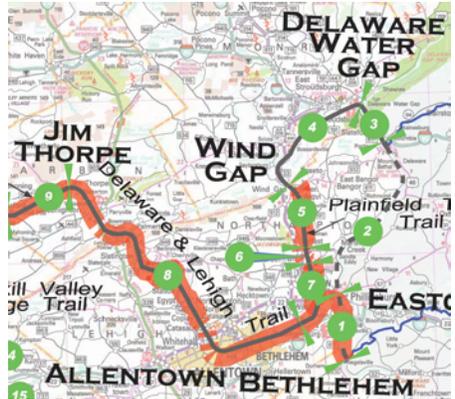
Where are Ambassadors Needed?

The Board and the Executive Director should identify the locations where an ambassador would be most helpful to the efforts of realizing the Vision and Mission of the Alliance. The Trail is long and will require up-to-date local intelligence on any problem relating to the Trail. Initially, it might be desirable to find an Ambassador in those urban centers that require the most Trail work.

Management Entities

As part of the Northern Pilgrimage across Pennsylvania alignment study of The September 11th National Memorial Trail, our project team developed a list of existing and potential management entities along the selected trail alignment from Delaware Water Gap, PA to Garrett, PA. These management entities were incorporated into a “Management Entities Matrix” and associated “Management Entities Breakdown Map” located in Appendix E. Details pertaining to trail segment extents, ownership, management, primary contact details, and gaps in trail management are listed within this matrix, providing an outline for future trail development and communication. This matrix and map can be used by future September 11th National Memorial Trail Ambassadors to coordinate trail development throughout the trail corridor.

| September 11 National Memorial Trail Feasibility Study - Management Entities | | | | | | |
|--|--|--|-----------------------------------|--|---|---|
| Trail Alignments Summary | | | | | | |
| Campbell Thomas & Co. 1601 South Street Philadelphia PA 19146-1636 Tel: 215-646-1076 Fax: 215-646-8307 | | | | | | |
| Trail Alignment from East to West | Location Key for Management Entities Map | Trail Name(s) | Trail Status (Existing, Proposed) | Trail Management Entity in Place for Trail Segment (YES, NO) | MANAGEMENT ENTITY | |
| | | | | | Name of Management Entity(ies) | Contact Information for Existing Management Entity(ies) |
| Entering from New Jersey Highlands Trail | | | | | | |
| Riegelsville, PA to Easton, PA | 1 | Delaware and Lehigh Canal Trail | Existing | Yes | The Delaware & Lehigh National Heritage Corridor (Multiple municipalities, Lehigh County, and DCNR) | Scott Everett D&L Stewardship & Trail Manager, scott@delawareandlehigh.org (610) 822-2048 website www.delawareandlehigh.org/index.php/trail/ |
| EASTON, PA to PORTLAND, PA | 2 | Forks Township Trail Network, Martins Creek Environmental Reserve Trails (Walking Trail) | Proposed and Existing | | Northampton County (Planning and Feasibility), Municipalities own and | Bryan Cope: (Planning) Northampton County, Open Space Coordinator: (610) 559-3200 x 1, bcope@northamptoncounty.org ; Rachel Sulzbach: Forks Township Recreation |
| Entering from Libertyville/Day, PA Trail | | | | | | |
| Columbia, NJ to Portland, PA Pedestrian Bridge | 2 / 3 | | Existing | | | |
| Portland, PA to Delaware Water Gap, PA | 3 | Portland to Delaware Water Gap-Multi-Use Trail (Proposed) | Proposed | | | |
| Delaware Water Gap, PA to Wind Gap, PA | 4 | | Envisaged | | | |
| Wind Gap, PA to Stockertown, PA | 5 | Plainfield Township Trail | Existing | | | |
| Stockertown, PA to Tatamy, PA | 6 | Stockertown Rail Trail | In Development / Existing | | | |



Section of Management Entities Matrix and Management Entities Map (bottom right)

B. Opinion of Probable Cost of Development

The selected Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail aims to utilize as much existing trail infrastructure and right-of-way as possible to control cost of development. Looking at the complete trail alignment, our team recorded two critical gaps in the trail alignment that should be addressed. In selecting possible trail corridors, our team tried to keep major gaps to a minimum, but ultimately gaps have to be addressed in developing any long distance trail network. As detailed feasibility and design studies for the September 11th National Memorial Trail alignment take place, further cost analysis and gap identification will be addressed.

The gaps with unusually high cost items initially identified for the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail are:

- **The Portland to Delaware Water Gap Trail improvements along Route 611:**
Due to steep terrain in Delaware Water

Gap, an active railroad and Route 611 are in close proximity and there are no provisions for bicyclists and pedestrians, even though it is marked as PA Bike Route V. During a recent Feasibility Study for this section of trail, it was recommended that when the deteriorating retaining wall that supports Route 611 is replaced, a new retaining wall be built to include a 12 ft. wide paved path. In total, 6 miles of trail would be constructed between Portland and Delaware Water Gap at an opinion of probably cost of \$32 Million. (*Campbell Thomas & Co.-2013*). A strong local Committee of citizens, officials and business persons has taken up this long-term project and is working closely with PennDOT and other agencies to assure that the Route 611 improvements include a safe, pleasant route for pedestrians, hikers and bicyclists.



Current Conditions – Rt.611 at Delaware Water Gap



Proposed Improvements with Ped/Bike Trail



Envisioned Trail on CAT Bridge from 2014 Cross-River Connections Study by HATS



- **The Capital Area Transit (CAT) Bridge over the Susquehanna River in Harrisburg PA:** A 2014 Cross-River Connections Study by Harrisburg Area Transportation Study (HATS) examined four bridge structures connecting the City of Harrisburg to the municipalities on the West Shore of the Susquehanna River – the M. Harvey Taylor Bridge, Walnut Street Bridge, Market Street Bridge, and Cumberland Valley Railroad Bridge (CAT Bridge). This study looked at enhancing existing connections across the Susquehanna River while improving safety and mobility for all modes of transportation. Identified in this Study was the development of a pedestrian/bike path connection across the CAT Bridge. Rehabilitation and conversion costs for this improvement are anticipated in the \$12-\$15 Million range. Alternatively, CAT Bridge demolition is predicted to cost \$10 Million.



When converted to accommodate pedestrians and bicyclists, the Cumberland Valley Railroad (CAT) Bridge will bring the September 11th Trail from the Cumberland Valley over the Susquehanna River right into the heart of Harrisburg

C. Potential Funding Sources and Strategies

Potential Funding Sources Available

A number of trail planning, design, and construction funding opportunities exist at the Federal, State and Local levels as well as within private funding organizations. Being that the September 11th National Memorial Trail is comprised of multiple trail segments within numerous municipal entities, not all funding sources will be appropriate for every segment of the September 11th National Memorial Trail. This document outlines a number funding sources that may be available to help in the various stages of trail development along the corridor.

Key sources of funding appropriate for the next stages of development of the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail are provided in the following table (Funding Sources Table is also available in Appendix F):



| Funding Sources Available for September 11th National Memorial Trail | | | |
|--|---|--|---|
| Agency | Contact Information | Program | Contact |
| Eastern Federal Lands Access Program (FLAP) | http://flh.fhwa.dot.gov/programs/flap/ | Aimed to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands. | Lewis Grimm : FHWA (Planning Team Leader) 703-404-6289 lewis.grimm@dot.gov |
| PA Department of Community and Economic Development (DCED) | http://community.newpa.com/programs/ | Variety of programs, most available via a single application. Multimodal Transportation Fund Program, Marketing to Attract Tourists Program, Local Share Account (LSA) (for Monroe, Northampton and Carbon Counties), Greenways Trails and Recreation Program (GTRP) | Central Office: (717) 787-0771 |
| PA Department of Conservation and Natural Resources (DCNR) | http://www.dcnr.state.pa.us/brc/grants/index.aspx | Variety of funding programs for Technical Assistance, Acquisition and Construction. Can assist with some federal programs. Work directly with the DCNR Regional Advisors to identify best funding program and time frame. | PA DCNR Northeast Region 2: 610-377-5780 |
| PA Department of Environmental Protection (DEP) | http://www.depweb.state.pa.us/portal/server.pt/community/grants_loans/6012 | Variety of programs available. Some funding may be used as a match to other state programs. | Regional Office: 570-895-4040 |
| Pennsylvania Department of Transportation | http://www.dot.state.pa.us/Internet/Bureaus/C/PDM.nsf/TAPHomepage?OpenFrameset | Transportation Alternatives Program - provides funding via the Municipal Planning Organizations (formerly known as Transportation Enhancements Program). This is the largest single source of federal funds available for Bicycle and Pedestrian infrastructure. Pennsylvania Byways Program: recognizing roadways that exemplify cultural, historical, recreational, archaeological, scenic, and natural qualities. | Chris Metka Central Office TAP Coordinator Pennsylvania Department of Transportation Phone: 717-787-8065 Fax: 717-787-5247 cmetka@pa.gov |
| Pa Historical and Museum Commission | http://www.portal.state.pa.us/portal/server.pt/community/grants_and_funding/3748 | Keystone Historic Preservation Grants provide 50/50 match funding for protection of historic and archaeological resources. | Certified Local Government Grant Manager Rhonda Johnson 717-783-2838 rhojohnson@pa.gov |
| Home Depot Foundation | https://corporate.homedepot.com/CorporateResponsibility/HDFoundation/Pages/ComImpactGrant.aspx | Grant up to \$5,000 are provided in the form of The Home Depot gift cards for the purchase of tools, materials, or services. | http://homedepotfoundation.org/page/grant-faqs |
| PA Environmental Council | http://www.pecpa.org/program/sustainable%20communities | Sustainable Communities Program provides technical assistance to select areas. Contact the Northeast Regional office and Harrisburg Regional office. (no Direct Funding) | Director, Northeast Office: 570-718-6507 |



Funding Sources Available for September 11th National Memorial Trail

| Agency | Contact Information | Program | Contact |
|---|---|--|--|
| National Park Service | http://www.nps.gov/ncrc/programs/rtca/whoweare/wwa_who_we_are.htm | Rivers, Trails and Conservation Assistance (RTCA) provides Technical Assistance only for project development and capacity building. (No Direct Funding). | Dave Lange, Division Chief, Philadelphia. 215-597-6477 |
| Rails-to-Trails Conservancy | http://www.railstotrails.org/ourWork/whereWeWork/northeast/index.html | Technical assistance for multi-use trail development. Can assist with planning and tools for public outreach. | Patricia Tomes, Program Manager: 717-238-1717 |
| Schuylkill River National & State Heritage Area | http://schuylkillriver.org/Grant_Information.aspx | Schuylkill River Restoration Fund Grant, Land Transaction Assistance Grant, Schuylkill Highlands CLI Mini Grants | |
| Delaware River Joint Toll Bridge Commission | http://www.dritbc.org/default.aspx?pageid=417 | Compact Authorization Program (CAP). Focus on Delaware River Communities in Bucks, Northampton, and Monroe Counties. | Glenn Reibman, 610-739-2448 |
| Peco Green Region Grant | https://natlands.org/services/for-municipalities/peco-green-region-program/ | Administrated by Natural Lands Trust to all PECO Service Territories (York County for 911 Trail) | Holly Harper, PECO Green Region Open Space Program Administrator, 610-353-5587, hharper@natlands.org |
| Kodak America Greenways Awards Program | http://www.conservationfund.org/ and http://www.kodak.com/eknec/PageQuerier.jhtml?pg-path=2300617&pg-locale=en_US&requestid=33398 | The Conservation Fund Conservation Program | The Conservation Fund: 703-525-6300 |
| PeopleForBikes Community Grant Program | http://www.peopleforbikes.org/pages/community-grants | Provides funding for important and influential projects that leverage federal funding. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives. | 303-449-4893 , info@peopleforbikes.org |
| Lowe's Charitable and Educational Foundation (LECF) | http://www.lowes.com/cd_The+Lowe's+Charitable+and+Educational+Foundation_474741445 | Grants generally range from \$5,000 to \$25,000. | |
| Recreational Equipment, Incorporated (REI) Conservation and Recreation Grants | http://www.rei.com/stewardship/community.html | Provides grants to select nonprofits that care for the outdoor places our customers love. The process begins with our store teams, who establish meaningful partnerships with organizations and invite them to apply for funding. | |
| Surdna Foundation | http://www.surdna.org/ | Makes grants to nonprofit organizations in the priority areas of: Sustainable Environments Program, Strong Local Economies Program, Thriving Cultures Program | 212-557-0010 |



D. Proposed Phasing Plan

Project Phasing for the September 11th National Memorial Trail is aimed to guide and promote the next stages of planning, design, and development. In creating a phasing plan for the implementation of the September 11th National Memorial Trail, the project team took into account a number of factors:

- The ability of each segment of construction to “stand on its own,” i.e., that each phase will receive significant use, even if other segments of trail remain to be constructed.
- New sections of trail that serve, where possible, as extensions of existing sections of trail.
- Funding and resources available.
- Alignment with County/Township planning efforts.
- Connections to September 11th memorials, sites, services and resources.
- Public or institutional ownership of land.
- Feasibility of acquiring easements or rights-of-way.
- Feasibility and expense of construction.
- Planned construction projects that may affect the trail.

Project phasing has been broken into three stages:

1. Short Term **(0-5 years until expected completion)**
2. Medium Term **(5-10 years until expected completion)**
3. Long Term **(10+ years until expected completion)**

It should be noted that due to the length of the proposed September 11th Trail corridor, numerous entities, each with their own priorities, will be involved in coordinating development. These project phases are a rough recommendation of stages of development and implementation may be altered due to unforeseen factors. It should also be noted that phasing projects in later stages does not mean that no action should be taken toward their implementation until all other phases are complete. Rather, assigning a project to a later phase is a recognition that these facilities may require more time and effort to complete and will likely be among the last segments completed. Nonetheless, opportunities relating to these projects should be pursued whenever they present themselves.

Projects have been listed in order of short, medium, and long term phasing priority as outlined below:

Eastern Region Priorities

Short Term:

1. Detailed Feasibility Study from Easton, PA to Portland, PA (Funding being pursued by Northampton County)
2. Detailed Feasibility Study of trail connection between the Schuylkill Valley Heritage Trail in Middleport, PA to Pottsville, PA
3. Detailed Feasibility Study extension of Conewago Recreational Trail from Aberdeen to Falmouth and the Northwest Lancaster County River Trail
4. Trail Feasibility Study of trail to connect Delaware Water Gap with Wind Gap in Monroe County
5. Design and Implementation of gaps within Northwest Lancaster County River Trail from Falmouth, PA to Columbia, PA
6. Design and Implementation of D&L Trail gaps between Allentown, PA and Northampton, PA
7. Design and Implementation of D&L Trail gaps between Weissport, PA and Jim Thorpe, PA
8. Design and Implementation of gaps in trail between Plainfield Township Trail in Stockertown, PA and Palmer Township Bike/Walking Path System in Easton, PA.



Medium Term:

9. Feasibility Study of Union Canal Trail between Blue Marsh Lake Trail in Bernville, PA and Lebanon



The Towpath of the Union Canal Tunnel could become part of the Trail

- Valley Rail Trail in Lebanon, PA
10. Detailed Feasibility Study of connection between Switchback Trail in Summit Hill, PA and Schuylkill Valley Heritage Trail in Tamaqua, PA
11. Design and Implementation of trail gaps between Pottsville, PA and Port Clinton, PA on John Bartram Section of Schuylkill River Trail
12. Design and Implementation of trail gaps between Port Clinton, PA and Reading, PA on John Bartram Section of Schuylkill River Trail

Long Term:

13. Design and Implementation of Portland to Delaware Water Gap Trail

Central Region Priorities

Short Term:

1. Implementation of the Conococheage Trail (Currently in Design / Greene Township)
2. Implementation of the Trolley Trail between York and Hanover (Some pieces are already in place and being spear headed by the YCRTA)
3. Detailed Feasibility Study of the Carlisle to Harrisburg Connection
4. Detailed Feasibility Study and ROW analysis of the Wrightsville to York Corridor
5. Detailed Feasibility Study of the Chambersburg to Shippensburg Connection

Medium Term:

6. Study of the Gettysburg to Caledonia State Park Corridor
7. Implementation of the Grand History Loop section between Hanover and Gettysburg



8. Feasibility Study for the Capital Area Greenbelt Extension from Harrisburg to Duncannon
9. Implementation of the Main Line Canal Greenway from Duncannon to Lewistown
10. Implementation of the Main Line Canal Greenway from Lewistown to Huntingdon

Long Term:

11. Design and Implementation of the Walnut St. Bridge from Wormleysburg to City Island Harrisburg

Western Region Priorities:

Short Term:

1. Acquisition of CSXT Rights-of-Way (Former B&O Railroad) Garrett – Berlin, PA (Recently Donated)
2. Design and Implementation Phases of the Great Allegheny Passage to Flight 93 National Memorial Connection
3. Connect Lower Trail to Canoe Creek State Park (DOT construction project scheduled to provide box culvert under Rt. 22)
4. Detailed Feasibility Study of trail connection between Alexandria, PA to Lewistown, PA (Main Line Canal Greenway) Through Huntingdon, PA. This is the eastern extension of the Lower Trail, which is currently pending funding through DCNR to prepare the Feasibility Study
5. Detailed Feasibility Study of trail connection between Flight 93 and Johnstown, PA (Commission to conduct study is short term)
6. Connect Duncansville to Allegheny Portage Railroad (NPS Site) via 6-10 Trail (Currently underway) (Main Line Canal Greenway)

Medium Term:

7. Detailed Feasibility Study of Off-Road Multi-Use trail along the Stonycreek from Berlin to Shanksville, PA (Build upon prior study to determine level of public support and potential cooperation with property owners).
8. Connect 6-10 Trail to Duncansville, PA and Canal Basin Park in Hollidaysburg, PA
9. Negotiate Easement and advance to Implementation of Canal Basin Park Hollidaysburg, PA to Lower Trail, Frankstown, PA.

Long Term:

10. Detailed Feasibility Study to close gap between Path of the Flood Trail/Greenway and Allegheny Portage Railroad (NPS)
11. Connect Jim Mayer Riverwalk to Path of The Flood Trail, Johnstown, PA
12. Expand Juniata Water Trail (West Branch Juniata River parallel to Lower Trail) from Williamsburg, PA along Frankstown Branch of Juniata River to Canoe Creek State Park (remove low head dams and improve small craft launches)
13. Implement overnight camping sites along 9/11 Trail, collocated on Main Line Canal Greenway, Lower Trail and Juniata Water Trails



The beautiful historic road between the Lower Trail, Water Street and Huntingdon. Detail of bridge nameplate (1889).



VI. DOCUMENTATION OF PUBLIC PARTICIPATION

A. Steering Committee Meetings

The consultant team conducted five meetings with the Steering Committee to review the progress of the study and solicit their input. These sessions were a combination of meetings and phone conferences during the course of the study. The last meeting included the presentation of the consultant team's preliminary conclusions that was recommended for adoption and included as the recommendations of this report. Detailed minutes of these meetings are included in Appendix I. Meeting dates and locations were as follows:

Meeting #1 – Wednesday, June 11, 2014 – at Shanks Mare in Wrightsville, PA

Meeting #2 – Wednesday, September 10, 2014 – Dial-in Phone Conference

Meeting #3 – Tuesday, October 14, 2014 – Dial-in Phone Conference

Meeting #4 – Monday, December 8, 2014 – Dial-in Phone Conference

Meeting #5 – Wednesday, February 25, 2015 – Offices of DCNR, Harrisburg, PA

B. Public Workshops and Meetings

Public Workshops – In October of 2014, during the analysis phase of the work, the consultant team conducted three “public workshops”. These workshops were open to the general public. Notice of the meeting and public invitation was published in local newspapers and circulated through planning agencies within the proposed study corridor. Three workshops were held during the last two weeks of the month, one centrally located in each of the three study regions and led by the consultant with primary responsibility for the analysis in that region. The meeting format opened with a slide show introducing the project and its goals, continuing with slides showing the general character of the of the initial study corridor. After the side show the attendees worked in small groups reviewing maps of the study area making notes and recommendations from their personal knowledge of the region. The results of these group discussions were then presented to and reviewed by all attendees as one group. Detailed minutes and summary of the input from these meetings are included as part of this report in Appendix I. Workshop dates and locations were as follows:

East Study Region – Thursday, October 16, 2014 – Victory Fire House in Bethlehem, PA

West Study Region – Tuesday, October 21, 2014 – Hollidaysburg YMCA in Hollidaysburg, PA

Central Study Region – Monday, October 27, 2014 – Bosler Library in Carlisle, PA

Public Meeting – A fourth Public Meeting is being scheduled and will be held in Harrisburg on September 15, 2015 as the “roll-out” meeting for the first draft this report and its recommendations. While a public meeting the target audience are the elected state officials in Harrisburg.

C. Stakeholder Meetings

County Solicitation – In November of 2014, during the analysis phase, the consultant team solicited recommendations for potential sites of significance within the trail corridor via e-mail. The e-mail was sent to the heads of the planning departments at the County level in the 23 counties the preliminary trail corridors being considered passed through. The solicitation and input are included as part of this report in Appendix B.

September 11th National Memorial Trail Alliance – On Friday, April 17th, 2015 the consultant team was invited to attend the annual board meeting of the National Trail Alliance at Elizabethtown College. They presented the study analysis and preliminary recommendations recommended for adoption by the steering committee. A slide show



describing the conditions in the study corridor and the recommendations was presented along with mapping of the proposed corridor and more detailed mapping of specific roads and trails with on the corridor at a preliminary stage. The corridor as developed and recommended by the steering committee was adopted and the consultant team was authorized to continue with developing the draft report.

Trail Management Entity Interviews – In July of 2015, after the Northern Pilgrimage across Pennsylvania of the September 11th National Memorial Trail Alignment was adopted, the consultant team requested recommendations from county and municipal planners and trail organizations and entities along the trail corridor. Information was gathered on trail segment extents, existing ownership and management entities, primary contact details, and gaps in trail management. This information was collaborated into a “Management Entities Matrix” and “Management Entities Breakdown Map” that can be found in Appendix E. This matrix and map will be used by future September 11th National Memorial Trail Ambassadors in coordinating trail development throughout the trail corridor.



The Alignment Study has benefitted from a robust series of public meetings. This meeting was in Bethlehem PA, hosted by the City.



VII. Appendix

- A. Corridor Alignments Map and Summary**
- B. Analysis Maps**
- C. Selected Alignment Map**
- D. Detailed Trail and Motoring Route Maps**
- E. Management Entities Map and Matrix**
- F. Funding Sources**
- G. Great Allegheny Passage (GAP) to the Flight 93 National Memorial -- Opinion of Probable Cost**
- H. Great Allegheny Passage (GAP) to the Flight 93 National Memorial -- Maps**
- I. Meeting Minutes**



George Innes: "The Delaware Water Gap" - 1857

