



*If* ever there was a story ...

*T*HE BRICK TOWN TRAIL

*Backbone of the*

BEECH CREEK GREENWAY PLAN

*Prepared for the*

Beech Creek Watershed Association

albertin**vernon**  
architecture LLC



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*Cover Photo Courtesy the Photo Collection of  
Howard (Jim) Davy*

*Refractory Clay Miners at Two Mile Run,  
Monument, PA*

*From Left to Right: Ames Phillips, Delmas (Crow) McCloskey, Elmer Peters, Don Muthler,  
Malcolm Johnson, Pete Vaughn, Buckey Mapes, Bill Mann, Sonny Muthler, Ed Miller, Cleve McCloskey*

*T*HE BRICK TOWN TRAIL  
*Backbone of the*  
BEECH CREEK GREENWAY PLAN

*A Feasibility Study*  
Summer 2007

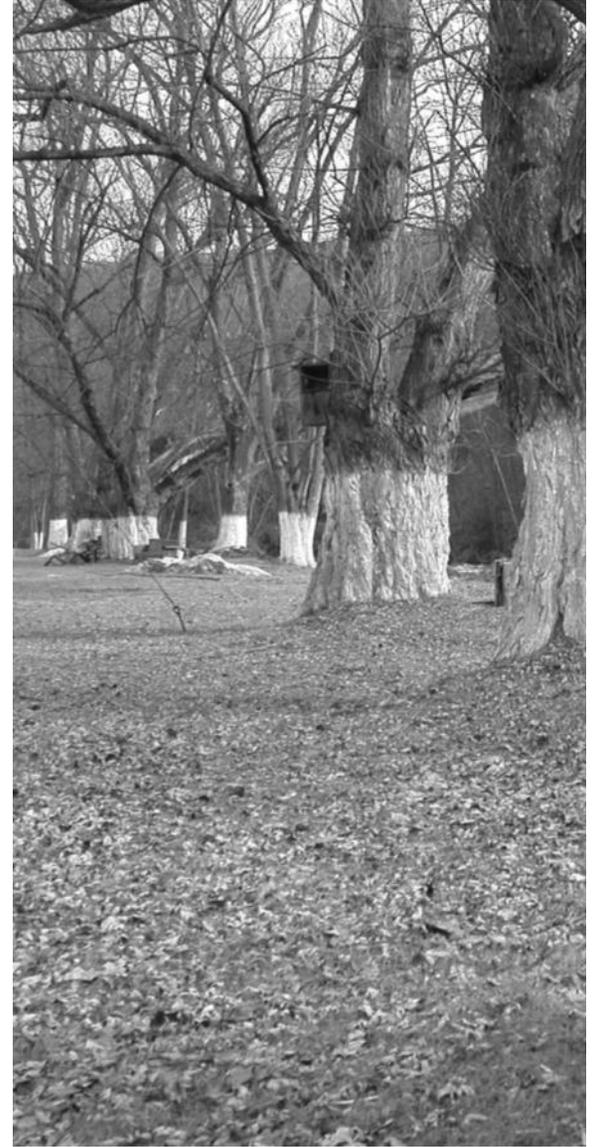
Sponsored by the  
**Beech Creek Watershed Association**



In partnership with  
The Centre and Clinton County Planning Commissions,  
the Clearwater Conservancy,  
and the Penn State Center for Watershed Stewardship

*This Project Funded in Part by a Community Conservation Partnership Program Grant from the  
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# ACKNOWLEDGEMENTS



In every writing endeavor there are those people and organizations the author wishes to acknowledge for their contribution to both the content and the spirit of the work. First and foremost, we wish to acknowledge our client, the **Beech Creek Watershed Association**, whose vision for this project emboldened everyone to explore the possibility of establishing a greenway for this community.

Beyond that acknowledgment, it's almost impossible to properly credit all the individuals who contributed their ideas to this effort. We could not however, close this writing assignment without having first offered thanks -

*To* all the members of the **Study Committee**, whose kindness and commitment to this project inspired us on a daily basis;

*To* all the staff at **DCNR** and **DCED**, for building greenways and revitalizing communities throughout the state;

*To* all the **In-Kind Partners** who contributed their expertise;

*To* all the **Historians** past and present who keep the annals of time so that we of the present can make better futures;

*And* to the members of the **General Public** who anonymously and generously gave their time and ideas to this project.

## Thanks



# FOREWORD



Monument Trestle for the  
Dinkey Train to the Mines  
Photo Courtesy Centre  
County Historical Society



Howard Dinkey Train  
Photo Courtesy Centre County  
Historical Society



Harbison Walker Refractory before it was demolished,  
Monument, PA.  
Photo Courtesy Centre County Historical Society

**IF EVER THERE WAS A STORY** waiting to be told, it is here among the hills and hollows that abut the northern most ridges of the Allegheny Mountains of Central Pennsylvania. Here at the portal to the lands known as the Pennsylvania Wilds lie four towns whose history is nearly lost but of great significance to the building of our country. Here men and boys toiled in the mines and the factories, turning yellow clay into refractory bricks that lined the blast furnaces that made the steel that built the engines and the rails and the girders that laid the foundation for the economic wealth of our nation at the cusp of the 20<sup>th</sup> century.

**IF EVER THERE WAS A TIME** to write this story, it is now, while there still are sons and daughters who vividly recall the details of the lives of their parents and their grandparents and their cousins and their aunts and uncles who lived their entire lives in a brickyard town in rural America at the turn of the previous century.

**IF EVER THERE WAS A PLACE** to celebrate this story, it is here along the abandoned rail lines of the old NYC/Beech Creek Division Railroad that once joined the brick making towns of Monument and Orviston and Beech Creek; it is here near the lines of the old Pennsylvania Railway that once connected Beech Creek and Eagleville and Blanchard and Howard and Mount Eagle and Curtin Village to each other and to all the places beyond.

**WE LOOK ACROSS AMERICA** and we see communities all across the continent that have taken the bones of an abandoned rail line and

given it new life and new meaning as a rail trail for their community, a place where children, workers, and retirees might come together at the end of a day or the end of a week or the beginning of a summer to rest or to play, to listen and to learn, to exercise or to relax, to forget or to remember.

We see old people with the wind in their hair and a gleam in their eye on a fat tire bike remembering what its like to be a child. We see babies and puppies and kittens in baskets and sidecars. We see children away from computers and televisions and video games. We see young people learning about history, and we see old people remembering it. We see Moms and Dads without the baggage of the week on their backs. We see families, together, again.

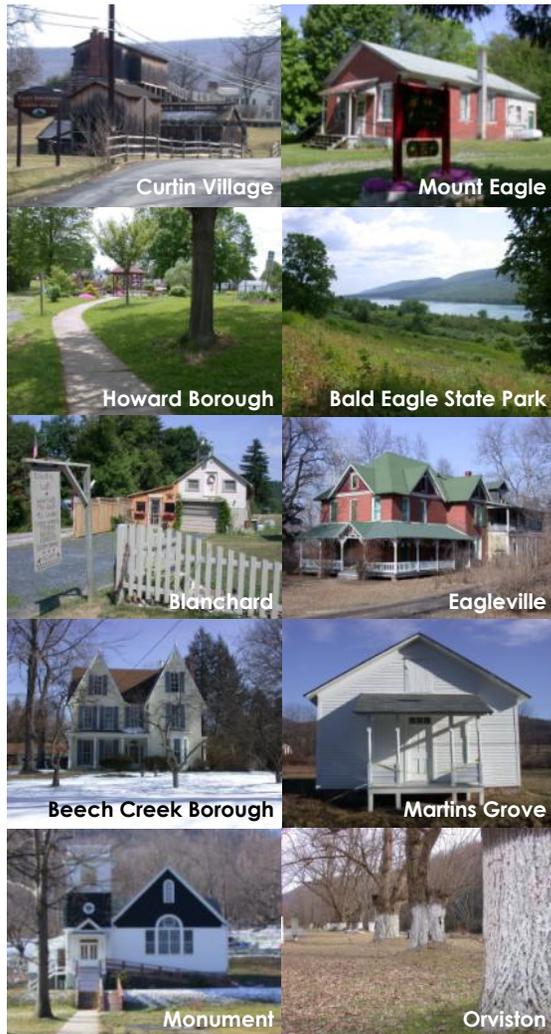
We see this story being written every single day somewhere in America, and we see this story being written here in the hills and hollows that abut the northern most ridges of the Allegheny Mountains of Central Pennsylvania.

*Glenn Vernon and Claudia Albertin*  
albertinvern architecture, LLC

*Logan Mills, Pennsylvania*  
Summer, 2007



# EXECUTIVE SUMMARY



*“We ought to know how to assemble a human habitat of high quality that equitably allows citizens of all classes to get around in a dignified, comfortable, even pleasurable manner, that gives children and old people equal access to society’s institutions, that produces safe neighborhoods for the well off and the less well-off, that promotes a sense of belonging to a community, that honors what is beautiful, and which doesn’t destroy its rural and agricultural surroundings.”*

James Howard Kunstler, *Home from Nowhere, Remaking Our Everyday World for the 21<sup>st</sup> Century*

This report was written as a starting point for establishing a vision for this community, a plan for leveraging the recreational, historical, cultural, and environmental assets of the Beech Creek area in such a way that creates an identity that distinguishes it from every other small community in America.

That plan, that vision, is the **Beech Creek Greenway Plan**, and the identity that distinguishes this greenway plan from every other greenway plan in America is the **Brick Town Trail**.

The resources the plan proposes to leverage are Bald Eagle State Park, Sproul State Forest, historic Curtin Village, and the unique and fascinating stories in every brickyard town between them, all linked together by a network of trails and bike paths that not only serve the

health and fitness needs of the local community, but entice and invite the weary urban dweller or the bored suburbanite to this wondrous place of refuge and renewal on the southern edge of the Pennsylvania Wilds.

For the last 200 years, the Beech Creek area has created most of its wealth from extracting its natural resources- timber, coal, clay -sometimes with devastating effects, until either those resources were depleted or the winds of industry blew in a different direction.

Perhaps the single most important aspect of this plan, this vision, is that it attempts to protect and promote the natural resources of the region, rather than extracting them, and in doing so, may offer a more sustainable plan for the health and welfare of this community than any plan before it ever has achieved.



SPOUL STATE FOREST  
MONUMENT TO ORVISTON SEGMENT

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There are a lot of reasons that the greenways and trails movement has taken off with such velocity in America, but most people agree that it was the vision of “connectedness” that captured the hearts and minds of Americans. As Charles Little recounts, the report’s\* authors “describe fingers of green that reach out from and around communities all across America.”

\*1987 report by the *President’s Commission on Americans Outdoors*

## The GREENWAYS AND TRAILS MOVEMENT

*“At a time in our national history when a lock of comity, indeed of ordinary civility, seems to have us in its grip an astonishing counter-trend is taking hold—a beautiful exception that ought to give everyone hope. I refer to the greenway movement, the effort made by a large number of wonderfully decent civic minded Americans to link people with one another and with nature via corridors of green that run into, around, and through the places we live and work: poor places and rich ones, in cities, suburbs and the countryside. To make a greenway ... is to make a community. And that, above all else, is what the movement is all about.”*

*Charles E. Little, 1990, Greenways for America*

In 1987, when Charles E. Little began the research for his book, **Greenways for America**, he searched the fledgling World Wide Web for articles on greenways, and came up with one article, an article that he had written himself. Today, a search of the word “greenways” on Google took .16 seconds to come up with a list of 2,270,000 references. One could rightly conclude from those two searches that the internet and greenways have come a long way in the last 20 years.

### THE APPEAL OF CONNECTEDNESS

There are a lot of reasons that the greenways and trails movement has taken off with such

velocity in America, but most people agree that it was a 1987 report by the *President’s Commission on Americans Outdoors* that put legs under the movement. Responding to growing concerns that Americans’ waistlines were expanding as fast as the nations’ open spaces were shrinking, the authors of the report to the President envisioned a network of recreation corridors that would stretch across the entire country, proverbially killing two birds- obesity and sprawl- with one stone. It was the vision of “connectedness” however, that captured the hearts and minds of Americans. As Charles Little recounts, the report’s authors “describe fingers of green that reach out from and around communities all across America.”

## FIGHTING OBESITY

Fast food and sedentary lifestyles are commonly cited explanations for why we have become a nation of fat people. A 2003-2004 National Health and Nutrition Examination Survey (NHANES) published by the National Center for Health Statistics estimates that 66% of Americans are overweight or obese. In Pennsylvania, the percentages are only slightly less alarming: 62% of adults in the Commonwealth are overweight and 25% are obese.

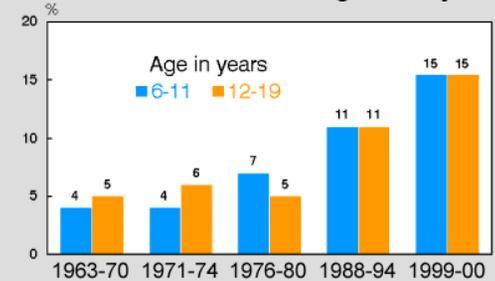
Poor diet and lack of exercise were listed as the cause of 400,000 deaths in the US in a 2000 study published in the March 2004 Journal of American Medical Association, second only to Tobacco, with 435,000 deaths, and far ahead of the third leading cause, alcohol at 85,000 deaths. According to The Surgeon General's *Call to Action to Prevent and Decrease Overweight and Obesity*, the cost of obesity in the US in 2000 was more than \$117 billion. Associated illnesses were heart disease, hypertension and diabetes. Annual cost to employers for lost productivity attributable to obesity was estimated in 2000 at an additional \$42 billion.

## CONCERNS ABOUT SPRAWL

While concerns about sprawl in the Beech Creek area may seem far off, the August 2006 USDA Report, *Cooperating Across Boundaries, Partnerships to Conserve Open Space in Rural America*, offers some startling statistics about how we as a nation have grown over the last decade. According to that report, we are converting 6,000 acres per day to development in the US, equivalent to 4 acres per minute. Between 1982 and 2001, 34 million acres of open space, equivalent to the entire State of Illinois, were converted to development. The US lost 10 million acres of forest land to land development between 1982 and 1997, and the report estimates another 26 million acres will be lost by 2030 if we continue to develop at the low density model we have not only adapted, but have encouraged, subsidized, and even glorified since World War II.

The statistics for Pennsylvania are even more dramatic. PA was 48<sup>th</sup> in population growth in 1997, but 5<sup>th</sup> in the rate of land development. Between 1992 and 1997, PA lost ½ million acres of farmland, forest and other open spaces to development; that's equivalent to 10 acres/hour. The PA Game Commission estimates wildlife habitat loss at 350 acres each day.

**Figure 1. Prevalence of overweight among children and adolescents ages 6-19 years**



NOTES: Excludes pregnant women starting with 1971-74. Pregnancy status not available for 1963-65 and 1966-70. Data for 1963-65 are for children 6-11 years of age, data for 1966-70 are for adolescents 12-17 years of age, not 12-19 years.  
SOURCE: CDC/NCHS, NHES and NHANES.

**26 million acres will be lost by 2030 if we continue to develop at the low density model we have not only adapted, but have encouraged, subsidized, and even glorified since World War II.**





**“This can’t just be about hugging trees, there must be an economic benefit to the local community if its going to have to share its favorite fishing holes.”**

*Tom Bossert, Chairman,  
Clinton County Commissioners*

**According to the  
Outdoor Industry Foundation,  
one in 20 Americans depend on  
the active outdoor recreation  
economy to make a living.**

This pattern of low density growth-commonly referred to as sprawl- is just not sustainable. In fact, if we continue this pattern of growth, it’s not hard to see that we will run out of open space long before we run out of the diminishing numbers of hunters, farmers, and wildlife that depend on it, let alone those of us who just admire it for its beauty, or depend on its restorative powers to rejuvenate our souls.

**ECONOMIC BENEFITS of GREENWAYS AND TRAILS**

Active outdoor recreation is a huge industry, and greenways and trails related activities are a significant segment of that industry. According to the eighth annual *Outdoor Recreation Participation Study* funded by the Outdoor Industry Foundation (OIF), 161.6 million Americans (72.1%) aged 16 and older participated in an outdoor activity in 2005. The top five outdoor activities by percent of Americans who participated at least once in the prior year included Bicycling (38.2%), Fishing (34.5%), Hiking (34.2%), Camping (30.4%), and Trail Running (18%). The number of outings in 2005 was down 11% from the previous year, largely due to weather, but still registered 7.3 billion outings. Of the top 5 activities, bicycling had the most outings at 3.123 billion, followed by trail running (1.333 billion), fishing (1.082 billion), hiking (844 million) and camping (347 million).

The total national economic contribution of those outings was \$730 billion, including \$243 billion in direct retail sales from outdoor recreation trips (food/drink, transportation, entertainment/activities, lodging, souvenirs/gifts/misc. items), \$46 billion from active outdoor gear (apparel, footwear, equipment, accessories, and services), and \$441 billion from indirect ripple effect multipliers (suppliers, intermediaries, and employees spending). The cash spent by Americans on outdoor activities generated more than \$88 billion in state and Federal sales and income taxes.

Active outdoor recreation supports 6.5 million jobs, and one in 20 Americans depend on the active outdoor recreation economy to make a living. A sampling of some of the jobs generated by the outdoor recreation economy include bicycling (1,135,000), camping (2,334,000), fishing (587,000), hunting (323,000), paddling (308,000), snow sports (567,000), trails (716,000), and wildlife viewing (467,000).

While traditional outdoor sports like hunting and overnight backpacking have seen steady declines during the last 10 years, greenway and trail related outdoor activities like sit-on-top kayaking, snowshoeing and trail running have seen steady increases over the last several years (34%, 83%, and 22%, respectively).

Activities that have the broadest appeal to today's outdoor enthusiast share four characteristics: 1.) *Have easy access*, 2.) *Are easy to learn*, 3.) *Are done in a day*, and 4.) *Have less specialized gear*.

According to the OIF Fall 2006 report, *The Active Outdoor Recreation Economy*, the active outdoor recreation economy is an overlooked economic giant, with its annual retail sales of \$289 billion outpacing other major industry sectors like Pharmaceutical and Medicine Manufacturing (\$144 billion), Automobile & Light Truck Manufacturing (\$251 billion), Securities, Commodity Contracts, & Investments (\$277 billion), Power Generation & Supply (\$269 billion), Legal Services (\$232 billion), and the Motion Picture & Video Industries (\$80 billion).



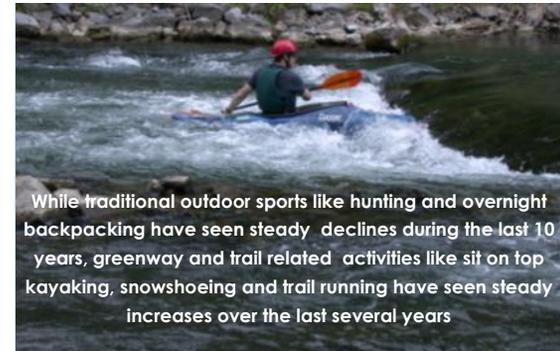
## HERITAGE TOURISM

The National Trust for Historic Preservation defines heritage tourism as “traveling to experience the places and activities that authentically represent the stories and people of the past and present.” Making heritage tourism work requires 5 key principles:

1.) collaboration, 2.) finding the right fit between the community and tourism, 3.) making sites and programs come alive, 4.) focusing on quality and authenticity, and 5.) preserving and protecting resources. The payoff for doing it right can be substantial, according to a 2003 *Historic/Cultural Traveler* study sponsored by the Travel Industry Association (TIA) and *Smithsonian Magazine*.

Cultural heritage travelers spent an average of \$623 per trip (not including transportation) compared to \$457 spending for all US travelers and the study notes that heritage tourists also tend to stay longer when they visit. The industry recorded nearly 217 million person trips in 2002, up from 192 million in 1996.

Tourism is the 3<sup>rd</sup> largest industry in the US, contributing \$650 billion to the economy, and employing more than 8 million workers with a payroll of \$171.4 billion in 2005. The industry created tax revenues of \$104.9 billion for federal, state and local governments.



While traditional outdoor sports like hunting and overnight backpacking have seen steady declines during the last 10 years, greenway and trail related activities like sit on top kayaking, snowshoeing and trail running have seen steady increases over the last several years

### Pittsburgh Post-Gazette

#### GAME OFFICIALS WORRY ABOUT HUNTING'S LAGGING POPULARITY

December 11, 2005 (excerpt)

*Pennsylvania had more deer hunters than any other state in 2001, the most recent year that the U.S. Fish and Wildlife Service published its national report, "Deer Hunting in the United States: An Analysis of Hunter Demographics and Behavior." Nine percent of Pennsylvanians hunted, which made this the state with the largest percentage of hunters. The report, which is published every five years, said Pennsylvania was home to about 1 million of the nation's 13 million hunters, including 932,000 deer hunters.*

*But despite a hunting tradition that dates to its earliest days, Pennsylvania's overall sales of general hunting licenses have steadily dropped over the past two decades since their peak of slightly more than 1.31 million in 1981 and 1982. Since then, license sales have slipped nearly every year, hovering slightly below 1.1 million over the past 10 years and continuing to dwindle. License sales have fallen by 75,000, or about 7.3 percent, since 1995. Last year they totaled 1.01 million, according to Game Commission statistics.*

## DEMOGRAPHICS OF THE BEECH CREEK AREA

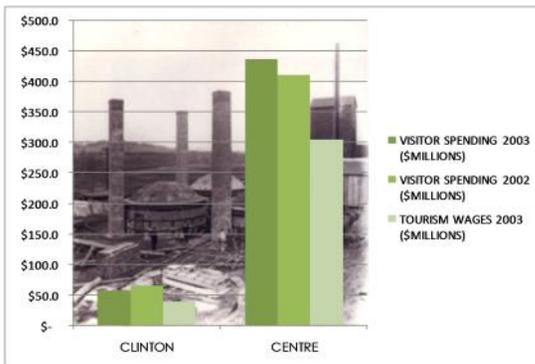
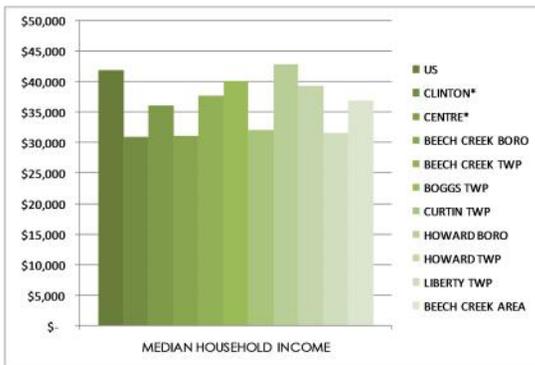
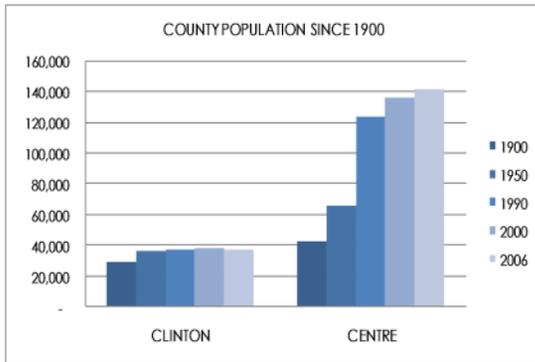
The Beech Creek Area is comprised of seven communities that lie on both sides of the Centre and Clinton County line: Beech Creek Township and Beech Creek Borough in Clinton County, and Howard Borough, Boggs, Curtin, Howard, and Liberty Townships in Centre County. While there may not be a political jurisdiction called the “Beech Creek Area”, there certainly is a community, or at least a “sense of community” that has evolved among these municipalities as a result of their shared historical, geographical, social, and industrial development.

In 2006, an estimated 140,953 people lived in Centre County, an increase of 4% since the 2000 Census. Clinton County lost about 2% of its residents over that same period. With 37,232 people, down from 37,914 in 2000, the County recorded its first decline since records have been kept.

The median household income for the Beech Creek area was \$36,946 in 2000, about 10%

below the national median household income of \$41,994, and slightly higher than the Centre County median of \$36,165. Clinton County’s median income in 2000 was \$31,064.

Tourism created 10,614 jobs in Centre County in 2003, and 1,404 in Clinton County. That employment represented 16% of the jobs in Centre County and 11% of Clinton County’s workforce.





## *M*ONUMENT-LIFE IN A BRICKYARD TOWN

When Pennsylvania Council on the Arts “Folk Arts” Fellow and former “brickyarder” and resident Howard (Jim) Davy reminisces about growing up in the company owned town of Monument, his audience is immediately transported back to a time when physical work was still admired in America, and when men owed and oftentimes freely gave their loyalty and their paycheck to the company that provided for their every need. “They made a fair wage, and the company treated them well,” Davy remembers, “but it was also terribly hard work.”

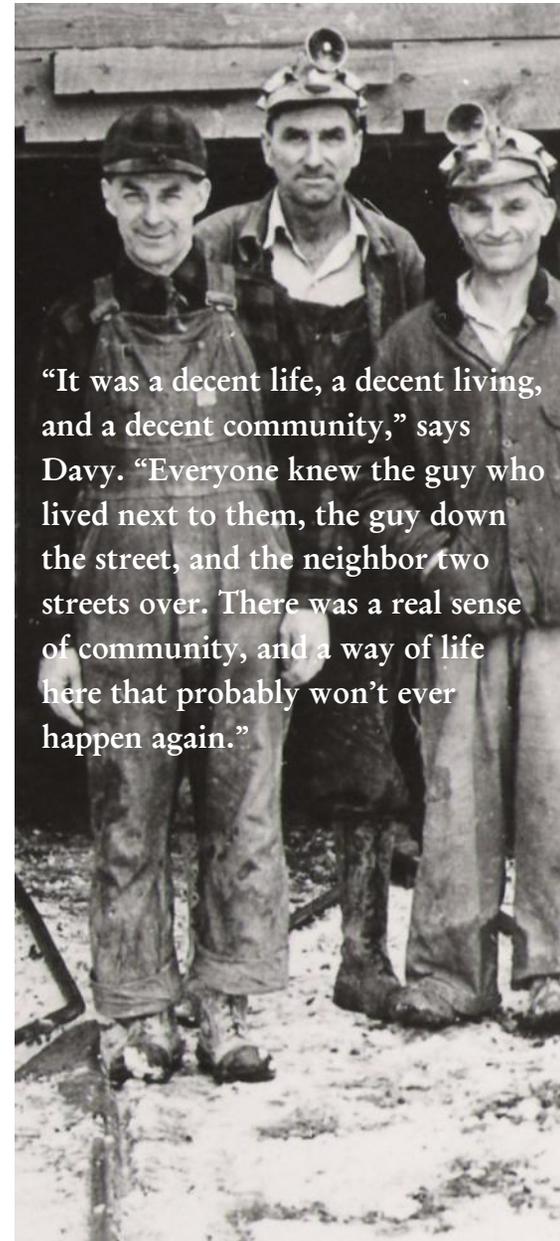
Listeners of Jim’s stories get a feel for just how hard that work must have been. Men like Jim’s father and grandfather worked in sweat-soaked leather boots and wool socks on hot, humid summer days stacking “green” 84 pound fire bricks one at a time on the concrete drying room floor heated from below with steam from the boiler room and from above by fans blowing 160 degree air across the floor.

When the whistle blew, everyone went to their company owned home for supper made from groceries delivered from the company owned store, and then went down to the company owned ball field for 9 or 10 innings of baseball.

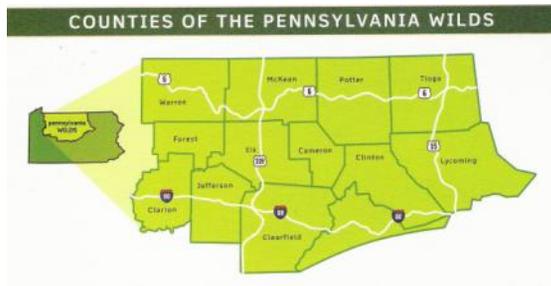
“Monument wasn’t just any company town,” Davy says, “this was a Harbison-Walker town.” In addition to owning the factory, the company owned the church, the water

system, the ball field, the tennis court, the boarding house, the school, the store, and every one of the homes that lined the company owned streets. There was little choice, the only way in was the railroad, and the company provided well enough that, other than the occasional trip to Lock Haven, there was never any need to leave town.

In the end, it was “progress” that put the brickworks out of business, as the steam boilers and blast furnaces were modernized with less expensive liners for their refractories. But that “progress” came at a high price for the brickyarders of Monument, whose hearts stood still the morning the company whistle didn’t blow; every resident in the company owned town of Monument was unemployed that day.



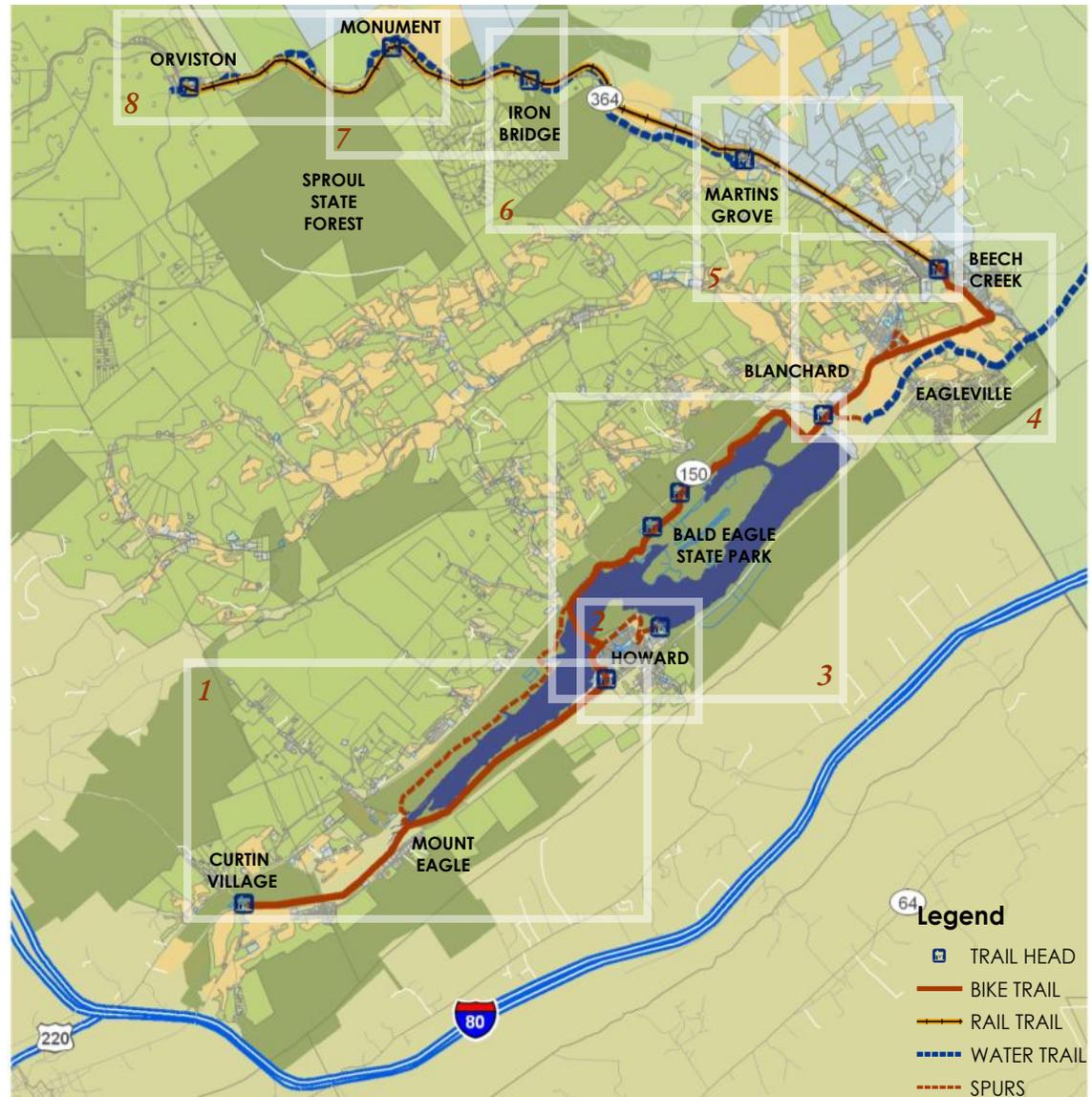
“It was a decent life, a decent living, and a decent community,” says Davy. “Everyone knew the guy who lived next to them, the guy down the street, and the neighbor two streets over. There was a real sense of community, and a way of life here that probably won’t ever happen again.”



From Pennsylvania Wilds Adventure Guide...

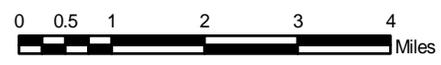
**Trail Segments**

- 1 Curtin Village to Howard
- 2 Howard Borough
- 3 Bald Eagle State Park
- 4 Blanchard to Beech Creek
- 5 Beech Creek to Martins Grove
- 6 Martins Grove to Iron Bridge
- 7 Iron Bridge to Monument
- 8 Monument to Orviston



**Legend**

- TRAIL HEAD
- BIKE TRAIL
- RAIL TRAIL
- WATER TRAIL
- SPURS



**THE BRICK TOWN TRAIL**



Howard



Beech Creek



Monument



Orviston

## THE BRICK TOWN TRAIL

In the opening line of the Prologue to her book, **Susquehanna, River of Dreams**, Susan Stranahan writes,

*“Rivers offer the perfect framework for a storyteller. They provide a beginning and an end with an obvious flow from one to the other. They neatly link people and events in history. They serve as paths of discovery and arteries of commerce. Not only can rivers be counted on for moments of great drama, but they invariably attract their share of eccentric characters. So it is with the Susquehanna.”*

And so it is with the Beech Creek Greenway, and its signature project, the **Brick Town Trail**.

BRICK TOWN TRAIL SUMMARY									
SEGMENT	LENGTH	TYPICAL WIDTH	PRIMARY SURFACE	SETTING	PNDI FINDINGS	BRIDGES	*TRAIL HEADS	NEW BOAT LAUNCHES	HC ACCESS
CURTIN VILLAGE TO HOWARD	5.05	10	GRAVEL	VILLAGE	0	1	2	1	YES
HOWARD BOROUGH	0.57	8	PAVED	VILLAGE	0	0	2		YES
BALD EAGLE STATE PARK	4.87	10	MIXED	VILLAGE	0	2	3		YES
BLANCHARD & BEECH CREEK	3.55	NA	SHARED RD	VILLAGE	0	1	2	1	PUBLIC ROW
BEECH CREEK TO MARTINS GROVE	1.94	NA	SHARED RD	RURAL	0	1	2		PUBLIC ROW
MARTINS GROVE TO IRON BRIDGE	3.05	8	GRAVEL	RURAL	0	1	2	1	YES
IRON BRIDGE TO MONUMENT	1.74	8	GRAVEL	RURAL	0	0	2		YES
MONUMENT TO ORVISTON	2.9	8	GRAVEL	RURAL	2	1	2	1	YES
	<b>23.67</b>				<b>2</b>	<b>7</b>	<b>12</b>	<b>4</b>	



## CURTIN VILLAGE TO HOWARD BORO

The 24 mile Brick Town Trail begins in historic Curtin Village and Eagle Ironworks in Boggs Township, Centre County. Curtin Village is located only 2 miles from the interchange of Route 220 and Interstate 80, making it a natural gateway to the trail, and highly accessible to both interstate and intrastate travelers.

*Bald Eagle Path*, named after Munsee Delaware chief Bald Eagle, the *Bald Eagle and Spring Creek Navigation* canal, and the *Bald Eagle Valley Railroad*, which became part of the *Pennsylvania Railroad (PRR)* system, all converge at Curtin Village, giving historical context to the route of the Brick Town Trail.

The hiking and biking path begins at the existing parking lot in front of Roland Curtin’s mansion and heads downstream between Bald Eagle Creek and NBER’s active freight line. Trailhead opportunities also include improved water trail access from the existing parking lot on the village side of the bridge after it crosses Bald Eagle Creek.

This segment of the hiking and biking trail heads east approximately 2.2 miles on Army Corps lands before it reaches a point across the

tracks from the historic village of Mount Eagle, famous for its potters. The bike and hiking path continue east another 2.86 miles before reaching the Borough of Howard, following the abandoned Route 220 for a little over a mile, and then bushwhacking a new alignment between the lake and active rail line.



## HOWARD BORO SEGMENT

A brick stamped with the word “Howard,” set in the sidewalk at the entrance to the new social hall for the Howard Fire Company, is the only physical evidence of the town’s brick making history that visitors might find today. This half mile segment of the Brick Town Trail enters the Borough from the west, on the opposite side of town from where the brickyard once stood. The trail follows the right of way of the former Pennsylvania Railroad (PRR) out of Howard Township, into a 5 acre park the Borough leases from the Army Corp of Engineers. Existing restrooms and parking lots for the park would serve as the trailhead for this end of the segment.

A new 8 foot wide asphalt trail would connect the trailhead to the west side of the levee and follow along the top of the levee to the existing gate at Route 26. The gate would be replaced with bollards, crosswalk markings added on Route 26 to alert vehicles to be cautious, and split rail fence installed on both sides of the trail along the top of the levee.

interest by visitors in trail related activities, the trailheads at the park are expected to be major points of entry for the Brick Town Trail.

Construction of this segment offers a unique and significant opportunity to reconnect and revitalize the communities isolated by the construction of Sayers Dam.

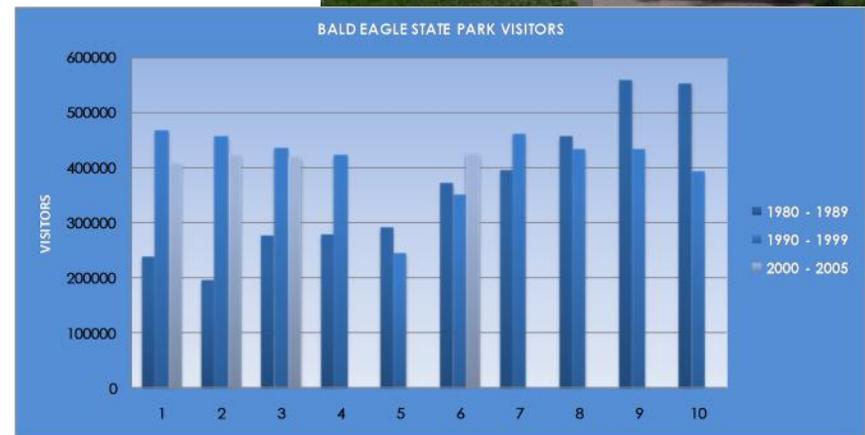
The Bald Eagle State Park segment runs from the Howard levee to the intersection of Ridgecrest Drive and the West Main Street Extension below the Sayers Lake Dam, following the edge of the lake above the summer inundation level of 630 feet. This segment of the hiking, biking and walking trail is a combination of new 10-foot wide compacted gravel trails, and shared existing park roads.

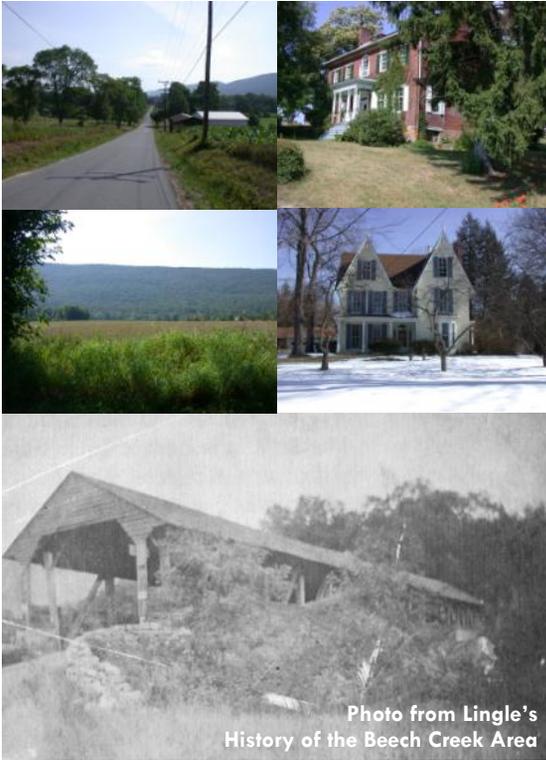


Photo by Ron Schaeffer

### BALD EAGLE STATE PARK SEGMENT

Like Curtin Village, Bald Eagle State Park is one of the crown jewels of the Brick Town Trail. The park offers a multitude of recreational amenities centered around the lake. With over 400,000 site visits in 2005, and a growing





### BLANCHARD TO BEECH CREEK SEGMENT

From the dam, the trail shares the road on Blanchard’s West Main Street Extension, until it reaches the intersection of Bald Eagle Street in Blanchard. The trail continues east on Bald Eagle Street through scenic farmland to the Centre County line, where the township road now dead-ends at Beech Creek. County GIS maps show the right-of-way still exists for a covered bridge that once crossed Beech Creek from Bald Eagle Street in Liberty Township, Centre County, to Maple Avenue in Beech Creek Township in Clinton County. The bridge was destroyed when it collapsed after a flood in 1927, and was never rebuilt. Rebuilding the covered bridge as a bicycle/ pedestrian link re-establishes this historic connection between Centre and Clinton Counties, and allows the trail to avoid using the highly traveled Route 150 corridor to reach Beech Creek. A concrete pier in the middle of Beech Creek still stands where the covered bridge crossed the stream, and if determined to be structurally sound, could be used as a mid-span support for the covered bridge.

After crossing Beech Creek, the trail follows tree lined Maple Avenue until it reaches Route

150, where it crosses the highway to a narrow alley. From Maple Alley, the trail joins the abandoned rail bed of the Beech Creek Division of the New York Central rail system. Heading northwest now, the trail crosses Vesper Street between the former NYC train station – visualized as a future trailhead- and Borough Hall, and follows the abandoned rail line past the ball fields behind the Marsh Creek and Beech Creek Watershed Museum located in the former school house, until it reaches the end of town.



*The New York Central Station, Beech Creek. History of the Beech Creek Area, Harry and Vera Lingle, 1981*

### BEECH CREEK TO MARTINS GROVE SEGMENT

After leaving the Borough of Beech Creek near Little Sugar Run Road, the trail enters a 1.94 mile stretch of abandoned rail line that is

privately owned by a dozen landowners in Beech Creek Township, Clinton County. The segment parallels PA Route 364, so much of it is visible from the public right of way. There is at least one small bridge structure that, from the public right of way, appears to be serviceable if the segment was reused as a trail.

Many of the property owners on or adjacent to this segment attended the first public meeting for the project, and shared their concerns about potential conflicts with current use of the land, much of which is farmed or used as pasture for livestock. In at least one location, the rail bed has been plowed over by the farmer/landowner, and another landowner stores round bales on the rail line. Other property owners have built garages and other structures on the right of way of the abandoned rail line.

Given the concerns of the landowners along this segment, sharing the road along Route 364 may be the only viable option for this section.



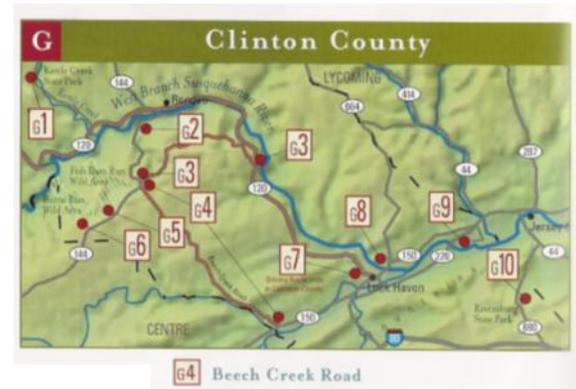
USGS BENCHMARK AT IRON BRIDGE

### MARTINS GROVE TO IRON BRIDGE SEGMENT

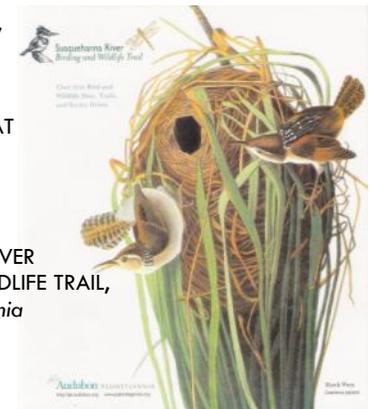
The 3 mile Martins Grove to Iron Bridge segment follows the existing rail line between the former Hubbard School rail crossing on Beech Creek Mountain Road, just above the Martins Grove swimming hole, and the property at the foot of the western end of the former railroad bridge, known locally as the Iron Bridge.

Martins Grove is a storied spot along Beech Creek that has served as a popular swimming hole and outdoor recreation area for as long as local residents can remember. A covered bridge once spanned Beech Creek where the modern concrete bridge now stands nearby. During its heyday, a towering grove of oaks provided a splendid wooded canopy for a concession stand and picnic pavilions.

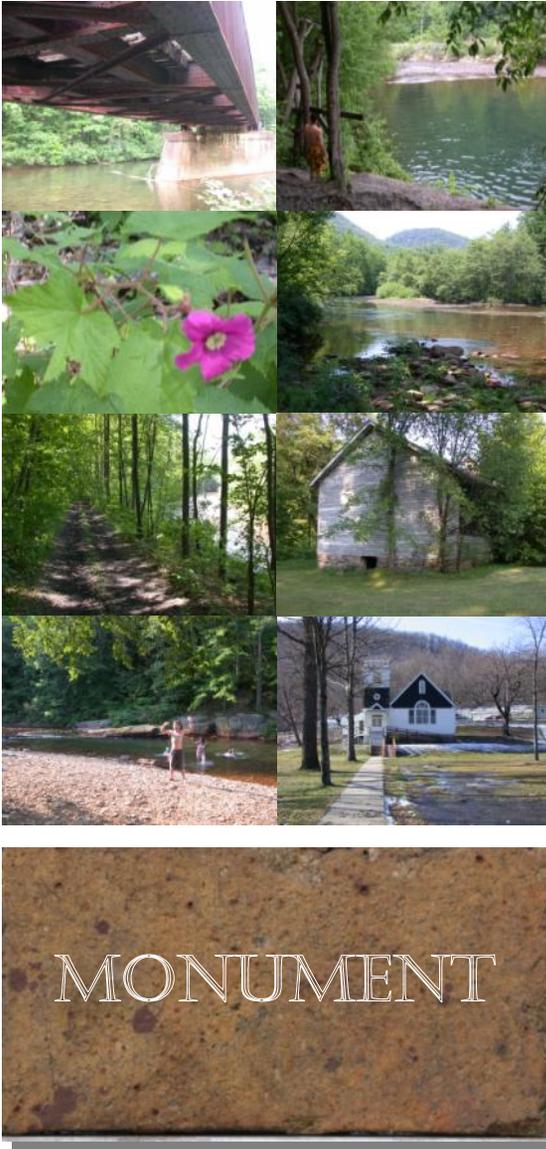
The first half mile of the 66 foot wide rail road right-of-way out of Martins Grove is overgrown and will require substantial clearing and grubbing. The remainder of the right-of-way of this segment has been groomed as a grass trail by the two adjoining property owners.



AUDOBON IBA 30, SHOWN ON THE MAP ABOVE, IS AN IMPORTANT SONGBIRD HABITAT



SUSQUEHANNA RIVER BIRDING AND WILDLIFE TRAIL, Audubon Pennsylvania



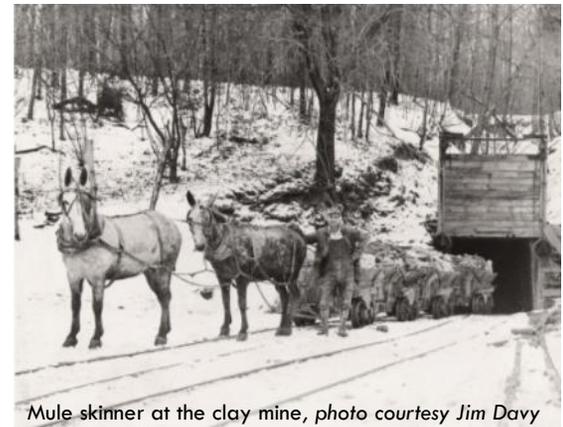
This privately groomed segment of the trail includes a one-plus mile stretch of uninterrupted forest that birders favor to inventory bird populations. The trail is in Audubon Important Bird Area (IBA) 30 and Region 49 of the Pennsylvania Breeding Bird Atlas, a nationwide effort to monitor the health and status of birds and other wildlife through volunteer based inventories.

Local birding clubs active in this area include the West Branch Bird Club and the State College Bird Club. The membership of the West Branch Bird Club endorsed the development of the trail in this area, believing it will enhance birding opportunities without negatively impacting bird habitat.

### IRON BRIDGE TO MONUMENT SEGMENT

The rail trail segment between the Iron Bridge and the former Harbison-Walker company town of Monument in Liberty Township, Centre County, is approximately 1.74 miles long, and nearly flat, starting at an elevation of 725 feet at the Iron Bridge, and gently rising at an imperceptible slope of .4% to 760 feet in Monument.

The existing gravel rail bed along this segment is approximately 8 feet wide. The cleared right-of-way narrows to 6 feet as it gets closer to Monument, requiring clearing and grubbing along the berm to restore the right-of-way to a workable dimension. Tree roots have grown into the trail, and sections of the bed have been washed out or altered to facilitate access for ATV's and dirt bikes.



Mule skinner at the clay mine, photo courtesy Jim Davy

Sections of the rail bed through Monument are overgrown and impassable, and in places the raised rail bed has been washed out or excavated. Although most of the brickyard buildings have been torn down, the shingle style church built by the company near the center of town is in excellent condition. With the exception of the company built schoolhouse, all

of the other public buildings have been demolished, including the company store, the two train stations, and the boarding houses. Notwithstanding all the missing pieces, the “bones” of this company built town are quite visible, and the spirit of renewal was palpably evident in the towns well attended 2<sup>nd</sup> Annual Summer Heritage Days festival.



Photo courtesy Kels Lomison

### MONUMENT TO ORVISTON SEGMENT

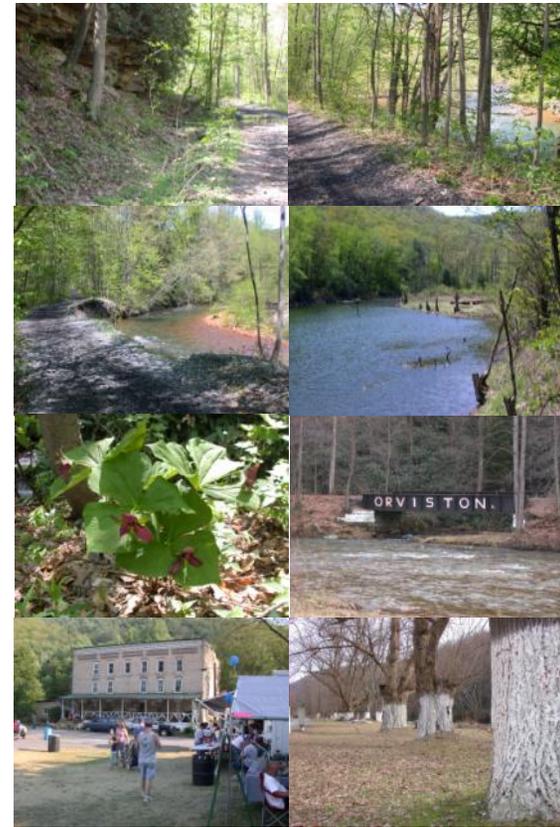
The final segment of the proposed trail follows the former rail bed between Monument in Liberty Township and Orviston in Curtin Township, both in Centre County. The segment is approximately 2.9 miles long with a fairly level grade that gently slopes less than .4%

from an elevation of 820 feet in Orviston to 760 feet above sea level in Monument.

The first half mile of the rail line outside of Monument cuts through a hillside, exposing mossy outcroppings and rivulets that in some places approach small waterfalls. The “creek” features prominently in the ambiance of the trail, at times appearing beside it as a wide stream, placidly gurgling along. In other sections it disappears entirely into the adjoining forest of towering tulip poplars, some reaching as high as 70 or 80 feet.

The Monument to Orviston segment terminates in rural villages, but is otherwise surrounded by forested lands and wetland habitats, much of which is owned by the State. The rich industrial history of these former company towns, in combination with their rural isolation, contributes to their appeal as heritage tourism sites.

A Mothers Day Springtime walk along this segment revealed several native plants, including Jack-in-the-Pulpit, Wild Geranium, Dog Tooth Violets, Red Trillium, and Wild Ginger. Beaver activity is also evident, with downed logs and small impoundments contributing to the drainage ways alongside the rail bed.





### SALT LICK CCC CAMP SPUR

Halfway down the rail trail between Orviston and Monument, a pair of stone pillars and the ruins of a dam are all that remain of the former Civilian Conservation Corps Camp at Salt Lick. This facility once included over a dozen buildings housing 200 men and boys during the Works Progress Administration's program to put people to work after the Great Depression. This program lasted until WW II, and the Salt Lick Camp is one of 109 camps that were built throughout the State. Located on State Forest land about 1/2 mile from the midpoint of the trail, this linkage could also function as an emergency access point from SR 364, and as a trailhead facility for Heritage Tourism. The Centre County Planning Commission submitted an application to the Lumber Heritage Region to fund restoration of the stone pillars along SR 364, and to provide interpretive signage describing the history of the Salt Lick CCC Camp at this site.

## REGIONAL AND LOCAL LINKS

There are three principal opportunities to create regional links to the Beech Creek Greenway plan, one at each of the three "corners" of the proposed Brick Town Trail. Those regional linkages include the Nittany & Bald Eagle Greenway, along the Bald Eagle and Spring Creek corridors in Centre County, the Beech Creek to Mill Hall Greenway, along the Bald Eagle Creek corridor, and the Orviston to Snow Shoe Connector, in Orviston.

The first two of these links follow Bald Eagle Creek along the path of the former Spring Creek and Bald Eagle Navigation canal that connected Lock Haven and Bellefonte to the Pennsylvania Main Line Canal in the mid 1800's. The Orviston-Snow Shoe connector continues along the former NYC rail line.

The opportunities for local trail linkages are almost limitless. We have identified the principal opportunities for local links and categorized them based on their significance to the greenway.

### LOCAL LINKAGES

**Conservation linkages** connect ecosystems, significant plant and animal habitat and migration corridors.

**Water linkages** include water bodies and water ways, and water-quality related buffers, such as wetlands and floodplains.

**Heritage linkages** connect greenways with the historical and cultural resources in the community.

**Recreational linkages** are connections to public game lands, park lands, and public forest lands.

**Transportation linkages** include non-vehicular means of transport that contribute to the health and fitness of the community.

**Agricultural linkages** include existing farmland, prime agricultural lands, lands of additional statewide importance, agricultural security lands and lands subject to agricultural conservation easements.

**1. Nittany & Bald Eagle Greenway.**  
 This link at Curtin Village follows the Bald Eagle and Spring Creek corridors in Centre County. A study of this corridor was completed in July 2002 by Toole Recreation Planning and Bloss Associates, Inc.

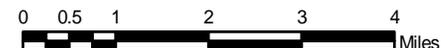
**2. Beech Creek to Mill Hall Greenway.**  
 This link would follow the Bald Eagle Creek corridor, and the former PRR line to Mill Hall and Lock Haven. Both of these towns had substantial brickyards, and would complement and extend the Brick Town Trail. Mill Hall's brickyard was the last operating plant in the area, closing in the Spring of 2007. The kilns and storage sheds are all still standing. This link could also extend the trail past Lock Haven to Jersey Shore and the Pine Creek Trail.

**3. Orviston to Snow Shoe Connector.**  
 This link is the most tenuous, since the dozen or so bridges along this abandoned rail corridor were removed, making it financially difficult to restore the connection. Snow Shoe, Clarence and Clearfield all were brick manufacturing towns, so building this link would continue the Brick Town Trail into neighboring Clearfield County.

 Local Link



*Regional & Local Links*



# COST ESTIMATES

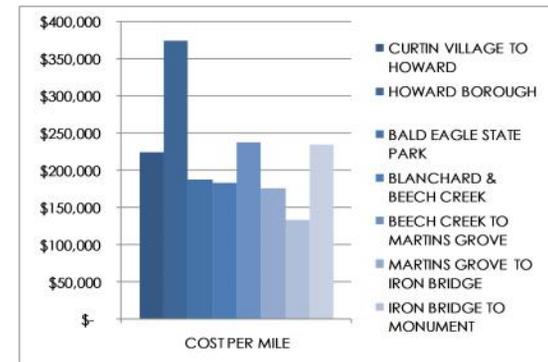
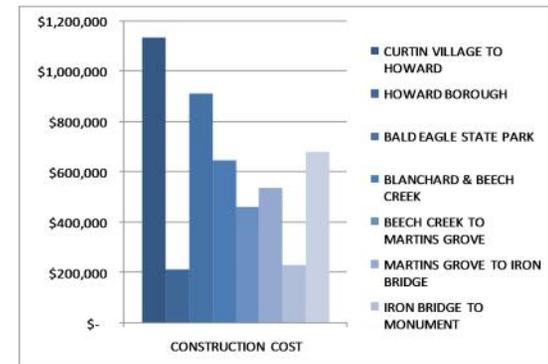
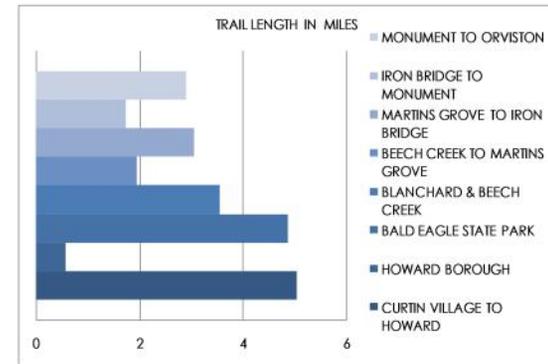
In an effort to avoid some of the cost estimating pitfalls that generalized and oversimplified information can create, we prepared conceptual cost estimates for each segment of the Brick Town Trail using unit prices for labor, materials, and equipment from RS Means Construction Cost Data for 2007. RS Means offers an industry standard format for generating conceptual cost estimates that relies on data collected from builders, suppliers and manufacturers of building materials throughout the US.

All design assumes handicapped accessible facilities and trail design based on American Association of State Highway and Transportation Officials (AASHTO) 1999 *Guide for the Development of Bicycle Facilities* minimum

standards using materials and dimensions shown in the Rails to Trails Conservancy *Trails for the Twenty-First Century, Planning, Design, and Management Manual for Multi Use Trails* Single Tread width for rural (8 foot) and urban (10 foot) settings.

BRICK TOWN TRAIL			
ESTIMATE OF PROJECT COSTS			
SEGMENT	LENGTH	COST	COST/MILE
CURTIN VILLAGE TO HOWARD	5.05	\$ 1,136,558	\$ 225,061
HOWARD BOROUGH	0.57	\$ 213,485	\$ 374,536
BALD EAGLE STATE PARK	4.87	\$ 914,595	\$ 187,802
BLANCHARD & BEECH CREEK	3.55	\$ 650,493	\$ 183,237
BEECH CREEK TO MARTINS GROVE	1.94	\$ 462,599	\$ 238,453
MARTINS GROVE TO IRON BRIDGE	3.05	\$ 540,421	\$ 177,187
IRON BRIDGE TO MONUMENT	1.74	\$ 233,123	\$ 133,979
MONUMENT TO ORVISTON	2.9	\$ 680,837	\$ 234,771
<b>CONSTRUCTION TOTAL</b>	<b>23.67</b>	<b>\$ 4,832,111</b>	<b>\$ 204,145</b>
ENGINEERING FEES	15%	\$ 724,817	\$ 30,622
<b>PROJECT COSTS*</b>		<b>\$ 5,556,927</b>	<b>\$ 234,767</b>

\* INCLUDES TRAIL SURFACE, DRAINAGE, FENCING, BRIDGES, TRAFFIC CONTROL, PARKING & AMENITIES;  
 DOES NOT INCLUDE LAND ACQUISITION, BRIDGE DESIGN OR ABUTMENTS



### FEDERAL FUNDING SOURCES

FHA Transportation Equity Act for the 21st Century (TEA21)  
Transportation and Community and System Preservation Pilot Program (TCSP)  
Community Development Block Grant Program  
Land and Water Conservation Fund (LWCF) Grants  
Conservation Reserve Program  
Wetlands Reserve Program  
Watershed Protection and Flood Prevention (Small Watersheds) Grants  
Rivers, Trails, and Conservation Assistance Program

### PENNSYLVANIA FUNDING SOURCES

#### PENNDOT

Transportation Enhancements Program, TEA-21.

#### DCNR

The Community Conservation Partnership Program Grants  
Heritage Park Grants  
Land Trust Grants  
Rails-to-Trails Grants  
The Recreational Trails Program (NRTFA) or Symms Act Grants

#### DCED

Community Revitalization Program  
State Planning Assistance Grant  
Small Communities Planning Assistance  
Communities of Opportunity Program  
Community Development Block Grants  
Main Street Program

#### PHMC

Keystone Historic Preservation Grants  
Certified Local Government Grants

#### DEP

Growing Greener Grants  
Environmental Fund for Pennsylvania  
Land Recycling Grants Program

### LOCAL FUNDING SOURCES

Private & Nonprofit Sector Sources  
Local Businesses.  
Trail Sponsors  
Volunteer Work  
"Buy-a-Foot" Programs  
American Greenways DuPont Awards

## FUNDING

During the last 20 years, as public interest and support for greenways has grown, public officials at all levels of government have worked to create funding programs to facilitate the planning and development of greenways and trails. Backed by Federal transportation programs and statewide open space referendum, the pool of money available for greenway feasibility, planning, design and construction has grown to meet the public's expectations for greenways as part of the basic infrastructure that contributes to the quality of life of their communities.

The PA Greenways website includes a comprehensive list of federal, state and local programs established to fund greenway projects, which we have edited and reproduced below. In addition to that source, we have included a number of local programs that could be tapped to satisfy the local match, which is always an important component of a funding program. As a rule, the higher the local match, the higher the project will rank when funding agencies review an application.

An important and unique component of the PA Greenways Plan is the ability to use funding from one agency as a match for funds from another agency. DEP, DCNR, and DCED all have the flexibility within their funding programs to match another program's matching fund requirements, but it also still improves a projects ranking to include a local contribution when at all possible.



## PUBLIC PARTICIPATION & CONSENSUS BUILDING

Consensus building is the foundation on which all other elements of a project stand. Our consensus building process included meetings with the Study Committee, key partners and stakeholders, trail user groups, property owners, community groups, local County planning commissions and local municipalities, tours of the route and trailhead prospects, interviews with key people, attendance at community events, and public meetings.

Agencies and project partners included officers and members of The Beech Creek Watershed Association, the Pennsylvania Department of Conservation and Natural Resources (DCNR), DCNR's PA Wilds Initiative, DCNR Bald Eagle State Park, DCNR Southern Sproul State Forest, the Pennsylvania Department of Environmental Protection (DEP), The Pennsylvania Department of Community and Economic Development (DCED), Senator Jake Corman's Office, Representative Mike Hanna's Office, The Pennsylvania Department of Transportation (PennDOT) District 2 Office, Centre County Planning and Community Development

Office, Clinton County Planning Office, The Penn State Center for Watershed Stewardship, The Clinton County Tourism Infrastructure Planner, The Centre County Conservation District Office, The Clinton County Conservation District Office, and SEDA Council of Governments (SEDA-COG).



**CENTREDAILYTIMES**

Posted on Wed, Sep. 20, 2006

**Trail project merits support**

*At the end of the road lies Orviston. State Route 364 stops at the old brick-company town in Curtin Township, with only mud-and-dirt mountain lanes leading away from where the pavement ends.*

*Soon, however, a series of hiking, biking and even driving trails could lead visitors once again to Orviston and its rival and sister town, Monument, three miles closer to the rest of civilization.*

*The Beech Creek Watershed Association is proposing the establishment of a greenway that would connect Bald Eagle State Park with neighboring communities of Beech Creek, Monument, Orviston, Romola, Blanchard, Howard, Eagleville and Mount Eagle and would incorporate a portion of the rail line that once serviced the brickyards, company stores and workers and their families in that mountainous region of Centre and Clinton counties.*

*The project has already received a \$35,000 matching feasibility-study grant from the state Department of Conservation and Natural Resources.*

***It deserves community support as well.***

*The greenway "would increase awareness of the Beech Creek and Marsh Creek watersheds, while improving recreational opportunities for local (residents)," project coordinator Howard Mantle explained. "The project might also entice more outdoor enthusiasts to the area, which could help strengthen existing businesses or even open up opportunities for new tourism-related businesses along the greenway."*

*An open meeting to unveil and discuss the project is scheduled for 7 p.m. Thursday at the Liberty Curtin Elementary School in Blanchard.*

*Eco-education, tourism, outdoor recreation, habitat preservation and conservation -- the greenway project would benefit the region in a variety of ways, not the least of which would be providing an opportunity to visit Monument and Orviston, take in the natural beauty that surrounds them, and realize why folks continue to live there long after the brick-plant whistles fell silent.*







**The Ghost Town Trail**



**Pine Creek Trail**



**The Lower Trail**

## CASE STUDIES

While there are thousands of trails throughout the United States to visit and learn from, we showcased three trails as case studies for this project to provide perspective and illustrate organizational structures, management and operational issues, design considerations, construction costs, phasing, and trail demand and use.

The three case studies we chose to highlight include the state owned and operated trail *Pine Creek Trail*, the county owned and operated *Ghost Town Trail*, and the privately owned and operated *Lower Trail*.

Like the proposed Brick Town Trail, they all also cross through several municipalities and at

least two counties. In addition to collecting secondary data from internet searches and industry publications, our analysis of these trails included on-site visits, interviews with operators and businesses along the trail corridors, and photo-documentation of key features.

TRAIL	LOWER	PINE CREEK	GHOST TOWN
<b>MARKET FACTORS</b>			
SETTING	VILLAGE	RURAL	VILLAGE
MARKET SERVED	REGIONAL	DESTINATION	REGIONAL
MARKET SEGMENT	HERITAGE	RECREATION	HERITAGE
NEARBY STATE PARKS	CANOE CREEK	LITTLE PINE	YELLOW CREEK
<b>OPERATIONS</b>			
OPERATOR	PRIVATE	STATE	COUNTY
YEAR OPENED	2003	1996	1994
<b>DESIGN</b>			
LENGTH (AT TIME OF STUDY)	16.5	55.3	16.0
AVERAGE WIDTH	8	10	8
SURFACE (TYPICAL)	GRAVEL	GRAVEL	GRAVEL
<b>USER DEMAND</b>			
USER VISITS	NA	125,000	66,253
USERS/MILE	NA	2,260	4,141
USERS/MILE/FT OF WIDTH	NA	226	518
<b>DEMOGRAPHICS *</b>			
COUNTIES	BLAIR & HUNTINGDON	LYCOMING & TIOGA	CAMBRIA & INDIANA
POPULATION	2000 174,730	161,417	242,203
MED INCOME	2004 \$ 35,343	\$ 36,169	\$ 33,152
HOUSEHOLDS	2000 68,277	62,928	94,654
PERSONS/HSHLD	2000 2.43	2.45	2.41

\* DEMOGRAPHICS FOR COMBINED COUNTIES

## OPERATIONS AND MAINTENANCE (O&M)

The three case studies selected for this project help demonstrate the likelihood that there probably are as many models for the operation and maintenance (O&M) of trails as there are trails. Unlike a McDonalds or a Wal-Mart, which strive to offer identical dining or shopping experiences for their respective users no matter where you are in the country, every trail offers a very unique set of experiences, and therefore a unique set of operating issues. There is then, as much art as there is science in crafting and drafting a maintenance and operations plan for a trail project.

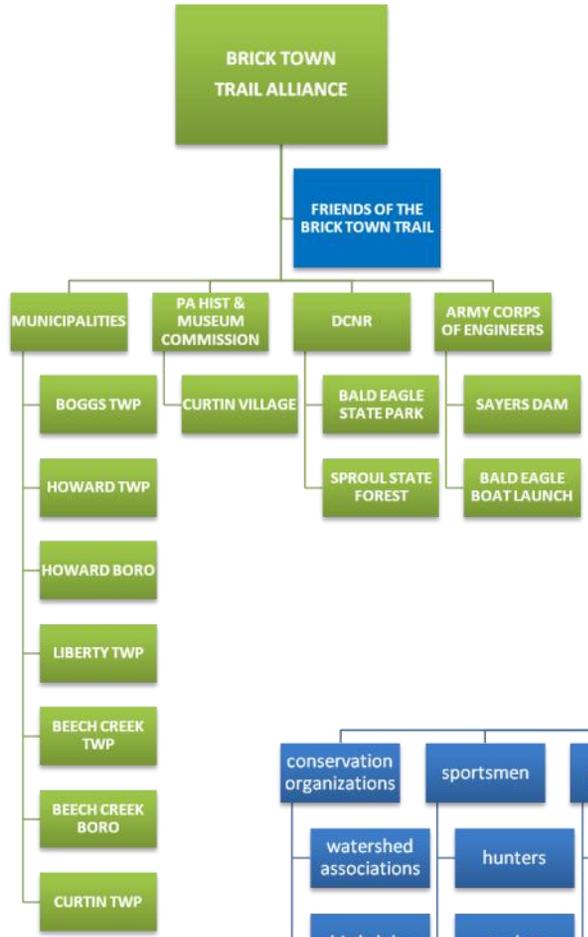
Cost is of course the key O&M issue that most new groups are interested in learning about. In a study of 100 trails surveyed by the Rails-to-Trails Conservancy (RTC), 39 of them provided financial information in sufficient detail to draw conclusions. Coincidentally, the average trail length of the sample was 23 miles, almost identical to the Brick Town Trail. Thirty-one of the 39 trails reported annual costs of \$25,000 or less, with the average of all 39 also being \$25,000 after eliminating the one high figure for a government run trail in Maryland. Not surprisingly, there is a considerable difference in costs between a trail that is government run and one that is run by volunteers. Government run trails imply paid

staff or contractors perform the work, with an average cost of about \$2,000 per mile, compared to just under \$700 per mile for a volunteer run trail, where some or all of the labor is donated and the costs are mostly materials and supplies.

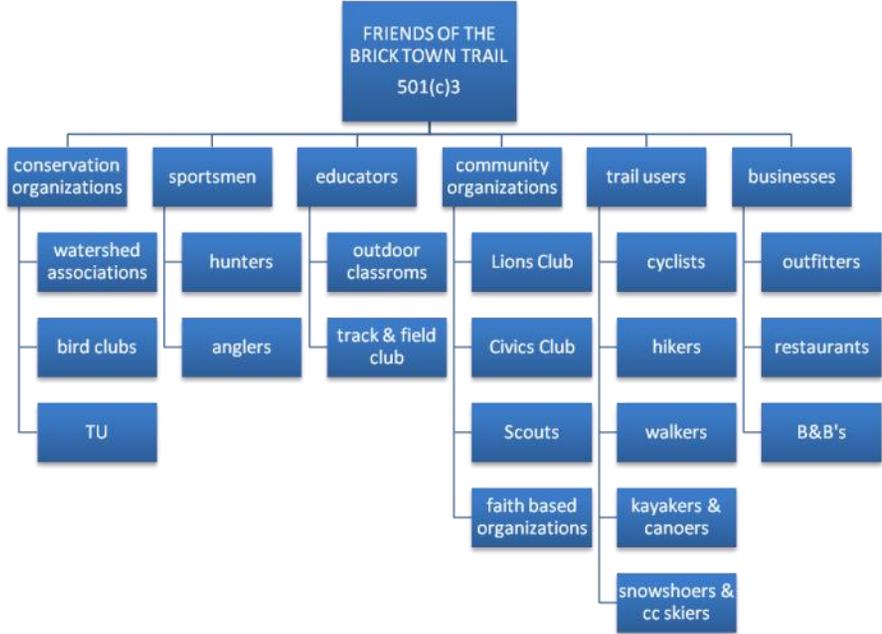
LOWER TRAIL		
RAILS TO TRAILS OF CENTRAL PA		
<b>2007 ANNUAL BUDGET</b>		
DONATED SERVICES		
MOWING	\$	3,840
NEWSLETTER	\$	2,880
TRAIL MAINTENANCE	\$	4,500
CLERICAL WORK	\$	2,880
FUNDRAISER ACTIVITIES	\$	800
(EST. AT \$8.00/HOUR)	\$	<b>14,900</b>

INCOME		
DUES	\$	11,520
RAFFLE	\$	5,500
GENERAL DONATION	\$	1,000
DONATION BOX	\$	1,000
HEALY MEMORIAL RACE	\$	2,500
TRAIL EVENTS	\$	200
GRANNAS STATION	\$	-
MEMORIALS	\$	-
MERCHANDISE SALES	\$	300
MISC.	\$	-
	\$	<b>22,020</b>
EXPENSES		
PHONE	\$	720
ELECTRIC	\$	600
PORTA JOHNS	\$	4,500
POSTAGE	\$	1,500
INSURANCE	\$	5,500
TRAIL MAINTENANCE	\$	1,800
GRANTS	\$	-
MERCHANDISE	\$	200
OFFICE SUPPLIES	\$	800
ADVERTISEMENT	\$	550
RAFFLE	\$	350
HEALY MEMORIAL RACE	\$	1,600
TRAIL EVENTS	\$	-
GRANNAS STATION	\$	900
MEMORIALS	\$	-
TRAIL AWARDS	\$	100
CAPITAL IMPROVEMENTS	\$	1,200
CAPITAL FUND	\$	1,000
TAXES AND PREPARATION	\$	200
MISC.	\$	500
	\$	<b>22,020</b>

# PROPOSED ORGANIZATIONAL STRUCTURE



The proposed Brick Town Trail route passes through two counties and seven municipalities, and involves both private and public properties. While State (DCNR) or County ownership and maintenance and operation of the trail might be the simplest and most sustainable solution to ensure uniform promotion, maintenance and operation, we believe the model that makes the most sense politically for this trail, based on feedback from the current leadership, is a partnership of Federal, State, and municipal owned and managed trails, under the umbrella of a trail alliance. The organization would include a representative from each of those trail operators, who would be responsible for their respective segment of the trail system.



A key component of the Brick Town Trail Alliance is the establishment of a non-profit “friends of the trail” organization, comprised of volunteer organizations and individuals that provide trail maintenance and fundraising assistance. The “friends of the trail” group could either be an advisory member or have full voting rights on the Alliance. The two tiered organization ensures the perpetual care and continuity of a government organization, lessening the risk of volunteer “burn-out,” while the “friends” group builds community support, and creates a stream of funds for upkeep and maintenance through annual membership dues.

## DEMAND for and POTENTIAL USE of the TRAIL

The US Department of Transportation, Federal Highway Administration *Guidebook on Methods to Estimate Non-Motorized Travel: Overview of Methods* identifies 11 methodologies for forecasting demand for bicycle and pedestrian trails. They range from simple to complex, and affordable to expensive. Given the budget for this project, and the availability of good primary research, we chose to use the *Comparison Studies* methodology, which is simple to understand and relatively easy to apply. The methodology provides rough estimates of demand based on user counts for comparable facilities within a comparable environment.

## ESTIMATES for BRICK TOWN TRAIL DEMAND AND USAGE

While none of the nine trails in the studies we reviewed (summarized below) are identical to the proposed Brick Town Trail, they all are similar enough to give some clues to what the demand and usage of this trail might look like. In fact, the more remote segments of the proposed trail between Beech Creek and Orviston look a lot like the destination oriented Pine Creek Trail, while the small villages and State Park segments between Beech Creek and

TRAILS	IOWA	LITTLE	ATHENS	RTC	LOWER	PINE	GHOST	YORK	ALLEGHENY
SURVEYED	HERITAGE	MIAMI	ANTEBELLUM	SURVEY	TRAIL	CREEK	TOWN	COUNTY	TRAIL ALL.
YEAR OF SURVEY	1992	1999	2003	2005	NA	2006	1996	2004	2002
<b>MARKET FACTORS</b>									
SETTING	RURAL	SUBURBAN	RURAL	MIXED	RURAL	RURAL	VILLAGE	SUBURBAN	URBAN/RURAL
MARKET SERVED	REGIONAL	REGIONAL	REGIONAL	MIXED	REGIONAL	DESTINATION	REGIONAL	REGIONAL	REGIONAL
SEGMENT	HERITAGE	SCENIC	HERITAGE	MIXED	HERITAGE	RECREATION	HERITAGE	HERITAGE	HERITAGE
<b>DESIGN</b>									
LENGTH	26	27	23	23	16.5	55.3	16.0	21.1	98.0
WIDTH	10	9	NA	10	8	10	8	10	10
SURFACE	GRAVEL	PAVED	NA	NA	GRAVEL	GRAVEL	GRAVEL	GRAVEL	MIXED
<b>USER DEMAND</b>									
USER VISITS	135,000	161,289	416,213	136,986	NA	125,000	66,253	298,271	347,053
USERS/MILE	5,192	5,974	18,096	5,956	NA	2,260	4,141	14,136	3,541
USERS/MILE/FT	519	664	1,810	596	NA	226	518	1,414	354
<b>USER ACTIVITY</b>									
WALK/HIKE	29%					24%	22%	17%	17%
BIKE	65%					64%	77%	71%	78%
RUN/JOG	3%					3%	0%	8%	
OTHER	3%					9%	1%	4%	5%

Curtin Village appear similar to the Ghost Town Trail. Using the usage per mile per foot figures from these trails to estimate demand, the Brick Town Trail would see about 22,000 users on the 8 foot wide 12 mile segment between Beech Creek and Orviston, and about 62,000 users on the more populous 10 foot wide 12 mile segment between Beech Creek and Curtin Village, for a total annual demand of 84,000 users for a fully built out trail. That equates to

BRICK TOWN TRAIL			
PROJECTIONS			
CORRIDOR	(PRR)	(NYC)	COMBINED
<b>MARKET FACTORS</b>			
SETTING	VILLAGE	RURAL	
MARKET SERVED	REGIONAL	DESTINATION	
SEGMENT	HERITAGE	HERITAGE	HERITAGE
<b>DESIGN</b>			
LENGTH	12.0	12.0	24.0
AVG WIDTH	10	8	9
SURFACE	MIXED	GRAVEL	GRAVEL
<b>USER DEMAND</b>			
USER VISITS	62,112	21,700	83,812
USERS/MILE	5,176	1,808	3,492
USERS/MILE/FT	518	226	388
<b>USER ACTIVITY</b>			
WALK/HIKE	20%	20%	20%
BIKE	70%	70%	70%
RUN/JOG	5%	5%	5%
OTHER	5%	5%	5%

3,500 users per mile, very similar to the 3,541 users per mile of the Allegheny Trail Alliance, which was also the basis that the Ghost Town Trail used to estimate its demand.

Since the Ghost Town Trail study was completed shortly after that trail opened, and that trail’s usage per mile represents the lion’s share of our estimate for the Brick Town Trail, this estimate represents demand for the subject trail in its early stages. As the trail matures, and if it is fully built out, it could achieve usage levels similar to the average of the 100 RTC Trails, with 137,000 visits per year for a typical 12 year old trail, very similar as well to usage on the 8 year old rural Iowa Heritage Trail.

While we have attempted to identify some of the primary issues that could influence demand, based on information contained in the comparable studies, there are many other factors that also could influence demand that are not uniformly addressed in those studies.

Management structure and experience of the trail operator, regional tourism and promotion resources, highway accessibility, and local and regional tourist attractions, such as birding opportunities, historic assets, and proximity and

usage levels of other recreational facilities, all could impact usage levels at the subject facility. Certainly Bald Eagle State Park, with its 400,000 plus annual users, the presence of two significant Audubon IBA’s near the trail, and the ease of access to the trail from I-80, all will contribute to the demand for this trail.

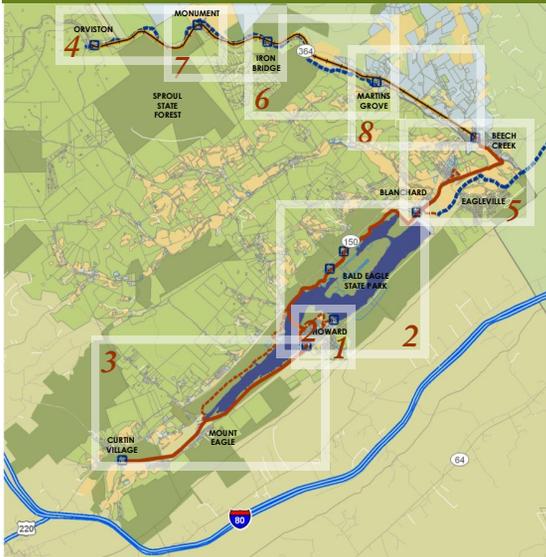
Likewise, the quality and level of design, promotion, and maintenance will play a big part in how many users travel to the trail, and more importantly, how many return.

Activities on this trail also should be consistent with typical trail usage from our sample. As long as trail usage is restricted to non-motorized activities, bikers should represent 65 to 75% of trail users, hikers and walkers around 15 to 20%, and runners and joggers as much as 5%.

Water access and winter uses may together comprise 5% of trail use if the trail is open year round, and soft launches are installed to improve access to the creeks. We don’t expect equestrian use to be a big component of this trail, and the operator will have to assess whether the liability and maintenance issues associated with equestrian use are worth the effort to accommodate them.

## PROJECT PHASING

- Phase 1: Howard Borough Segment.
- Phase 2: Bald Eagle State Park Segments.
- Phase 3: Curtin Village to Howard Borough Segment.
- Phase 4: Monument to Orviston Segment
- Phase 5: Blanchard to Beech Creek Borough Segment.
- Phase 6: Martins Grove to Iron Bridge Segment.
- Phase 7: Iron Bridge to Monument Segment.
- Phase 8: Beech Creek Borough to Martins Grove Segment.



## PHASING, FEASIBILITY & NEXT STEPS

Many trails -if not most trails- are built in phases. In fact, many trails were started with a one or two mile section built by a dedicated group of advocates led by an individual or organization that was known, trusted and respected in the community.

This project conveniently lends itself to phasing, partly by design, and partly in response to the current ownership of rights-of-way along the proposed alignment, some of which already are in public hands, and some that are privately owned. Community input, gleaned from public meetings, Study Committee meetings, work group conferences, and key person interviews, also played a big role in how this project should be phased.

In response to all of those inputs, we have designed the Brick Town Trail in segments that, as discrete projects, could stand alone as viable trails, even if they are not contiguous. Each of the eight segments has a logical beginning and a logical endpoint that could function as a trailhead.

The Brick Town Trail can be visualized as two principal corridors: the New York Central (NYC)/Bald Eagle Corridor, extending from Curtin Village to Beech Creek, and the

Pennsylvania Railroad (PRR)/Beech Creek Corridor, extending from Beech Creek to Orviston, with Beech Creek Borough at the hinge point of the two corridors. The clear preference of the Study Committee was to start with segments within the PRR/Bald Eagle Corridor, focused on Bald Eagle State Park. We agree with that priority, and believe it also is a reflection of the preference of the larger community.

Although we have shown the phasing segment by segment, corresponding to the Study Committee ranking, there is no reason that phasing couldn't be simplified to just two phases, starting with all of the segments along the Bald Eagle/PRR corridor, if sufficient funding is available and the technical issues can be resolved. In essence, we tried to create a phasing plan that gives a general direction, but is flexible enough to respond to changes as issues are resolved.

## NEXT STEPS

**Re-Organize the Study Committee as a Steering Committee** - Shift the focus from an advisory role to a role as advocates for the project. BCWA has agreed to continue its role as a lead organization under the umbrella of its 501c3, which gives the project continuity, credibility and a track record of success, important criteria for securing grants, while the Counties Planning offices have offered administrative support that eases the strain of additional work for the organization.

**Identify Skills, Assign Tasks, Delegate Responsibilities** - Everyone has different talents and strengths. Spread the load so no one person feels the weight on their shoulders.

**Continue to Build a Broad Base of Support for the Project** - Identify the key leaders in the community, and share the relevant aspects of this plan with them. Ask for ideas about how organizations can be part of the plan. Set up booths at community events, send out press releases. Maintain interest in and enthusiasm for the project while it is in the planning and design phases.

**Iron Out Wrinkles** - Continue to meet with key landowners on later phase segments. Meet

with borough and township officials to secure support for township road segments. Meet with the Army Corps of Engineers to iron out details of the alignment over the dam. Meet with PHMC officials to refine the route through Curtin Village.

**Refine the Plan** - Where possible, adjust the plan to respond to feedback from meetings. The plan has been designed to allow any single segment to stand alone as a project, and any single segment that gets built would be an asset to the community. The phasing plan is a guide, not a standard.

**Secure Matching Fund Commitments** - Since this project weaves back and forth between Clinton and Centre County, it is important to work with the leadership of both counties to create a plan that equitably shares and balances the interest each County has in the project, particularly when requesting support from public officials and non-profit organizations.

**Apply for a DCNR Planning Grant in the Spring of 2008** - Meet with DCNR early in the fall to craft a successful approach for the Spring grant round. Focus on creating a three page vision statement that will convey the group's enthusiasm while getting key points across clearly and concisely.

## A 7 STEP ACTION PLAN FOR IMPLEMENTING THE BRICK TOWN TRAIL AS THE SIGNATURE PROJECT OF THE BEECH CREEK GREENWAY PLAN:

1. Re-Organize the Study Committee as a Steering Committee.
2. Identify Skills, Assign Tasks, Delegate Responsibilities.
3. Continue to Build a Broad Base of Support for the Project.
4. Iron Out Wrinkles.
5. Refine the Plan.
6. Secure Matching Fund Commitments.
7. Apply for a DCNR Planning Grant in the Spring of 2008.



