

DECEMBER 13, 2019

PHASE I : December 13, 2019

PHASE II : October 27, 2022

# SOUTH MOUNTAIN TROLLEY GREENWAY

## Contributor Acknowledgment

### PHASE I

The phase I Study, led by Silver Spring Township, began in 2019 and included sections 01-07 of this report.

### PHASE II

The phase I Study, led by Mechanicsburg Borough, began in 2021 and included sections 08-09 of this report.

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### PHASE I

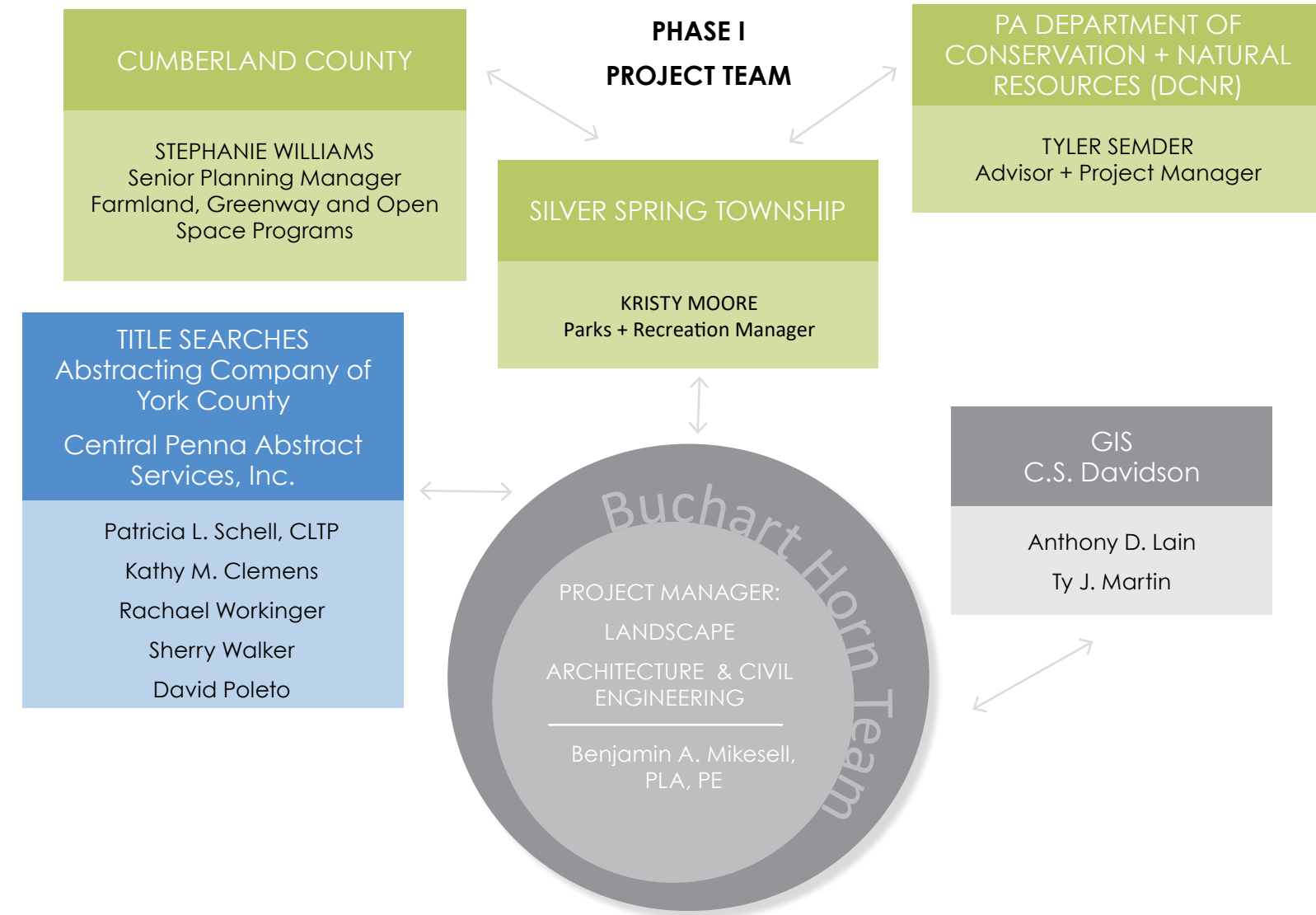
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- Cumberland County Land Partnerships Grant Program
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- Alpha Consulting Engineers, Inc.
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- York County Rail Trail Authority
- Capital Joe Coffee sales campaigns

### PHASE II

Match funding was generously provided by:

- Cumberland County Land Partnerships Grant Program
- Friends of the South Mountain Trolley Greenway



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01

**EXECUTIVE  
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## EXECUTIVE SUMMARY (2019)

The primary goal of this feasibility study was to determine the legal status of the historic right-of-way for the Dillsburg + Mechanicsburg (D+M) Railroad and to determine if it might feasibly be converted into a shared use path to provide a safe route for pedestrians and bicyclists. The initial concept was that the 7.3 mile route would begin in the north at a trailhead at Soldiers and Sailors Memorial Park in Mechanicsburg and proceed south through Silver Spring, Monroe, and Carroll Townships, and finally connect to a trailhead at Coover Park on the west side of Route 15 in Dillsburg.

The trail presents an opportunity to serve a large population as 136,000 residents live in the census blocks within a 5 mile buffer of the alignment. The closest regional trails are the Cumberland Valley Rail Trail, which terminates about 10 miles to the west in Carlisle, the Capital Area Greenbelt in Harrisburg, 9 miles to the east, and the Heritage Rail Trail in York County, which terminates at John Rudy Park, 17 miles to the southeast.

The trail naturally lends itself to three basic segments based on political and geographic boundaries:

The York Segment is approximately 1.4 miles in length extending from Coover Park on the west side of Route 15 in Dillsburg to the York / Cumberland county line. The route descends to the north along Dogwood Run in the shadow of South Mountain along wooded hedgerows.

The Monroe Segment is approximately 5.2 miles in length extending from the Cumberland / York county line at Williams Grove to the PA Turnpike. Its primary character is rolling farmland.

The Trindle Spring Segment is a 1.2 mile segment (following the D+M alignment) and is the most urbanized section. The trail would make use of residual property that has not been developed, winding its way along the wetlands and spring fed waters of Trindle Spring Run.

As the title research progressed, it became clear that nearly the entire D+M rail corridor has been abandoned with the possible exception of the right-of-way between Trindle Road and Soldiers + Sailors Park in Mechanicsburg. As a result, alternatives were explored.

In OPTION 1, the trail follows the path of the historic D+M Railroad. This would be the most direct path between the towns with sweeping views of farmland and South Mountain. Trail users would only interact with cars at road crossings. However, partner land owners are needed to make this alignment possible.

In OPTION 2 the trail parallels existing roads, though physically separated by a grass median, row of trees, roadside swale, or other barrier. Separation between the trail and road increases safety and makes use of the trail more appealing to a larger population. Again, partner land owners are needed to make this alignment possible. Roads that hold excellent promise for Option 2 implementation include Williams Grove Road, which is already designated as the BicyclePA "J2" route, and the northern portion of Eppley Road where many residents already commonly use this low volume road for pedestrian use, walking directly in the asphalt travel lane.

OPTION 3 also parallels existing roads, but the trail would be an on-road, dedicated bike lane. This would include a widened shoulder and specialty striping. This option could be pursued without land owner approval, but would require regulatory approval (e.g. municipal, PennDOT).

Public support for the project was gauged by an online survey that was completed by 1,336 respondents. Of those, 1,300 supported the trail in some form and 36 voiced opposition. There was overwhelming support for Option 1 as a first choice, followed by Option 2 as a less desirable, but still possible alternative. There was little support for Option 3 and many stated in comments that they would not consider it a feasible option for the target users of a typical rail trail, pedestrians and bicyclists under 15 mph. There appears to be similar interest for use of all three segments (see survey question 8) and likewise there was strong interest in trailheads in all three sections. The single most preferred location for a trailhead was Coover Park (373 responses) followed by Soldiers and Sailors (332 responses) and Williams Grove (284 responses). However, the combined interest in trailheads north of the turnpike in the Trindle Spring segment was 622 responses. There was also significant interest in a trail extension to connect to Silver Spring Township's Pleasant View Park (126 votes).

Land owner support for the trail has been strongest at the two ends of the trail. Coover Park is owned by the Jaycees who have indicated a willingness for its use as a trailhead. Several adjacent property owners have also offered support covering about a 1/2 mile length. In the Trindle Spring segment, the trail concept was warmly received by Mr. Charlie Wertz who generously offered an easement across his 1/4 mile property on the south side of Trindle Road. In addition, the Mechanicsburg Sportmen's Association and Trindle Station HOA are currently considering the possibility of the trail crossing their properties. Further there are several willing municipal partners with existing park facilities (parking, drinking fountains, bike racks, restrooms, pool) that can serve as ready trailheads including Soldiers + Sailors Park (Mechanicsburg), Pleasant View Park (Silver Spring Township), and the Mechanicsburg Area Senior High School.

Land owner support has not been as strong in the Monroe Township and northern York County areas. At present, no land owner has offered property for use as a trailhead in the Williams Grove area. Several have voiced opposition in the area of Strock Drive, including one who owns property on both sides of the D+M corridor. However, two owners along Williams Grove Road voiced support for the trail. The trail concept was discussed with three landowners in the northern York section. They were generally skeptical and opposed to any of the options. One owner only supports the idea of Option 2 along Williams Grove Road. Three owners north of Coover Park support the trail.

Based on landowner response, the recommended course of action is to focus on beginning trail segments at the two ends in the Trindle Spring and York segments shown on the map on the following page. Additional easements should be acquired working north from Coover Park to connect to the existing "J2" route. In Mechanicsburg, efforts should be focused on working out from the existing easement on the Wertz property. This includes further investigation and acquisition of the rail right-of-way from Trindle Road to Soldiers + Sailors Park in Mechanicsburg and also a connection to Pleasant View Park in Silver Spring Township. Efforts to the south should focus on connections to Mechanicsburg Area High School via Upper Allen Township and

finding a path to the Eppley Road bridge, an existing solution for crossing the PA Turnpike. Again, the goal is to connect to the "J2" route to provide a complete route through the entire corridor. However, long-term efforts should continue to secure an off-road route as it is clearly preferred by trail users (see Question 7 survey responses).

Ongoing coordination with PennDOT and the PA Turnpike Commission will be critical for long-term planning of bridge/underpass crossings of the PA Turnpike near Mechanicsburg, a Route 15 crossing in Dillsburg, and improvements along Williams Grove Road (BicyclePA "J2" route). Turnpike crossing solutions include a new underpass or expansion of the existing Eppley Road bridge.

Costs of minimal trail maintenance can be surprisingly low (e.g. \$3,000/mile/year). Further, small amounts of local funding can be multiplied as match for existing programs. Options for longterm maintenance and development funding include private donations and the development of an auxiliary "Friends of the Trail" organization or alternatively an interlocal agreement between the municipalities in the area (see Appendix). In this scenario, each municipality would have a voting member on a board that would develop and maintain the trail out of a general fund. If five or six local municipalities each dedicated \$5,000 to \$10,000 per year toward the trail as match for grant funding, it could become a reality within 5 to 10 years with a budget for ongoing maintenance. Once constructed, the annual contributions might be reduced, especially if a strong auxiliary group develops that takes on maintenance responsibilities.

It is recommended that a portion of the trail be constructed as quickly as possible (e.g. Wertz property, Coover Park to Old Mill Road) so that an auxiliary group will have a physical location(s) around which to organize and develop support. Developing a portion of the trail may also help allay landowner concerns as the "planned" auxiliary group, maintenance and trail rules would be a physical reality.





①

View looking southwest toward South Mountain from SR 74 near its intersection with Route 15 (York County Segment).



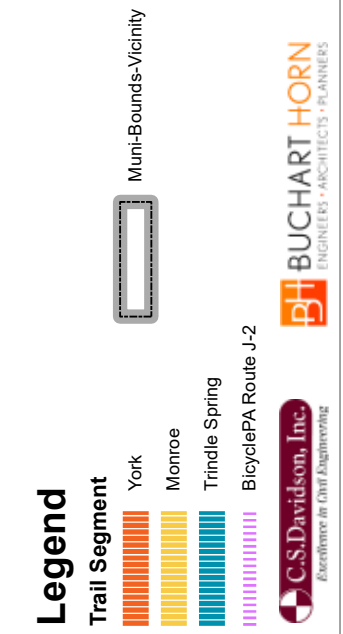
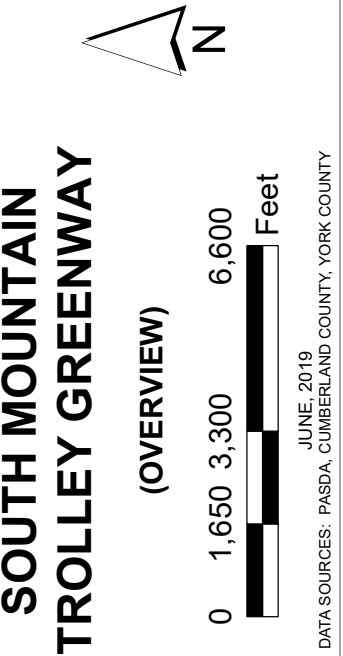
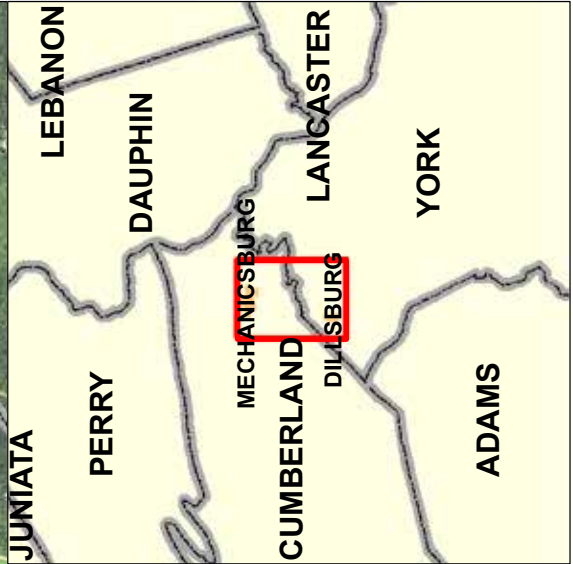
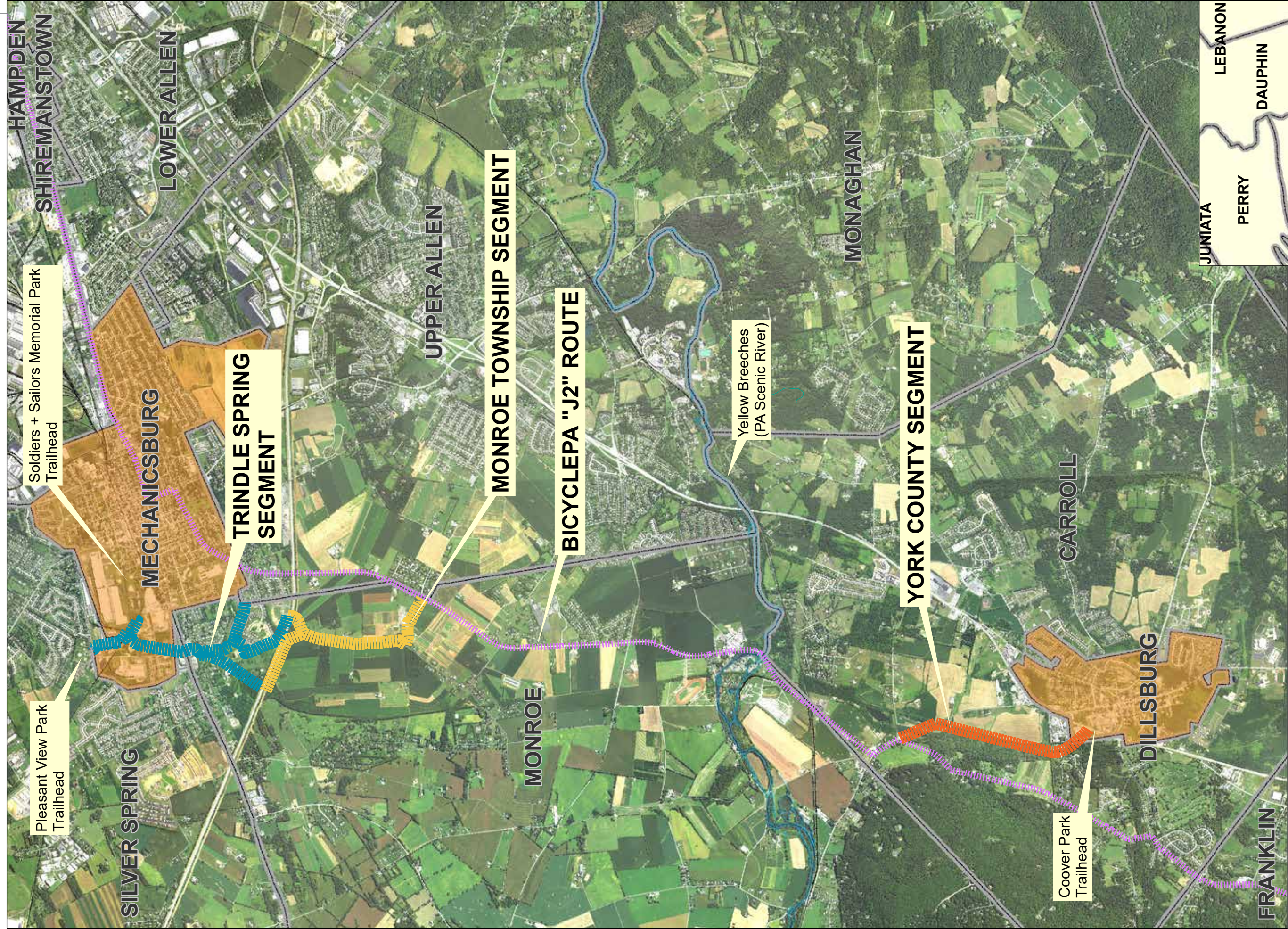
②

View looking southwest along Williams Grove Road (BicyclePA "J2") toward South Mountain (York County Segment).



③

View looking south across the Wertz property south of Trindle Road (Trindle Spring Segment).





02

# INTRODUCTION + CONTEXT



## INTRODUCTION

This feasibility study was begun in an effort to convert the historic Dillsburg + Mechanicsburg (D+M) Rail corridor into a public trail. The D+M Rail line shown on the map on the following page, was originally established in the 1870’s to transport ore from the mines in the Dillsburg area to the primary rail line running through Mechanicsburg. The railroad also established a “resort destination” at Williams Grove and provided commuter service that was used most heavily to access the annual “Great Grangers’ Interstate Picnic Exhibition”. The exhibition attracted more than 100,000 visitors annually at its height in the 1890’s. The annual event was held at Williams Grove from 1874 until 1916. Ultimately the Dillsburg mines were depleted and the Grangers’ moved to another locale, significantly reducing the role of the D+M Railroad. It changed hands several times and ultimately the tracks were removed around 1980.

Though the D+M railroad originally extended into Dillsburg, this study specifically looked at the 7.3 mile corridor between Coover Park on the west side of Route 15 in Dillsburg to Soldiers + Sailors Memorial Park in Mechanicsburg, the location where the D+M Railroad connected to the main rail line.

The corridor naturally lends itself to three segments.

York County Segment – Coover Park to Williams Grove (2.4 miles)

Monroe Township Segment – Williams Grove to PA Turnpike (3.8 miles)

Trindle Springs Segment – PA Turnpike to Soldiers + Sailors Park (1.1 miles)

The York County Segment is approximately 2.4 miles long, connecting Coover Park to Williams Grove. The trail descends from Coover Park along Dogwood Run in the shadow of South Mountain. The corridor generally proceeds along hedgerows of farm fields while paralleling and periodically crossing the creek and its associated wetlands and wooded riparian buffer. Ultimately, Dogwood Run flows to the Yellow Breeches.

The Yellow Breeches creek marks the approximate County boundary and in combination with Williams Grove, provides a mid-point destination between the two boroughs. Potential attractions in the Williams Grove area include Steam Engine Hill, multiple nurseries, a few restaurants, the Granger picnic grounds and the Williams Grove Speedway.

The Monroe Township Segment ascends from the topographic low point of the Yellow Breeches, to the north through Monroe Township with sweeping vistas of wide open farmland until it reaches the PA Turnpike. Unlike the first segment, the Monroe Township segment does not follow a stream channel, but instead proceeds through farmed uplands. Some small areas of the rail corridor have been developed, particularly in the vicinity of Eppley Road.

The Trindle Springs segment is found north of the PA Turnpike which crosses the corridor just south of Mechanicsburg and is a significant physical barrier in itself. But the Turnpike also represents a landscape boundary in a couple other ways. First it is near the drainage divide between the Yellow Breeches to the south and Trindle Spring Run which flows north through Mechanicsburg to the Conodoguinet Creek. Second, it is a development boundary as the development of Mechanicsburg and Monroe Township fill most land north of the turnpike, while the land to the south is still predominantly open farmland. The Trindle Springs area has an abundance of wetlands with bird and wildfowl species that are typically found in that ecosystem.

A Study Committee was formed from local community leaders for input on community concerns, inter-municipal coordination and to generally guide the trail discussion. Input was provided at the following meetings:

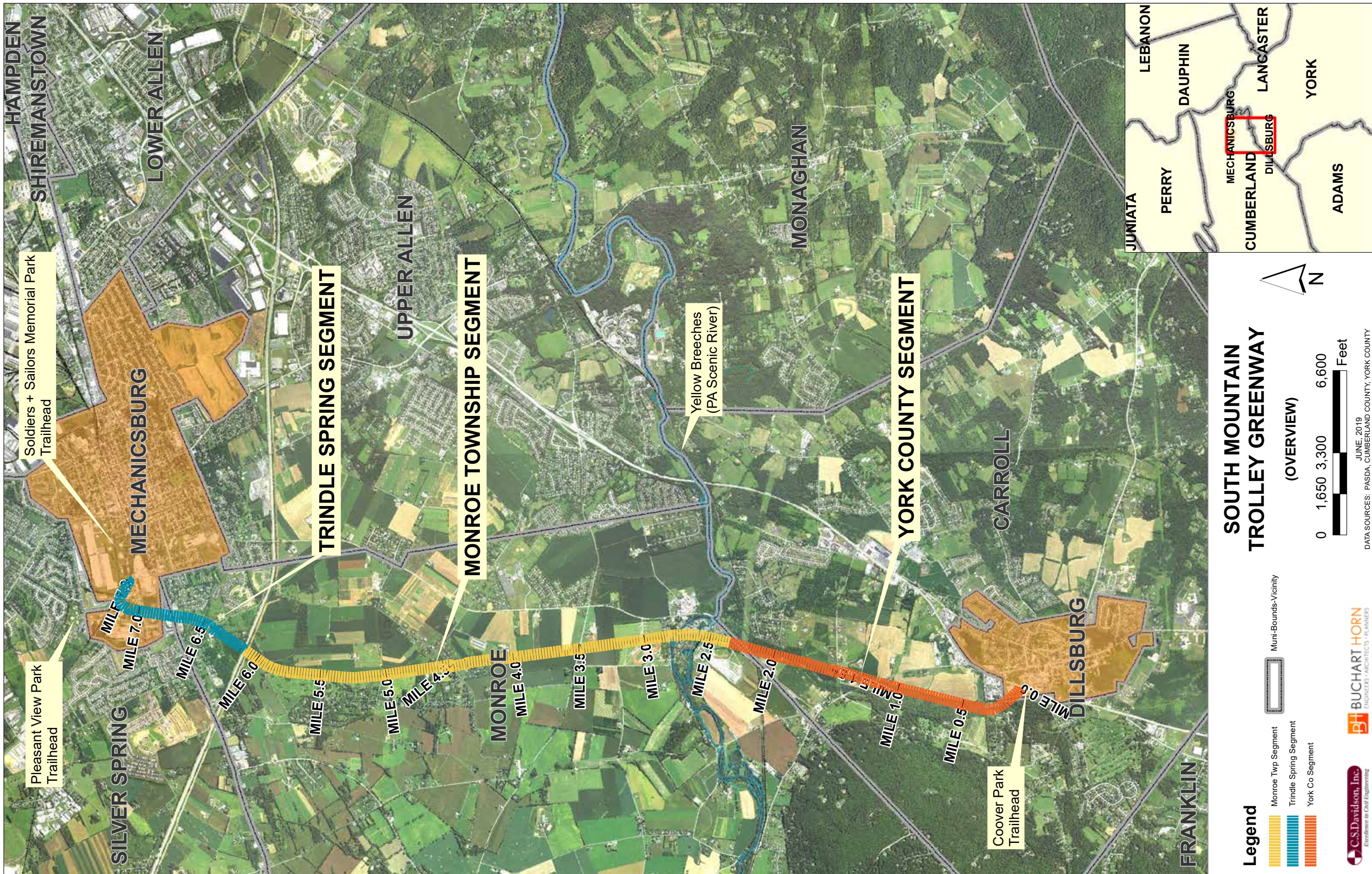
- The first meeting, 3/28/2019, focused on identifying key landmarks and potential trail connections as well as prioritized users, uses, and goals (see “Prioritized Goals”, “Uses + Users” attached).
- A site visit was held on 4/10/2019 with a portion of the Study Committee to look at development potential in the field.

- The second meeting, 6/3/2019, discussed population centers in the vicinity of the trail (See “Population” attached) and strategies for public engagement. We also looked at alternative trail alignments and how the trail might be implemented in segments starting from the two ends (Mechanicsburg and Dillsburg).

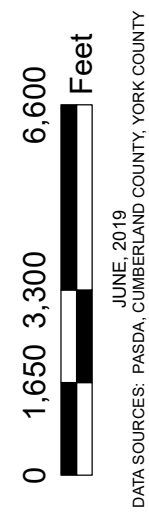
- A portion of the Study Committee met with Mr. Charlie Wertz on 7/2/2019 to discuss the trail and the possibility of an easement across his property, which he graciously granted.

- A third and final Phase 1 Study Committee meeting was held on 9/16/2019 to discuss results of the online survey and answer the question, “Is this trail or a portion of this trail feasible?” and “If so, what are the next steps?”.

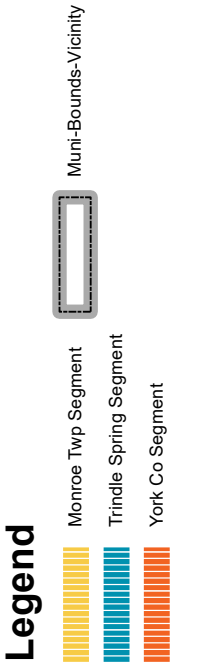




**SOUTH MOUNTAIN TROLLEY GREENWAY (OVERVIEW)**



JUNE 2019  
DATA SOURCES: PASDA, CUMBERLAND COUNTY, YORK COUNTY



**BUCHART HORN**  
PLANNING • ARCHITECTURE • FORESTRY

**C.S. Davidson, Inc.**  
PROVIDENCE OF LOCAL PLANNING

**Prioritized Goals**

(Study Committee members were asked to prioritize potential goals in descending order, 1 is highest priority. Each column represents a different respondent)

Rank	Goal	1	2	3	4	5	6	7	8	Average			
1	Enhanced Community Connections Social health	1	1	2	1	1	2	5	5	1	5	4	2.5
2	(activity/interaction with family + friends)	3	3	6	2	2	3	1	3	2	1	2	2.5
3	Physical health (Exercise)	4	2	1	3	4	1	2	4	4	2	3	2.7
4	Nature experience / Environmental Conservation / Interpretation / Education	2	4	5		3	4	3	2	3	3	1	3.0
5	Historical Preservation / Interpretation / Education	5	5	4		5	6	4	1	3	6	5	4.4
6	Alternative Transportation	6	6	3		6	5	6	7	5	4	6	5.4
7	Variety of Experience (e.g. frequent interest nodes, e.g. 1 / 0.5 mile)	7	7									7	7.0
8	Fresh Produce Availability	8	8	7		7		7	6	6	7	8	7.1

Other Goals Suggested: Economic

**Users + Uses**

(Study Committee members were asked to prioritize target user groups in descending order, 1 is highest priority. Each column represents a different respondent)

Rank	User Group	1	2	3	4	5	6	7	8	Average			
1	Bicycles (less than 15 mph)	1	2	1	2	2	1	1	3	1	2	1	1.5
2	Pedestrians	2	1	2	1	1	2	2	2	2	1	2	1.6
3	Equestrians		3	3		3	3	4	1	3	3		2.9

**Pedestrian Priorities**

Rank	Pedestrian Group	1	2	3	4	5	6	7	8	Average		
1	Walkers	1	1		1			1	1		1	1.0
2	Joggers	2	2			1		3	2		2	2.0
3	Seniors	5	3		3	1		4			4	3.3
4	Baby strollers	3	5					2	3		5	3.6
5	Bird watchers	6	4					5	5		3	4.6
6	System hikers	4	6					6	4		6	5.2

Other Uses Suggested: Kids, School Groups, Cross-Country Skiing, Dog Walking, Touring Groups, Power Wheel Chairs



## Vision

The vision of the South Mountain Trolley Greenway (SMTG) is to create an accessible and separated multi-use trail corridor, by working with willing landowners and partners to enhance connections between local communities. The SMTG seeks to provide opportunities for social and physical health, environmental and historical conservation, economic activity, and alternative transportation and at the same time preserving the rural heritage, history and agricultural uses in this area.

The trail is envisioned as a multi-use trail serving a wide variety of users, including bicycles traveling less than 15 miles per hour, pedestrians, power wheel chairs, cross country skiers and possibly equestrians in limited segments. The pedestrian category includes walkers, joggers, baby strollers, bird watchers, dog walkers, and system hikers. It will be important to consider accessibility and needs of users of all ages, particularly kids and seniors, who can maintain health by walking. When feasible, the needs of larger school and touring groups should also be considered. The design of the trail needs to consider safety, set-backs from roadways, connections to existing sidewalks, shade and resting points in order to encourage social interaction and regular physical exercise.

We propose to build community by providing a space for people to exercise and enjoy the outdoors with their friends and neighbors.

## Prioritized Goals

Study Committee members were asked to prioritize potential goals in descending order, with 1 being the highest priority. Each column represents a different respondent. Enhanced community connections rose to the top along with social health, followed closely by physical health. The online survey discussed later in this report yielded similar results with more of an emphasis on social and physical health over community connections.

## Users + Uses

Study Committee members were asked to prioritize target user groups in descending order, with 1 being the highest priority. Each column represents a different respondent. Bicycles and pedestrians were nearly tied as top priorities.

## Communities

The study area includes two counties and crosses five municipalities.

### York County

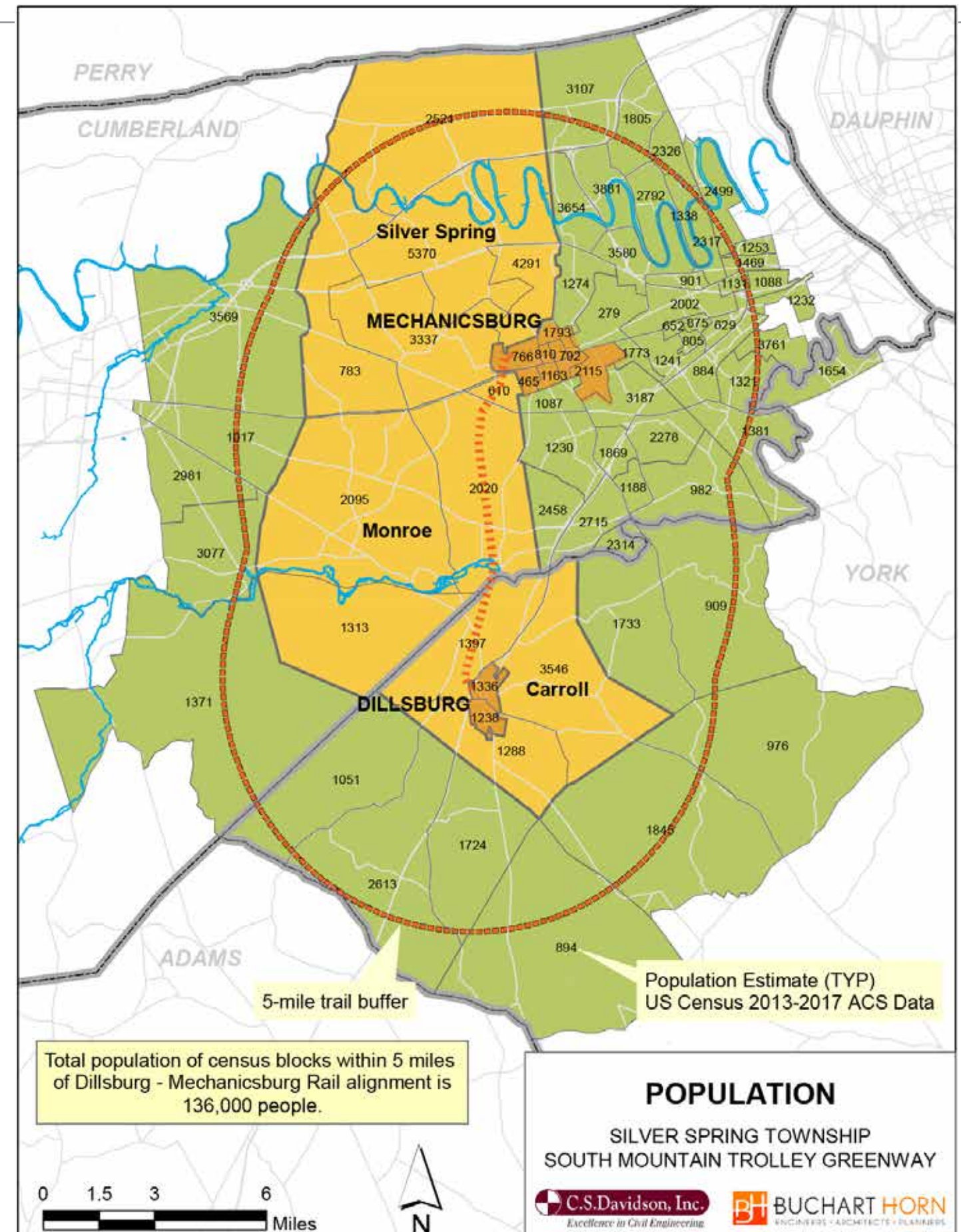
- Dillsburg Borough
- Carroll Township

### Cumberland County

- Monroe Township
- Silver Spring Township
- Mechanicsburg Borough

Population density is generally weighted to the north and east. The trail corridor connects the population centers of Mechanicsburg and Dillsburg, but regionally it is located between relatively large population centers. Carlisle is 11 miles to the west and Harrisburg is only 9 miles to the east with the west shore communities of Camp Hill, Lemoyne and others in between.

Total population of census blocks within 5 miles of the D+M rail alignment is 136,000. This is a conservative number of the population for potential trail users as the online survey had heavy participation from a 10 to 15 mile radius and even responses from 40+ miles.







4

Coover Park (York Segment)



7

Rail Crossing at Soldiers + Sailors Park (Trindle Spring Segment)



10

Yorlet Barn (York Segment)



13

Bridge over Yellow Breeches + Coaster (Monroe Segment)



5

Williams Grove Rd. Rail bridge (York Segment)



8

Eppley Rd bridge provided by Google (Monroe/Trindle Spring Segment)



11

Beamer Barn (York Segment)



14

Trindle Spring bridge partially on Wertz property (Trindle Spring Segment)



6

Historic D+M alignment south of Turnpike (Monroe Segment)



9

Existing drainage pipe under turnpike (Monroe Segment)



12

Wertz Barn (Trindle Spring Segment)



15

Trindle Spring bridge on MSA property (Trindle Spring Segment)





**PHYSICAL INVENTORY  
+ ASSESSMENT**



16

Electric station at Trindle Rd.  
(Trindle Spring Segment)



17

Mile marker  
(Trindle Spring Segment)



18

Electric pole base  
(Trindle Spring Segment)

## KEY LANDMARKS + TRAIL DESTINATIONS

A primary focus of the first Study Committee meeting was to identify key landmarks and connection points. Ideally trail segments will begin and end at focal points worth walking/biking to with a few points of interest in between. When possible, the trail should connect directly to existing locations with parking and amenity facilities (restrooms, water fountains) and potential for high numbers of users. Likely candidates include places like schools, existing parks, subdivision sidewalk systems, among others. The connection points are mapped in the "Trail Options" section and are listed below:

### TRINDLE SPRING SEGMENT

- Soldiers + Sailors Memorial Park
- Pleasant View Park
- Keystone Model Railroad Historical Society
- Mechanicsburg Museum
- Mechanicsburg Area Senior High School
- Mechanicsburg Sportsmen's Association (MSA) Trout Nursery

### YORK SEGMENT

- Farm View Kennels
- Paulus Farm Market
- West Shore Evangelical Free Church
- Messiah College
- Williams Grove Speedway
- Ashcombe Farm + Greenhouses
- TJ Rockwells American Grill + Tavern
- Williams Grove Amusement Park + Cyclone Coaster
- John Williams House (National Register)
- Stone Bridge (Yellow Breeches)
- Williams Grove Historical Steam Engine Association + Flea Market
- PA Agriculture Education Center

### MONROE SEGMENT

- Greenlin Pet Resort
- Eppley Road Bridge
- Route 174 Market
- Oak Grove Farms
- Old-Growth Woods (Strock Drive)

### DILLSBURG

- Turkeyfoot Nursery
- Yorlets Farm + Garden
- Heavenwood Farm
- Mt Olivet Campground
- Brewery (Rt 15)
- Sheetz
- Wendys
- Bakers Restaurant
- Coover Park
- BSA Camp Tuckahoe
- Range End Golf Club
- Old Monaghan Church
- Dills Tavern
- Dillsburg Farmers Market
- Pickle Nickel
- Millenium Pizza
- Road Hawg Barbecue
- Dillsburg Public Library
- Logan Park
- Big Bottom Brewery
- Square Bean Coffee Shop
- Dillsburg Elementary
- Northern Middle School
- Northern High School
- Dillsburg Community Park
- Kinderacademy Early Learning Center

## HISTORIC + NATURAL RESOURCES

There are many interesting historic components of the D+M Railroad which can still be seen in the landscape between Dillsburg and Mechanicsburg. These include a station on the south side of Trindle Road that housed the equipment used to power electric trolleys using the line in the early 1900's. There are also numerous concrete electric pole bases, mile markers and the raised rail bed itself. In addition, several heavy duty bridges are still standing and could be retrofitted for trail use. There are two short bridges north of the turnpike, one partially on the Wertz property and another on the Mechanicsburg Sportsmen's Association trout nursery property. Trees have been able to root in the piers of the bridge crossing the Yellow Breeches and it is likely that significant repairs would be required to rehabilitate this bridge.

In addition to the history of the railroad, there is also a rich agricultural history. There are numerous farmsteads with historical homes and bank barns, several of which have similar intricate brick work. Neatly kept row crops carpet views to the horizon, covering rolling hills in all directions. South Mountain provides a backdrop to the south over most of the route, overshadowing the alignment as it enters Dillsburg.

There are numerous plant nurseries and farm producers along the route. One conceptual idea for this trail is to promote local produce by integrating farm stands with the trail experience. The producers might help provide refreshment and access to fresh fruits and vegetables while the trail users could provide an additional income source for producers. Interpretive signage could be included to promote local agriculture and its history.

Almost the entire corridor between Dillsburg and the PA Turnpike drains to the Yellow Breeches, which is a designated Pennsylvania Scenic River. Dogwood Run, a tributary of the Yellow Breeches, flows north from Dillsburg. Trindle Spring Run generally flows from the Turnpike north through Mechanicsburg to the Conodoguinet Creek. Ultimately the entire corridor flows to the Susquehanna River and the Chesapeake Bay. All three creeks found along the corridor (Yellow Breeches, Dogwood Run, Trindle Spring Run) are classified as cold-water fisheries (CWF) and have the potential of supporting trout

populations and some already do. The trout nursery off of Sinclair Road uses natural spring water from Trindle Spring to support the fish. The limitation of permitting development within wetlands is a definite concern for the feasibility of the trail. Any wetlands adjacent to trout streams are regulated by PA DEP as exceptional value (EV) wetlands, which nearly prohibits their disturbance or development, even for a trail. An advantage of remaining on the historic rail corridor as opposed to blazing a "new" trail is that many of the stream and wetland crossings are existing.

## PHYSICAL LIMITATIONS

There are several critical physical limitations to the implementation of the proposed trail corridor including:

- PA Turnpike Crossing (Trindle Springs segment)
- Yellow Breeches Crossing (Monroe Segment)
- Williams Grove Road Rail Underpass (York Segment)
- Future Route 15 Crossing to connect the trail with downtown Dillsburg (York Segment)

There are presently three options for crossing the PA Turnpike. Accounts vary as to whether the original underpass along the D+M corridor has been demolished or simply filled (e.g. structurally sound lining still exists). Further field assessment would be needed to make this determination. However, there is a large culvert to the east that is just tall enough to walk through standing up. It is possible that this could be used as an interim crossing solution if new storm lines were bored under the turnpike. It would not be physically possible for most people to ride their bike through the culvert and security would be a definite concern. Easements would need to be acquired from adjacent property owners and an alternative drain bored under the Turnpike to make this option usable. Even still, the height limitation is less than ideal. A third option is the existing Eppley Road bridge. This report recommends this option as the best solution if easements can be acquired for access. Eppley Road itself is lightly traveled and pedestrians and bicyclists were presently observed using the existing cartway. A potential intermediate



destination and trailhead to the south might be Oak Grove Farms, which is also not far from the existing BicyclePA "J2" route along Williams Grove Road.

Further study is needed for determining a route in the Williams Grove area of the Monroe segment which should include a solution for crossing the Yellow Breeches.

Likewise, further study is needed in the northern York County segment which includes a path to cross the existing CSX / Norfolk Southern line. At present there is a very narrow underpass along Williams Grove Road just north of Junction Road at the County Line. This would need to be addressed further in a detailed study of potential improvements to the "J2" route.

Currently a Route 15 crossing study is shown on the York County Transportation Impact Plan (TIP). Ideally for the trail, a separated pedestrian crossing would be installed from Coover to 2nd Street or the Dill's Tavern property on the east side of Route 15. However, detailed traffic analysis would also likely consider crossings at either Mountain Road, Old Mill Road, or the York Road (SR 0074). If one of the latter are ultimately selected, future connectors should be planned to connect to the D+M corridor.

## AGRICULTURAL SECURITY AREAS + EASEMENTS

The maps on the sheets that follow show properties in "Agricultural Security Areas" and also in "Agricultural Easement" programs. The standard agricultural easement used widely across the state of Pennsylvania prohibits the granting of trail easements. According to the maps, there do not appear to be any properties with agricultural easements in the York segment. However, this is a significant issue for properties in Monroe Township where Cumberland County has secured numerous easements. The exact terms of the easement language are written in legislation and require change of law for a modification.

The path for implementing a trail along or across

these properties would involve the following steps:

1. The landowner would have to be supportive of trail.
2. The landowner would have to initiate a proposal with the Agricultural Land Preservation Board (ALPB) to provide a trail as a "Rural Enterprise". A Rural Enterprise is a part-time or seasonal activity that does not impact the agricultural operation or open space character of the farm.
3. Upon review, the ALPB would determine if the trail is in the category of agri-tourism.

The guiding principal for determination is keeping farmland in active production. Therefore hedgerows and wooded areas would likely be viewed more favorably for trail use. Considering this, it may be difficult to get an easement for a parallel, but separate trail along Williams Grove Road as crops are farmed very close to the road in many places. The critical component for finding an off-road solution across Monroe Township is to find willing property owners.

## PHYSICAL INVENTORY AND ASSESSMENT MAPS

The maps on the pages that follow depict existing conditions along the D+M rail corridor. Of particular interest are the locations of existing utility easements that long term may provide alternative alignments for bypassing trail obstacles.



Wertz property (Trindle Spring Segment)

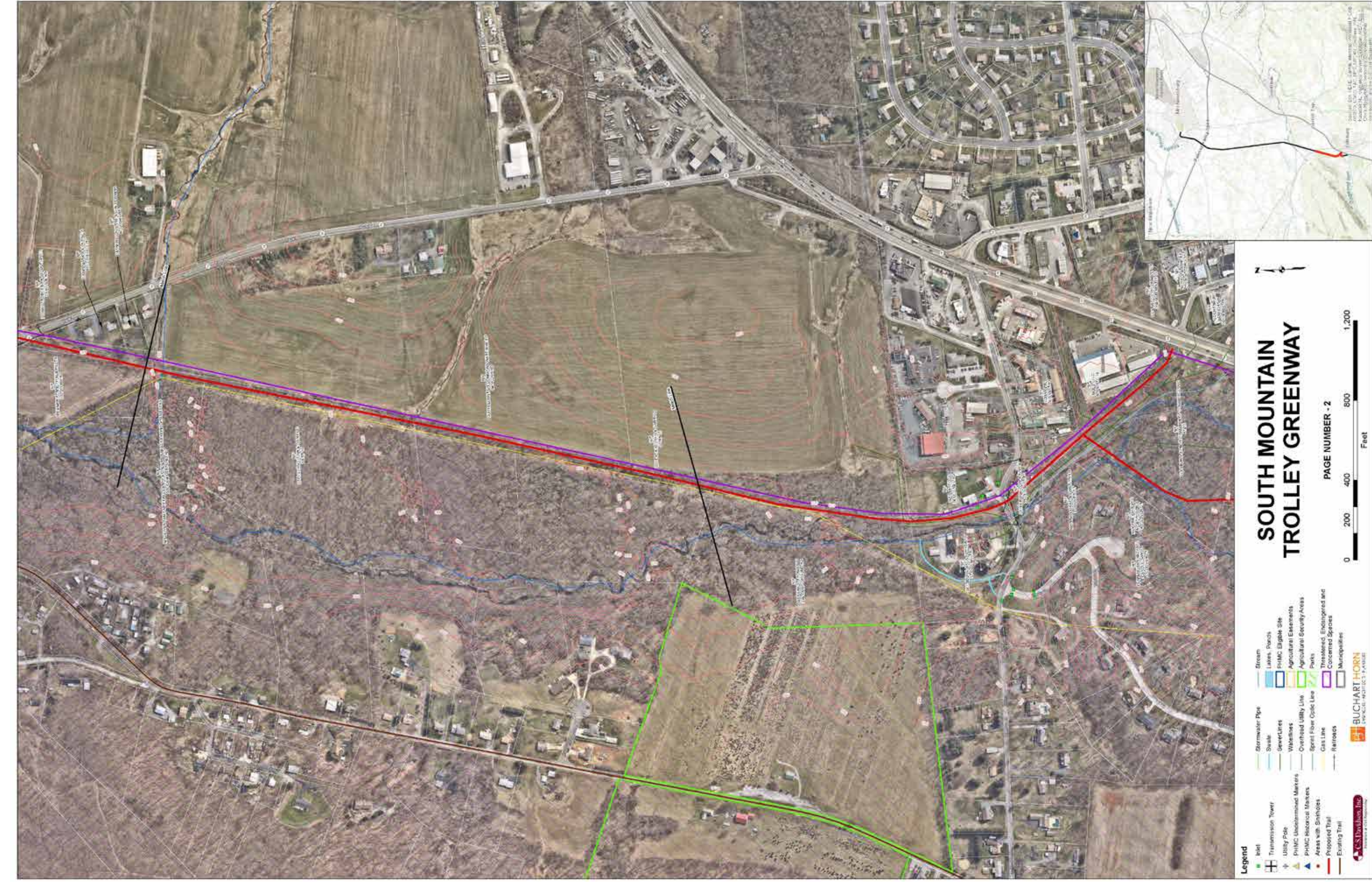
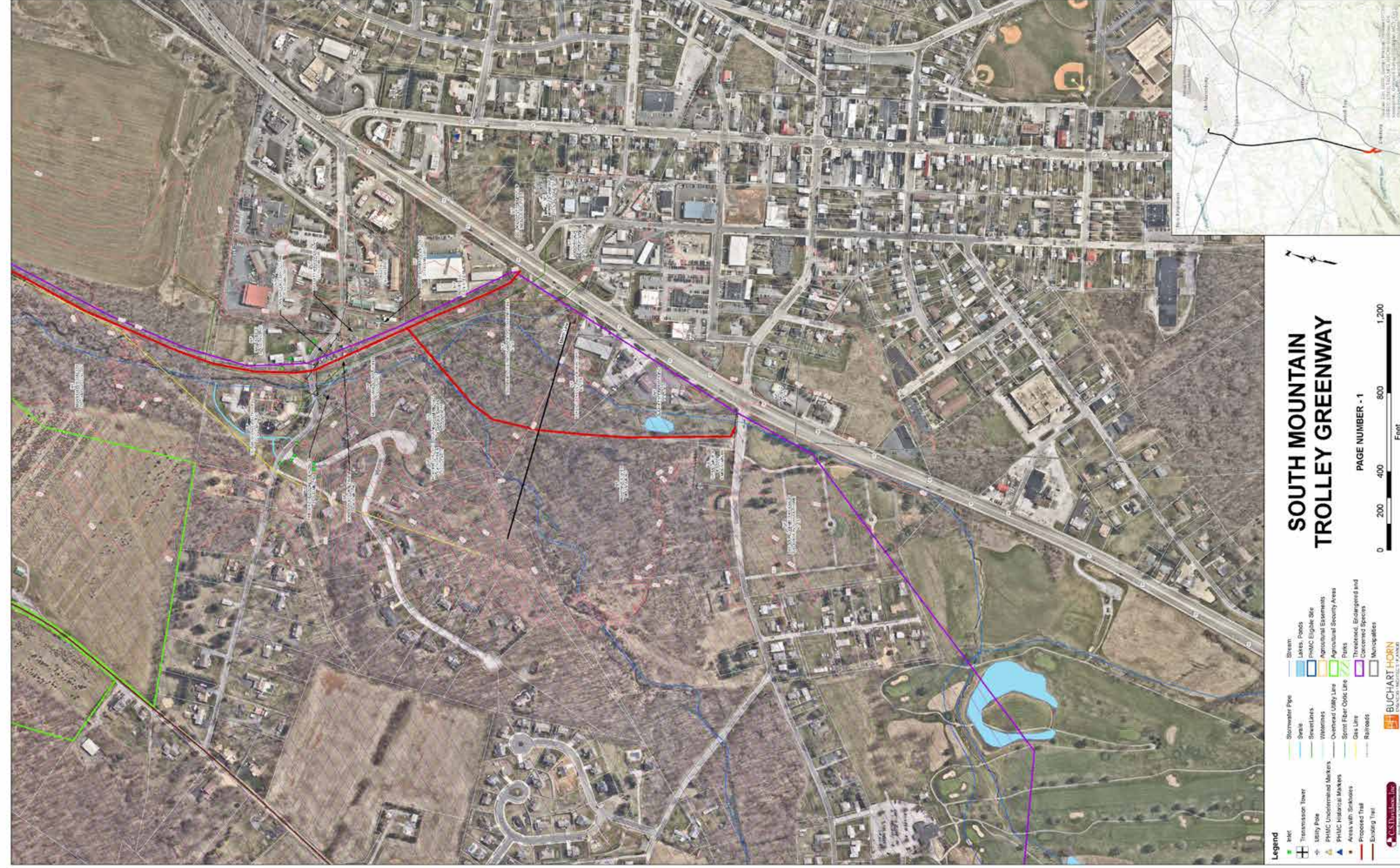


View west along Sinclair Rd. from Eppley bridge (Trindle Spring Segment)

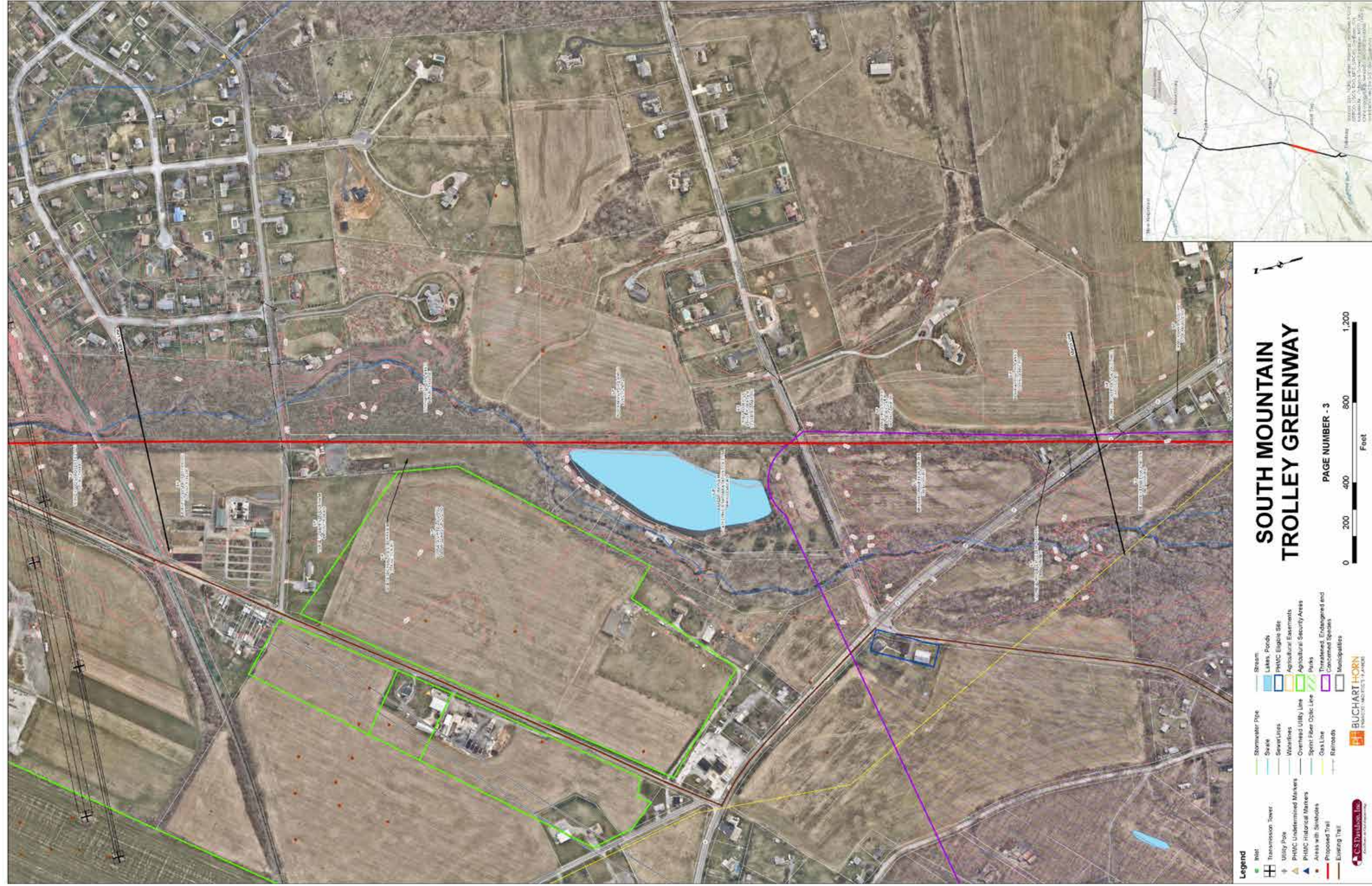


Rainbow + Palomino trout at MSA nursery (Trindle Spring Segment)





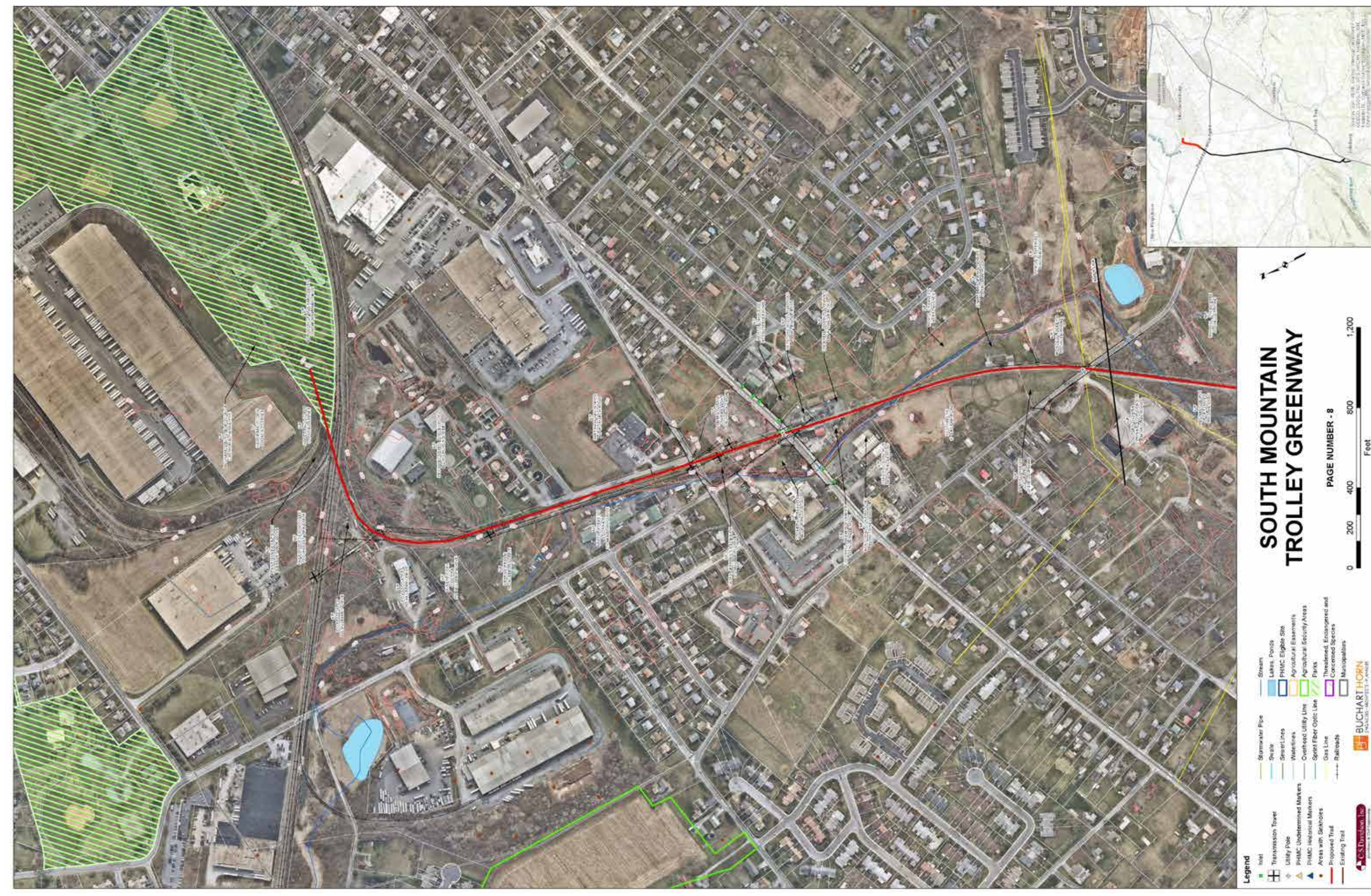
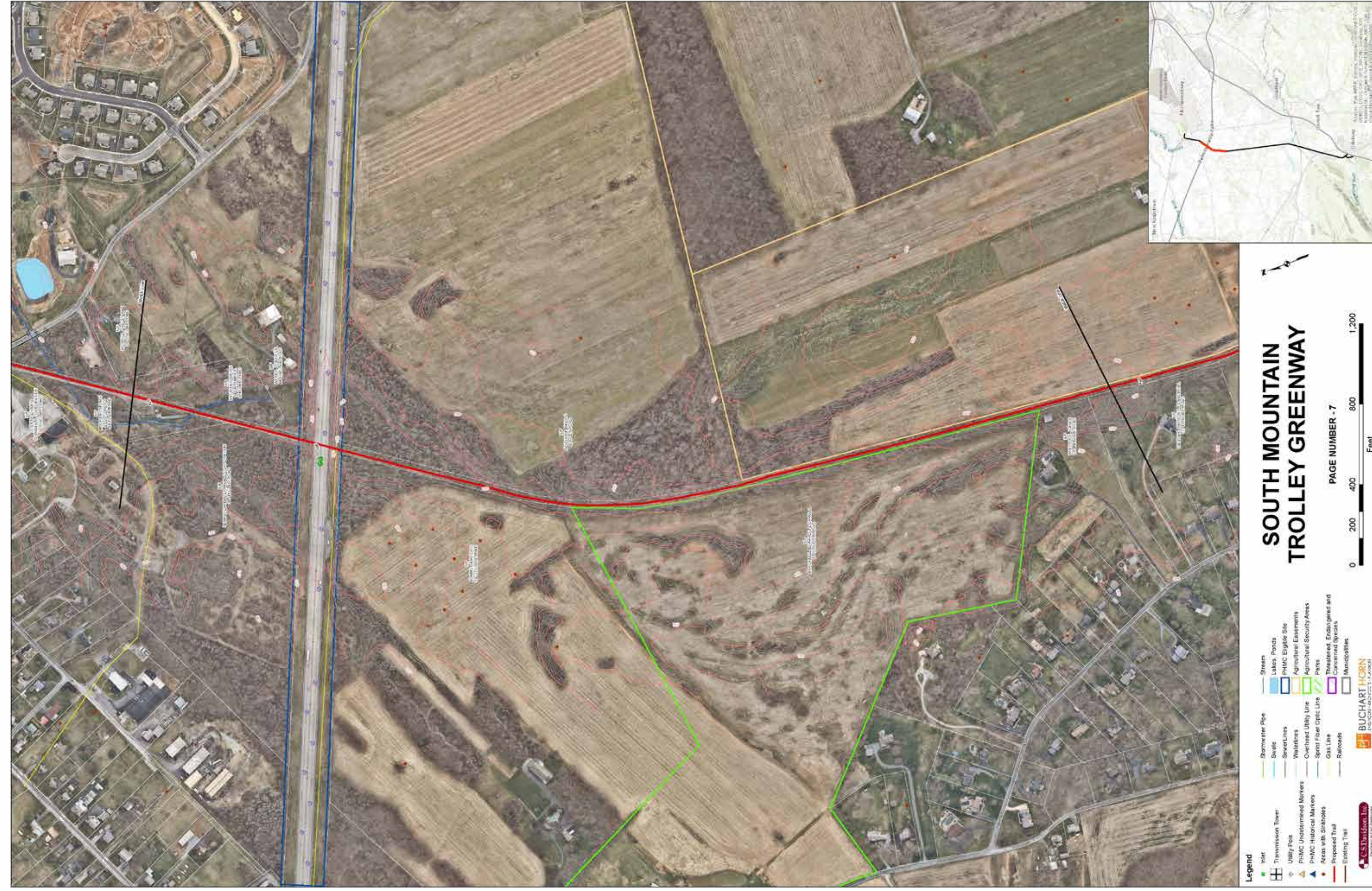














**PUBLIC  
PARTICIPATION  
SUMMARY**



## Online Questionnaire Summary

The public was involved in this feasibility study through the use of an online survey that was "live" from July 8th to September 15th 2019 and administered by Survey Monkey. The primary goals of the survey were to quantify public support and concerns and also take a "first pass" at reaching out to landowners. The survey was advertised on municipal websites and promoted by members of the Study Committee.

The first question asked if respondents wanted to look at detailed maps of the proposed alignments or skip immediately to taking the survey. The second question asked if the respondent owned property along one of the proposed alignments. The survey was composed of two internal surveys, one for property owners and a separate survey for non-property owners.

14 people completed the landowner questionnaire, 1 did not provide a property address and 8 provided property addresses that were not along the trail options. Of the 5 that provided addresses along the conceptual options, One was in Carroll Township with property along the D+M alignment (Option 1) south of Spring Lane. The respondent supports the trail, but only Option 2, and would like provisions to be made for horse use. The other four respondents were in Monroe Township. Two owned property along Williams Grove Road and supported all trail options. The other two respondents owned property on the D+M alignment in the vicinity of Strock Drive and neither support the trail in any form. The owner north of Strock Drive owns property on one side of the D+M alignment, while an owner south of Strock Drive owns property on both sides of the D+M alignment.

A total of 1,287 people completed the non-property owner survey with 1,256 (98%) of those answering in support of at least one of the trail concepts. This result should be tempered with the knowledge that this was a non-comprehensive general sampling that was likely skewed toward individuals who were interested in the trail. However the sheer number of responses is a healthy indicator of public interest and potential use for at least a portion of the overall population. Based on the number of supportive responses, it should be possible to establish

an auxiliary trail group for support and general maintenance.

The survey spotlighted several interesting results:

Q3-There is significant interest from residents of surrounding municipalities like Upper Allen, Hampden Township, Lower Allen, Franklin Township, Monaghan, Carlisle and others.

Q3-Upper Allen had the most respondents, though the main trail does not enter that municipality. Carroll Township was in a close second, followed by strong support in Silver Spring Township and Mechanicsburg.

Q4-survey respondents are overwhelmingly trail users (94%) evenly distributed between weekly, monthly and a couple times a year.

Q6 - 41% of respondents would regularly drive more than 10 miles to use a trail.

Q7 - Overwhelming preference (90%) for Option 1, then Option 2. 96% listed Option 3 as least preferred option and many stated in comments they would not consider it to be a viable option.

Q8 - There is equal preference for all 3 sections of the trail, slightly higher at the two ends.

Q9 - Coover Park (373) is the preferred trailhead location

- Soldiers + Sailors (332) close behind
- Williams Grove (284)
- Combination of Pleasant View / Church/Trindle/ Sinclair exceeds Williams Grove (290)
- Preference for trailhead north of turnpike is (622)

Q10-Trail users were most concerned about lack of maintenance of the trail, followed by safety at road crossings and landowner privacy. 9% were extremely concerned about Personal Safety.

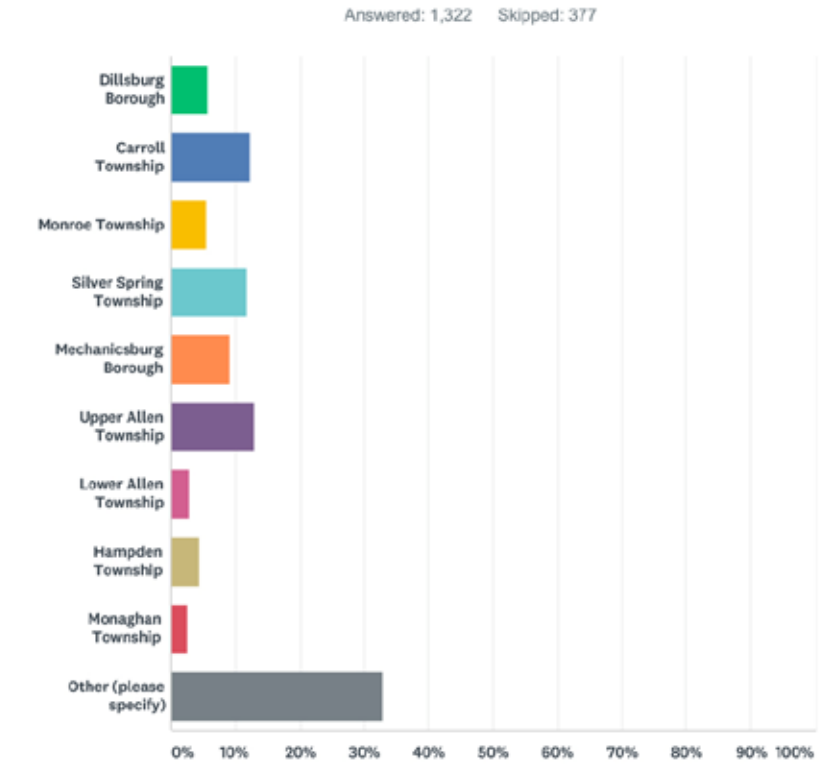
Q11-Highest perceived benefits are recreation and an opportunity to experience the countryside with family and friends.

Q11-Accommodating horseback riding has about equal numbers of people for and against (in the 20-30% range each way). Approximately 50% of

respondents are indifferent on the subject.

Q12-14 - there is significant interest in increasing regional planning and trail connectivity among survey respondents.

Q3 Please select the municipality where you live.

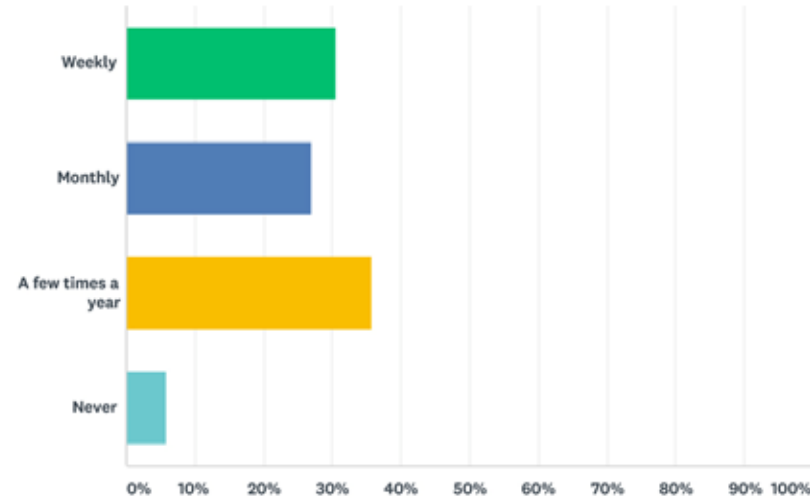


ANSWER CHOICES	RESPONSES
Dillsburg Borough	5.60% 74
Carroll Township	12.33% 163
Monroe Township	5.52% 73
Silver Spring Township	11.80% 156
Mechanicsburg Borough	9.15% 121
Upper Allen Township	12.93% 171
Lower Allen Township	3.03% 40
Hampden Township	4.31% 57
Monaghan Township	2.57% 34
Other (please specify)	32.75% 433
<b>TOTAL</b>	<b>1,322</b>



### Q4 How often do you use trails?

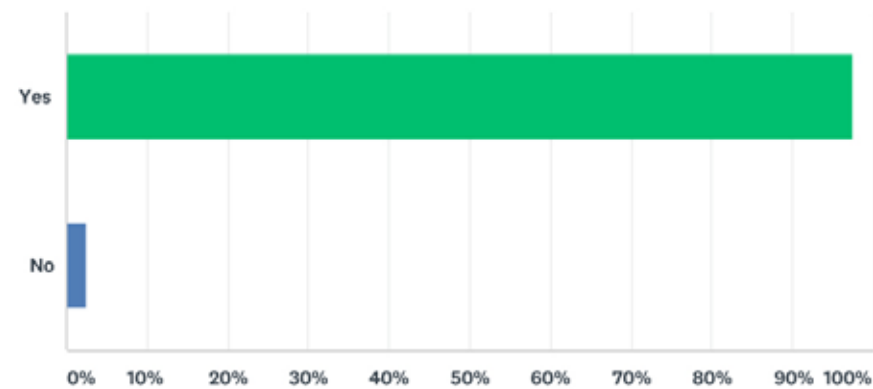
Answered: 1,320 Skipped: 379



ANSWER CHOICES	RESPONSES	Count
Weekly	30.61%	404
Monthly	26.97%	356
A few times a year	35.68%	471
Never	5.91%	78
TOTAL		1,320

### Q5 Are you in favor of a bicycle/pedestrian trail between Dillsburg and Mechanicsburg?

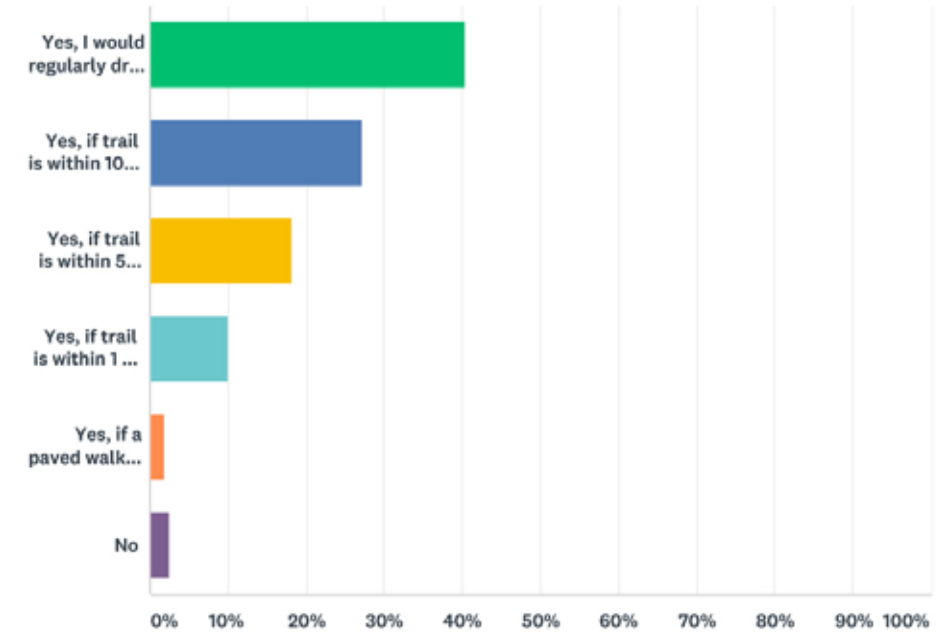
Answered: 1,322 Skipped: 377



ANSWER CHOICES	RESPONSES	Count
Yes	97.43%	1,288
No	2.57%	34
TOTAL		1,322

### Q6 Would you use trails more often if you could "easily access" one?

Answered: 1,315 Skipped: 384



ANSWER CHOICES	RESPONSES	Count
Yes, I would regularly drive 10+ miles to access a trail	40.38%	531
Yes, if trail is within 10 miles	27.15%	357
Yes, if trail is within 5 miles	18.10%	238
Yes, if trail is within 1 or 2 miles	10.04%	132
Yes, if a paved walk connects the trail to my house	1.83%	24
No	2.51%	33
TOTAL		1,315

### Q7 If a trail is constructed, which type of alignment would you prefer? (rank with 1 being most preferred, 3 least)

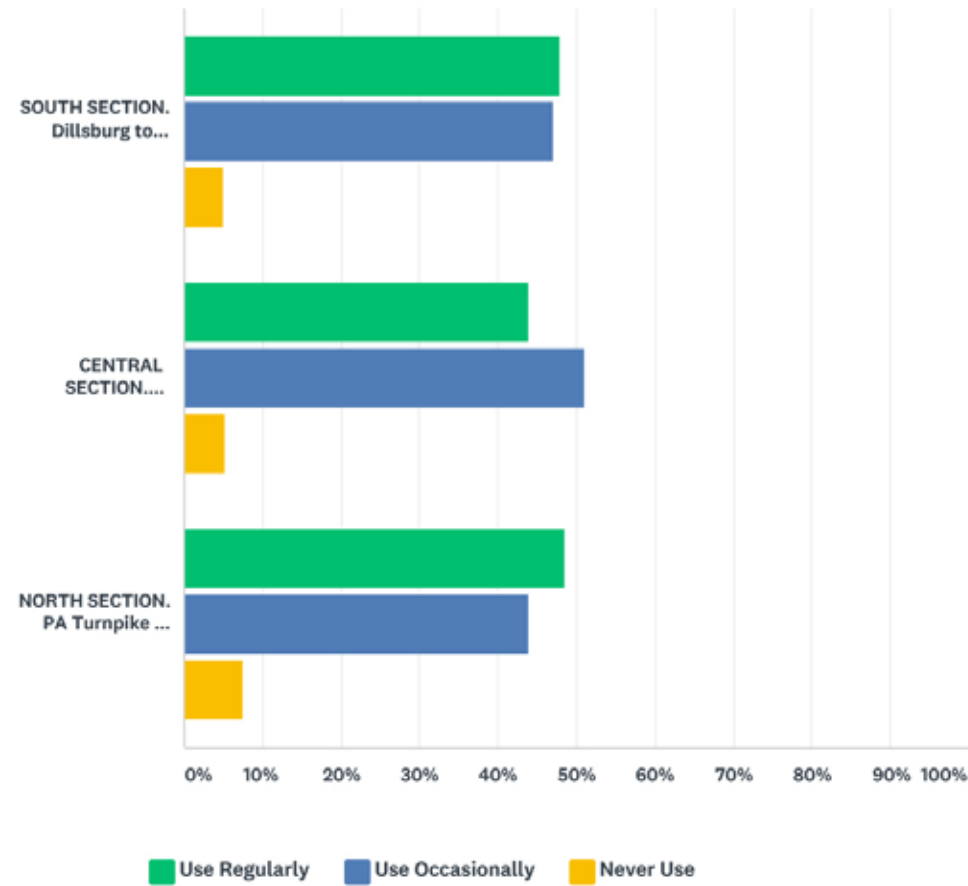
Answered: 1,310 Skipped: 389

	1	2	3	TOTAL	SCORE
OPTION 1: A cross-country walking + bike path that follows an alignment like the historic Dillsburg + Mechanicsburg Railroad	90.14% 1,161	8.15% 105	1.71% 22	1,288	2.88
OPTION 2: A walking + bike path that parallels existing local roads, but is physically separated by a grassed median, trees, drainage swale, or similar barriers.	8.83% 109	88.34% 1,091	2.83% 35	1,235	2.06
OPTION 3: A dedicated bike lane on existing roads.	1.87% 23	2.85% 35	95.27% 1,169	1,227	1.07



**Q8 There are three proposed trail phases. Please check the box indicating your likely use of each trail phase.**

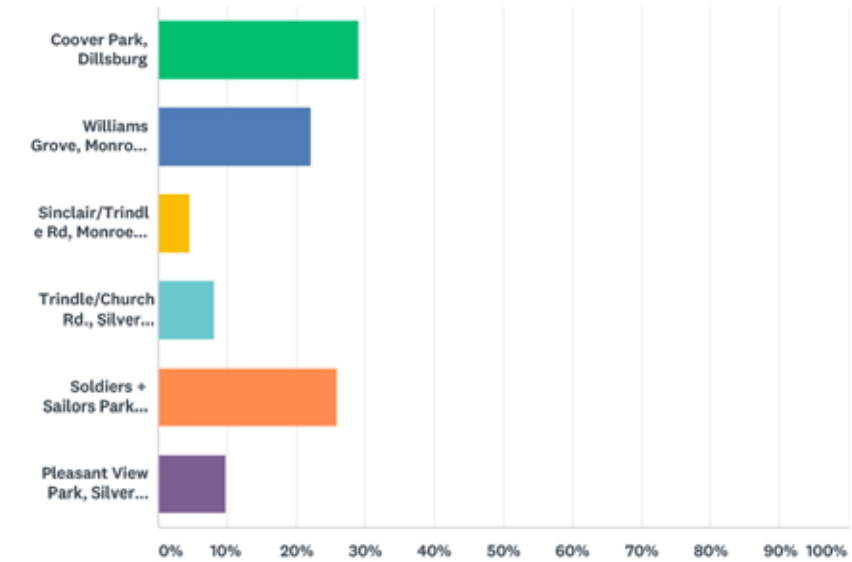
Answered: 1,311 Skipped: 388



	USE REGULARLY	USE OCCASIONALLY	NEVER USE	TOTAL
SOUTH SECTION. Dillsburg to Williams Grove (Borough + Carroll Twp.)	47.88% 620	47.10% 610	5.02% 65	1,295
CENTRAL SECTION. Williams Grove to PA Turnpike (Monroe Twp.)	43.84% 569	51.00% 662	5.16% 67	1,298
NORTH SECTION. PA Turnpike to Mechanicsburg ( Monroe Twp., Silver Spring Twp. + Borough)	48.62% 634	43.94% 573	7.44% 97	1,304

**Q9 What would be the most convenient location for you to access a trailhead (parking facility with water fountains and other amenities)?**

Answered: 1,279 Skipped: 420

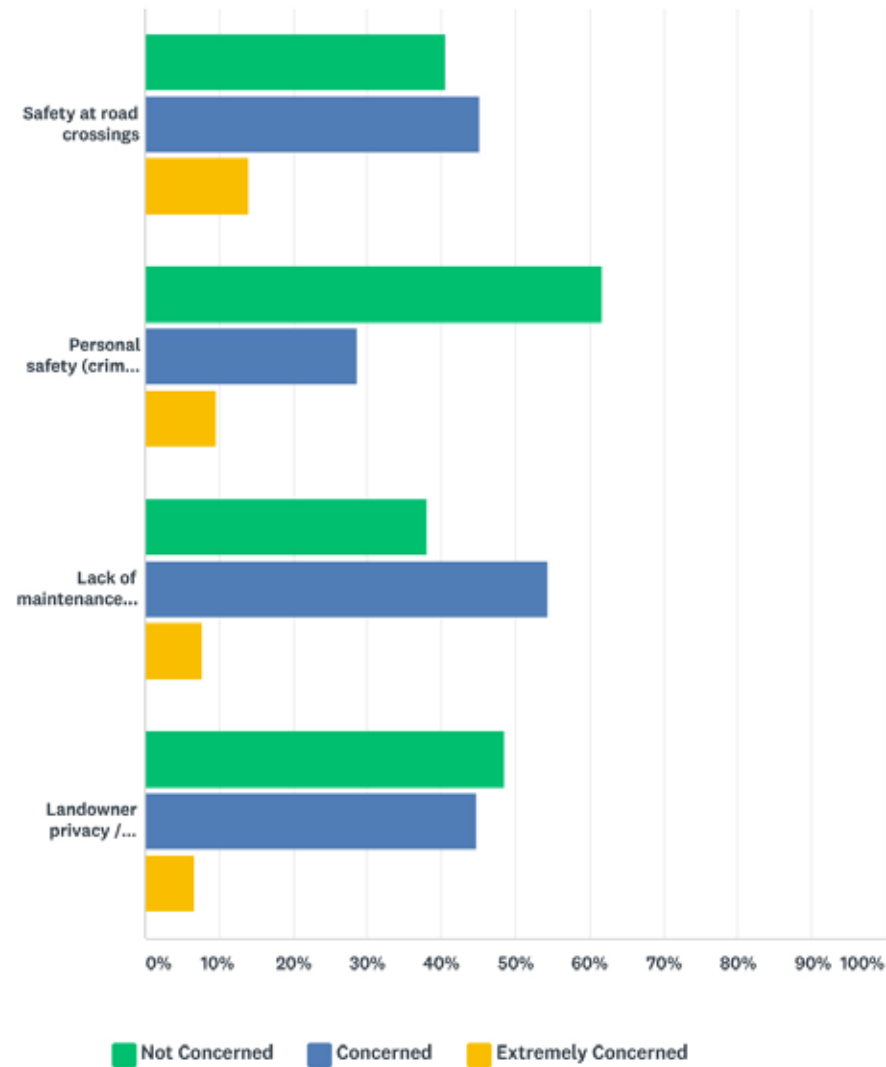


ANSWER CHOICES	RESPONSES
Coover Park, Dillsburg	29.16% 373
Williams Grove, Monroe Twp.	22.20% 284
Sinclair/Trindle Rd, Monroe Twp.	4.61% 59
Trindle/Church Rd., Silver Spring Twp.	8.21% 105
Soldiers + Sailors Park, Mechanicsburg	25.96% 332
Pleasant View Park, Silver Spring Twp.	9.85% 126
<b>TOTAL</b>	<b>1,279</b>



### Q10 Check the box of potential concerns you have about the trail?

Answered: 1,307 Skipped: 392



	NOT CONCERNED	CONCERNED	EXTREMELY CONCERNED	TOTAL	WEIGHTED AVERAGE
Safety at road crossings	40.61% 530	45.29% 591	14.10% 184	1,305	1.73
Personal safety (crime, vandalism)	61.72% 803	28.75% 374	9.53% 124	1,301	1.48
Lack of maintenance (overgrown, or muddy trail conditions)	38.01% 496	54.33% 709	7.66% 100	1,305	1.70
Landowner privacy / security	48.50% 632	44.82% 584	6.68% 87	1,303	1.58

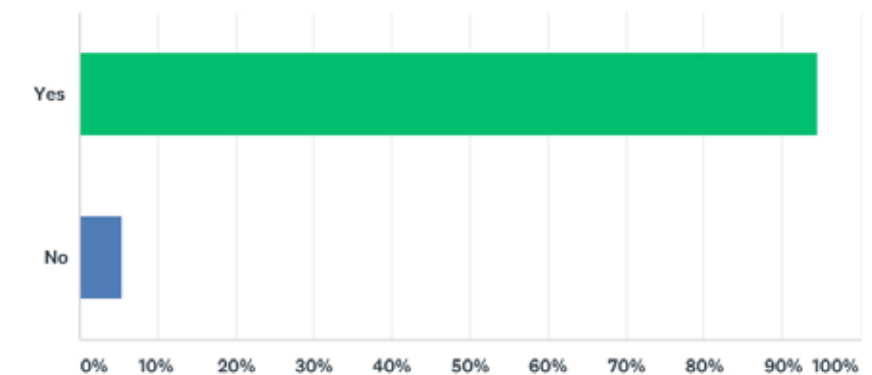
### Q11 Rate the following potential trail benefits?

Answered: 1,311 Skipped: 388

	HIGHLY BENEFICIAL	SOMEWHAT BENEFICIAL	NEUTRAL	NO BENEFIT	TOTAL	WEIGHTED AVERAGE
Bicycle + pedestrian recreation	92.43% 1,209	5.89% 77	0.99% 13	0.69% 9	1,308	1.10
Activity with family + friends	86.02% 1,120	11.44% 149	1.69% 22	0.84% 11	1,302	1.17
Horseback riding	14.22% 184	16.77% 217	51.31% 664	17.70% 229	1,294	2.72
Enhanced Community Connections	55.75% 727	30.21% 394	11.58% 151	2.45% 32	1,304	1.61
Historical + Natural conservation	69.79% 910	23.62% 308	5.52% 72	1.07% 14	1,304	1.38
Economic Benefits. Agro-tourism, marketing produce + refreshment	47.50% 617	34.41% 447	14.93% 194	3.16% 41	1,299	1.74
Opportunity to experience nature + countryside	86.89% 1,133	10.97% 143	1.53% 20	0.61% 8	1,304	1.16
Alternative method to travel to local destinations, Flea Market, Steam Engine Hill ...	46.05% 600	31.08% 405	18.19% 237	4.68% 61	1,303	1.82

### Q12 Someday this trail could be part of a much larger network. Do you think there is a need for a more cohesive regional trail network across southcentral PA?

Answered: 1,310 Skipped: 389

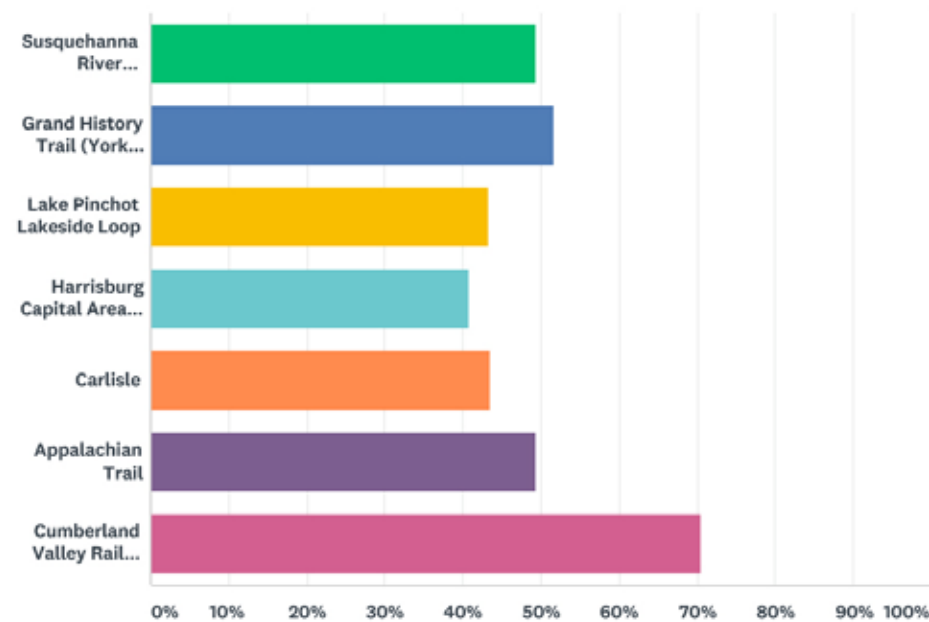


ANSWER CHOICES	RESPONSES
Yes	94.58% 1,239
No	5.42% 71
TOTAL	1,310



### Q13 What would be critical destinations along such a regional trail network?

Answered: 1,268 Skipped: 431



ANSWER CHOICES	RESPONSES
Susquehanna River (Lancaster Northwest River Trail / Lower Enola Trail)	49.45% 627
Grand History Trail (York Heritage Rail trail, Gettysburg Inner Loop, Hanover Trolley Trail)	51.74% 656
Lake Pinchot Lakeside Loop	43.30% 549
Harrisburg Capital Area Greenbelt	40.69% 516
Carlisle	43.53% 552
Appalachian Trail	49.29% 625
Cumberland Valley Rail Trail	70.43% 893
Total Respondents: 1,268	

### TRAIL SUPPORT: SAMPLE COMMENTS

(621 total comments)

- "With the constant increase of traffic, I want a safe place for me and my children to walk/bike. I also think it could be great place to relax and enjoy nature if its on the old rail trail."
- "There are not enough safe places to ride in the area. Local roads are not built for and safe for riders. "
- "These types of trails provide high quality family time. Additionally, much safer than being on the actual road with children on their bikes. "
- "Great recreation and exercise opportunity "
- "A good trail for walking, running and biking is desperately needed in this area. There are no rail trails or bike paths nearby. "
- "We need more safe spaces for cyclists & runners"
- "Fun for all age groups. Fun for varying levels of fitness. Connects individuals to nature. Businesses trail-side benefit from walk-in customers."
- "It is good for our economy and our waistlines! I already drive to the York County Trail and I would love to travel somewhere closer."
- "Little to no riding trails that are family friendly close to my home. "
- "Having a other rail trail nearby would be awesome. I can't ride in the road, so i LOVE these trails. Great for the family"
- "It would serve many people by being in such a populated area. There are no other trails like this nearby."
- "Nothing like that exists as a recreational option around here. With numerous Scouting groups in Dillsburg alone, it would be a great resource to have!"
- "Great addition to the community for walkers, bikers, runners "
- "We need more places to safely bike & hike"
- "It would be awesome!"
- "Great opportunity to bike or walk close to home"
- "It would be a nice trail near me."
- "There's a need for more safe bike trails. "
- "Walking/biking trails are an essential wellness component"
- "As the Eastern Cumberland Valley continues to grow we will need more trails that are safe from traffic for hiking and biking exercise."
- "Yes I love to use rail trails"
- "The area is in need of more family friendly trails for bike riding, walking and running. "
- "It's the right thing to do for improving the community. "
- "No real safe place to ride bikes in dillsburg, roads are narrow with limited or no shoulder "
- "Safe place to cycle or run."
- "This would be an outstanding benefit to the community!"
- "I'd like a safe route for myself and my kids to walk/run"
- "It's increasingly unsafe to be on the roads. A dedicated path will allow more people to get outside and enjoy PA"
- "I would like to have a place to walk or run that is safe(r) from vehicular traffic. "
- "We love walking outside and this would be practically in our backyard. Also it would lead to our wonderful Mechanicsburg downtown which would bring more foot traffic to the town. It would definitely enhance the revitalization project, RENAISSANCE Mechanicsburg!"
- "Great for Running!"
- "Trails just seem to help people get out and be active. Always interesting to chat with folks along the trail - in a way that doesn't happen elsewhere."
- "As our population grows, we need to preserve more outdoor opportunities for people to use recreational areas."
- "Scenic and country setting"
- "Mechanicsburg area desperately needs some safe spaces for exercise."



36. "This would be used by so many different people in different ways. Runners especially, but also bikers and pet walkers etc, and it would bring communities together. So many people I know drive all the way to Newville or York just for a rail trail. They wouldn't have to do that anymore."
37. "I think it would be a beautiful path for all to enjoy!"
38. "Casual bike riders need more areas to ride where they don't have to worry about traffic. This also allows family's to get out and be active."
39. "It's just an awesome idea through nice countryside."
40. "It would be a huge asset"
41. "It will make mechanicsburg a destination for this type of recreation...and introduce them to the great shops and restaurants in town (and in Dillsburg too)."
42. "I have small children and would love a local rail trail to take them to."
43. "Great local place for safe bike riding with kids off the road!"
44. "I would use it!"
45. "Know people would enjoy it. I would have when I was younger"
46. "I'm always looking for a safe route to ride my bike."
47. "It would be wonderful to have a trail closer to home. There are very few place where I am comfortable allowing my child to ride, and this would provide a safe opportunity to ride or walk to Oak Grove, Fisher road (to access Fisher Park), Ashcombes, etc."
48. "It is a high traffic area with few safe places to ride, especially with children"
49. "It provides a safe place for exercise and family activities"
50. "This location would be fantastic!!"
51. "This is a wonderful plan. I've walked the tracks on option 1 many years ago and always knew it would make a great rail-trail."

52. "Would be a great option for walking our dogs."
53. "As a runner, I would welcome a safe, long trail."
54. "I could ride it daily"
55. "Exercise. It is hard to find a safe route now that the Creek Road pedestrian bridge has closed. This would be a safer place for my family to run and bike."
56. "There are very few places to run safely in the Dillsburg area."
57. "It would be nice to hike/bike and spend time in Mechanicsburg for lunch or so, and head back."
58. "We desperately need public walking and riding space in Dillsburg. I am afraid to ride my bike on the roads"
59. "I love the option for more local walking trails to get outside more without needing to drive far to get to the location"
60. "It's a beautiful area, it gets people out and in nature."
61. "This would be a great asset to the local community. Dillsburg/Mechanicsburg is not pedestrian/bike friendly."
62. "We love to bike on safe trails with family"
63. "It's time for this area to have our own rail trail"
64. "Trails make for a healthier and happier population!"

### TRAIL OPPOSITION: SAMPLE COMMENTS (25 total comments)

1. "If it costs me money, I don't need it."
2. "I don't want to pay for it. If you do it, use donations only."
3. "Putting a trail through someone's backyard where there hasn't been any train tracks for years, I don't agree on. Plus who will clean all the garbage from people that don't care about leaving their trash."
4. "Who is paying for this? Are property owners willingly donating property or is it being forcefully taken? I do not like pedestrians and bicycles on busier roads; it's an accident waiting to happen."

5. "Taxes are already too high - don't put this on my back, too."
6. "I'd only want it if there is NO TAX INCREASE"
7. "Don't think the trail should cross Private land."
8. "Not necessary. Will negatively impact landowners and/or impede traffic."
9. "It's a nice idea but with all of the green space around Mechanicsburg which is usually only used by youth sports allocation of money to such a project seems to be a waste where it would be woefully underutilized."
10. "Too great of an expense for the tiny percent of the population that would use it."
11. "It is dangerous for everyone."

### KEY PERSON INTERVIEWS

In addition to Study Committee meetings with member feedback, the consultant also conducted key person interviews of the following individuals:

Cumberland County Planning Department  
Stephanie Williams, Senior Planning Manager,  
Farmland, Greenway and  
Open Space Programs

Silver Spring Township  
Teresa Eberley, Township Manager  
Cumberland Area Economic Development Corp  
(CAEDC)

Shireen Farr, CEO/COO  
Valerie Copenhaver, Senior Director of  
Marketing & Tourism

Mechanicsburg Area School District  
Tonya Brown, Director of Recreation

York County Planning Commission  
Anne Walko, Senior Planner  
Jeph Rebert, Senior Planner

The following opportunities were noted:

1. The project has high local value in connecting and promoting existing community facilities (e.g. Mechanicsburg pool, parks).
2. The trail will generally make the community more walkable, providing an alternative path for residents to reach destinations as opposed to

walking in circles at existing parks.

3. Respondents were generally enthusiastic about improving quality of life by providing a safe (i.e. separated from traffic) exercise and recreational opportunity for all ages. Senior citizens are the least served age group in the area and this trail would help fill that void. The trail could also provide a place for local sports teams to safely run.
4. The trail could be used to showcase local history of the railroad and agricultural heritage.
5. Promotion of locally grown produce could also be a part of the trail concept.
6. The trail will help to provide a richer residential experience for existing residents and may be a factor in attracting others to move to the area.

Common concerns raised include:

1. Considering the fact that much of the rail alignment has been abandoned, it is uncertain if easements and right-of-way will be able to be acquired for a viable trail. Property contacts are ongoing.
2. Funding sources to design and build the project will need to be pulled from a variety of sources. There is no single entity that will be able to carry the burden alone.
3. Agricultural preservation easements in Monroe Township pose a hurdle for trail construction in that segment.
4. It is presently unclear how long-term maintenance funding and staffing will be addressed. Grassroots efforts (e.g. Friends of the Trail Organization) or interlocal agreement were both viewed as potential solutions. Local municipalities already have agreements in place for road projects and services like leaf collection and police.
5. There was a general skepticism of the economic benefit of the trail with the exception of the value of improved health. Some felt it would be difficult to market a 7 mile trail at a regional level, unless it was ultimately expanded to connect to a larger trail network.



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Keys to moving project forward include:

The trail will need a strong voice to continue to push it forward to implementation. In addition, the project needs formal “buy-in” from multiple municipalities willing to put the trail on Official Maps, provide some level of match funding, and be willing to “pass the baton” on taking the municipal lead for each phase of the project. Cooperation would be facilitated with a Memo of Understanding (MOU)/Interlocal Agreement. An independent SMTG Authority was also suggested. School District and local organizations should be engaged to build a broad based coalition of support.

# CONCEPTUAL TRAIL OPTIONS



As the title research unfolded, it became clear that a significant portion of the historic D+M rail corridor was considered to be legally abandoned (see "Legal Feasibility" section for more details). As a result, this study looked at the possibility of alternative alignments. Three alignments were considered.

In **OPTION 1**, the trail follows the path of the historic Dillsburg + Mechanicsburg Railroad. This would be the most direct path between the towns with sweeping views of farmland and South Mountain. Trail users would only interact with cars at road crossings. However, partner land owners are needed to make this alignment possible. Below is a view of a similar trail constructed southwest of Boiling Springs, PA on private lands of Dickinson College and the Stamy family.

## OPTION 1



In **OPTION 2** the trail parallels existing roads, though physically separated by a grass median, row of trees, roadside swale, or other physical barrier. Separation between the trail and road increases safety and makes use of the trail more appealing to a larger population. Again, partner land owners are needed to make this alignment possible. Below is a view of a similar trail along the George Washington Parkway south of Washington DC.

## OPTION 2



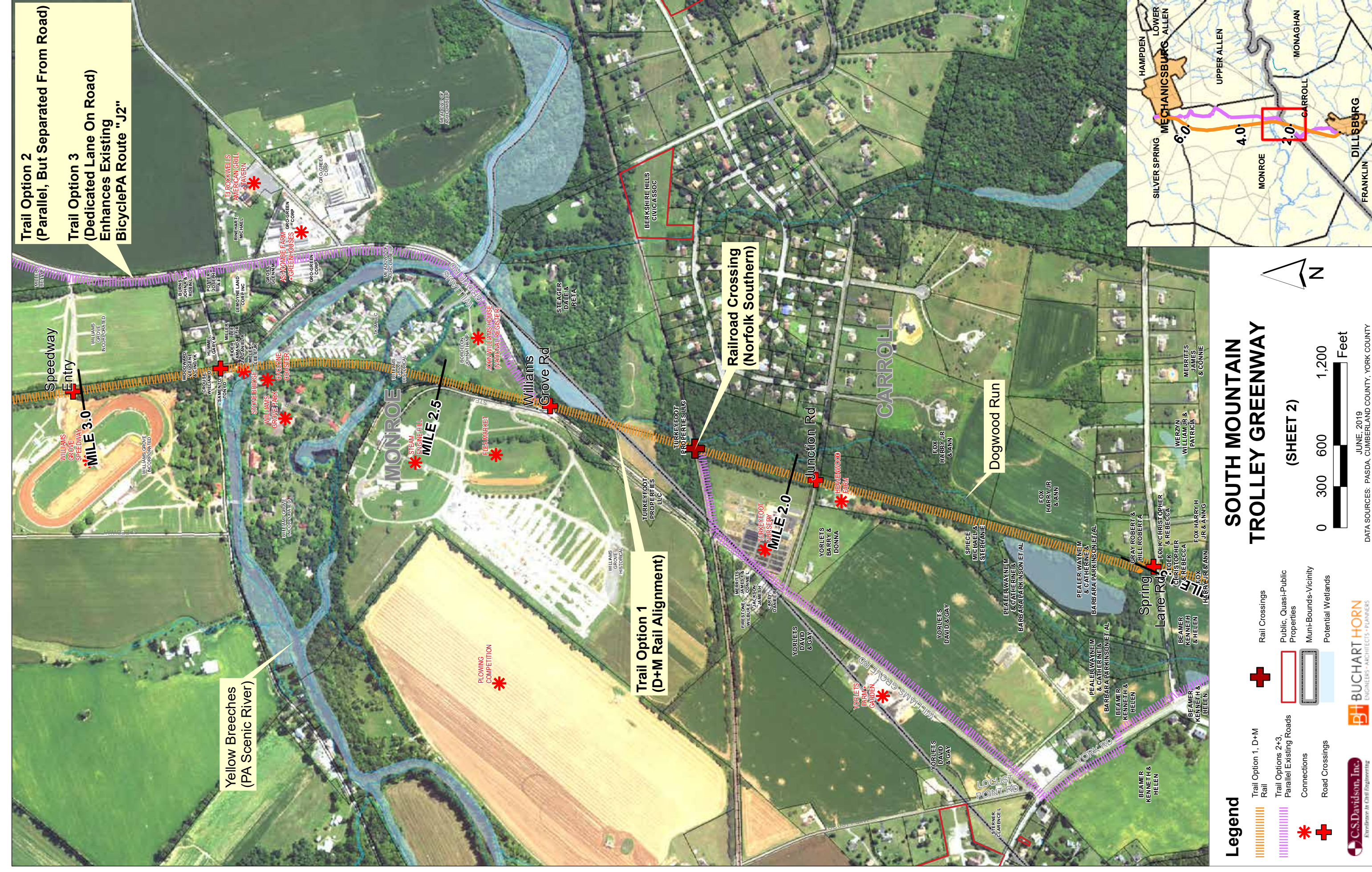
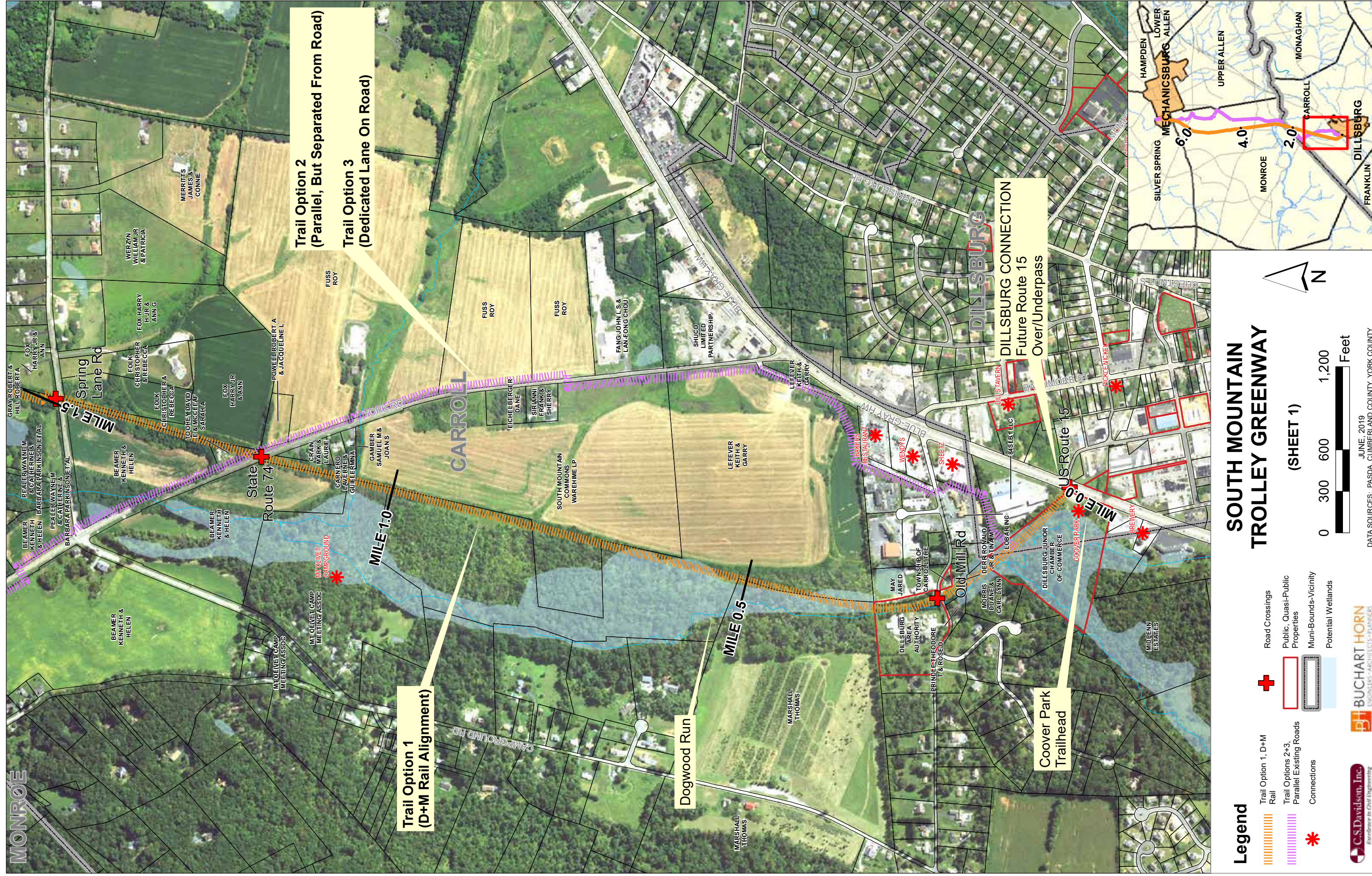
**OPTION 3** also parallels existing roads, but the trail would be an on-road, dedicated bike lane. This would include a widened shoulder and specialty striping. This option could be pursued without land owner approval. However regulatory approval would still be necessary (e.g. PennDOT).

Alternatively, a strategic combination of the three options might be implemented as they are not mutually exclusive.

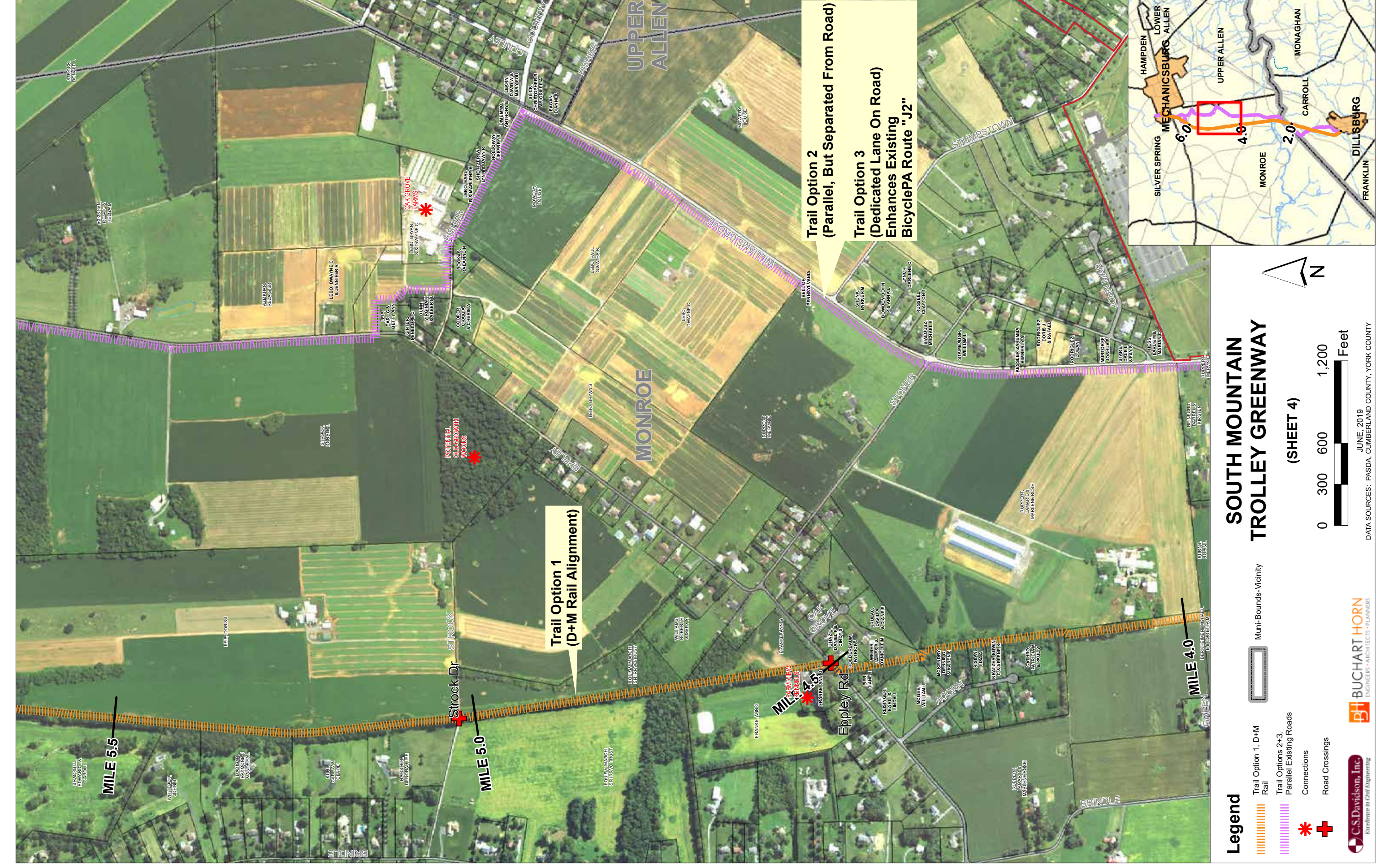
## OPTION 3

















# LEGAL FEASIBILITY



## York County Title Research

York County title research was completed by ABCO. The conclusion from their searches is that the railroad right-of-way no longer exists in York County. The Cumberland Valley Railroad (CVR) valuation maps provided by the study committee indicate that some properties were acquired by deed, but they are located on the east side of Route 15 in Dillsburg and were not part of our study area. The properties in our study area are listed as being acquired by "Agreement" or "R/W Release". Unfortunately those agreements were not recorded as ABCO did not find any Dillsburg Mechanicsburg Railroad agreements in the chains of title for any properties in our study area.

ABCO did however find strong evidence that the rail right-of-way has been abandoned including:

1. They located one lease agreement for a Mumper property on the east side of Dillsburg that detailed a 99 year lease to the DM Railroad (see "14-S-676-CVR-Mumper Agreement"). It commenced on 10/5/1902, which means it expired on 10/5/2001. Though this property is outside our study area, it may be an indicator of how the missing agreements were written.
2. The strongest evidence for railroad abandonment is a Quiet Title Order (See "Quiet Title Order – 2001), dated February 18, 2004 and issued by John H. Chronister, President Judge, in a lawsuit between two properties owners on either side of the DM rail line on the north side of Junction Road. The Judge's Opinion reviewed the property history and a list of facts recorded in the Opinion. He concluded that the rail line has been abandoned and that rights should revert to owners on either side of the centerline of the tracks. Key points include:

"The railroad conducted a public auction in 1995, and gave a quit claim deed to defendants including the land within the railroad right-of-way adjoin the plaintiffs' property."

"2. Penn Central sent Carroll Township a notice that the line was being abandoned in 1979;"

"5. All property essential to railroad operations was transferred to AM-Trak/Conrail while this

parcel was designated as 'surplus', and sold to defendants by Penn Central (in 1995).

Plaintiffs also point out that Penn Central subsequently determined that it did not own the right-of-way, and offered to refund the purchase price. ...

Finally, defendants contend that the fact that the ICC has not issued a Certificate of Abandonment creates a question of fact as to whether the line was abandoned. Defendants cite case law which states that the mere lack of use of the railroad or the agreement to sell the tracks to salvagers is not sufficient to establish abandonment. Defendants argue there remains a material fact as to whether the railroad has abandoned the line.

The problem with the defendants' arguments is that the quit claim deed which is the only basis for defendants' claim to the disputed property is the best evidence that the railroad line was abandoned. Not only did the railroad discontinue use, tear up and sell the tracks for salvage, repair the grades in the roads, send the township notice of abandonment, and designate the property as 'surplus' (as opposed to essential for railroad operation), the railroad sold off all of the property along the former railroad tracks. How can anyone argue that when the railroad scheduled an auction to sell off the individual tracts of land along the railroad that it still intended to operate a railroad over the land?

The Court would further note that the defendants' claim to ownership of the property is impossible because of the discovery that the railroad had only a right-of-way, not ownership in fee simple.

Therefore the Railroad could not convey ownership of the land to the defendants. The most the defendants could have acquired by the quit claim deed was the right to continue to use the right-of-way for railroad purposes. Once the sale of all the properties along the right-of-way occurred (including the sale to the defendants) the ability to use the right-of-way was extinguished. Therefore even if the abandonment didn't occur in 1979 as plaintiffs argue, it certainly occurred in 1995 when the railroad quit claimed all its interest in the property along the railroad right-of-way.

If the railroad had not sold off by quit claim deed the property along the line and was now attempting to argue that it had not abandoned the line or was trying to sell the existing right-of-way to a group that was going to maintain the right-of-way, there might be an argument that a factual question in regard to abandonment exists. However, when the railroad has gone so far as to sell its rights to the individual owners of land along the track, there can no longer be a question that the railroad has abandoned its right-of-way."

3. There was a follow-up court case in 2009 that provided the 2001 Complaint that included a longer list of facts related to abandonment.

## Cumberland County Title Research

Title research on the Cumberland County side found similar results to York County. A recorded 1991 quit claim deed was found for the Cockrell property on south side of Trindle Road, similar to the one found in York County. Based on the York County court case, this would indicate that the railroad was certainly abandoned south of Trindle Road. However, the quit claim only covered a portion of the property conveyed to the railroad by a deed dated June 3, 1905 (deed book U, volume 6, p. 531). A second parcel was conveyed to the railroad on the same day (Deed book U, volume 6, p. 534). Existing deeds north of Trindle Road appear to corroborate the existence of a residual tract. For example, a 1962 survey of the Cockrell property at 842 W Trindle (north side of Trindle Rd) clearly shows the D+M railroad was not included on the property. Likewise, the property description for the Power and Light property states it is "bounded on the west by the right of way of the Pennsylvania Railroad Company". The 1922 legal description mentions "a post on line of the right of way of the Dillsburg and Mechanicsburg Railroad". North of Church Road, the 1915 CVR maps list title to the portion between Church and the mainline as "source of title unknown". There appear to be some residual lands in this area that are not covered by existing deeds.

Considering these findings, the Norfolk Southern Real Estate department (Case CS0000461651) has been contacted about the use of this segment for a rail trail.

## Recommendations

This study recommends further detailed investigation into the rail right-of-way between Trindle Road and the Norfolk Southern mainline. A surveyor should be employed to develop a base map of property boundaries along the corridor, field locating pins and boundaries. Then a specialized real estate attorney should be consulted with the title searches produced by this study and surveyor's map to determine a legal path for acquisition.

This approach will have several benefits:

First, considering the information discussed previously, the right-of-way may be intact between Trindle Road and the main line and if so, it could likely be used for a trail.

Second, the right-of-way closest to the main line has the highest probability of still being intact. The viability of a rail line is based on its continuity. For example, it is problematic to make the case that a railroad right-of-way or easement is viable when a portion of it has been determined to be abandoned. In the York County case, the Judge decided that the rail line north of Junction Road in Carroll Township was abandoned. Based on that premise, how can any portion of the line south of that point be considered active, since the D+M is a spur line and it is now cutoff. In a similar manner, the Cockrell Quit Claim demonstrates Penn Central's intent to abandon, at a minimum, the rail line south of Trindle Road.

Third, review by an attorney may reveal a path to additional acquisitions.

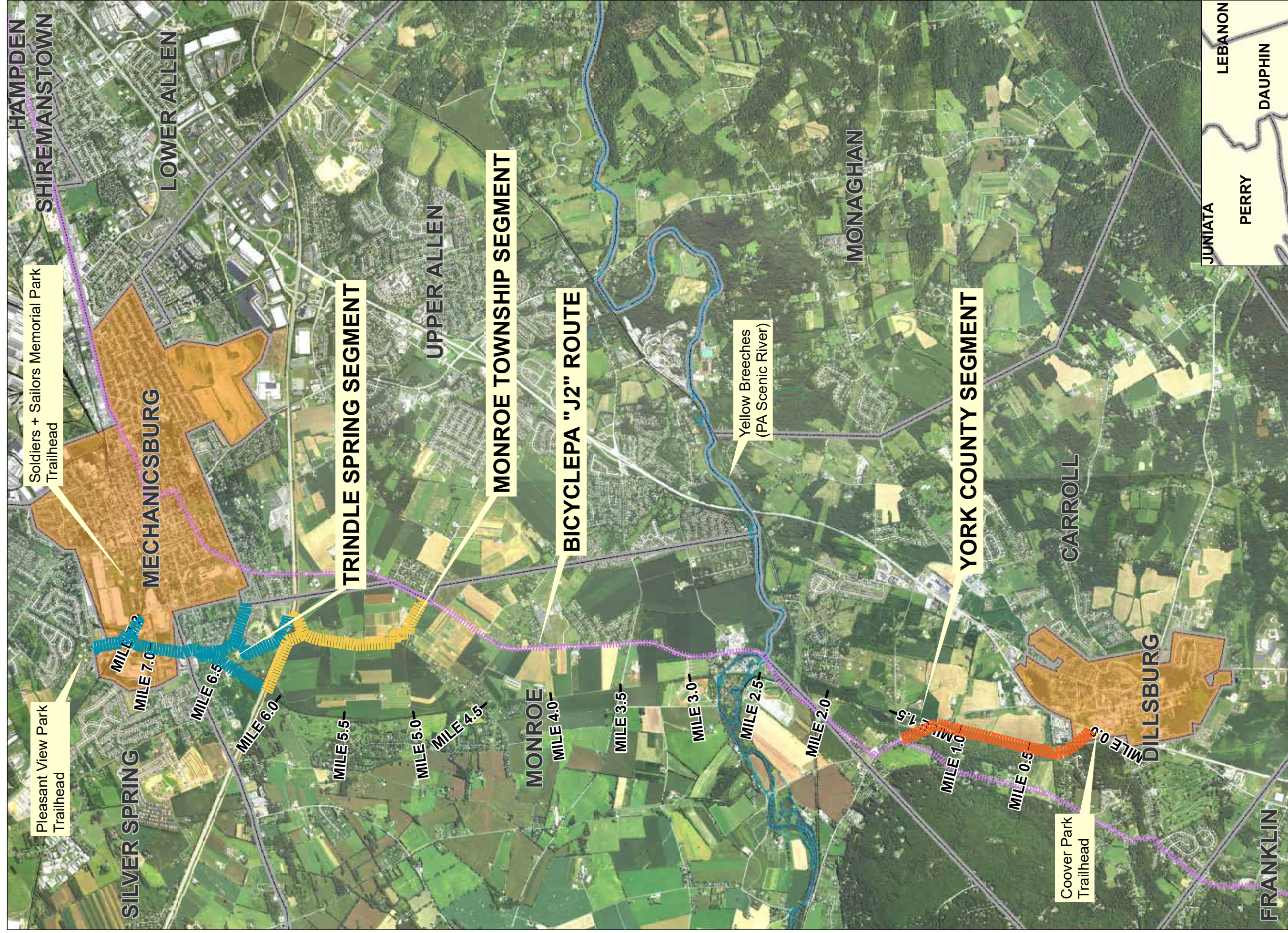
Fourth, considering the public land owned for the wastewater treatment plant, Monroe Township sewer easements along the rail corridor, the treatment plant's access road and lands of Pennsylvania Power and Light, it is likely that a feasible trail route could be successfully negotiated from Trindle Road to Soldiers + Sailors Park even if the rail right-of-way has been abandoned. In that case, the boundary survey of this segment would be put to good use, facilitating negotiations for easement acquisition.



07

**FEASIBILITY  
SUMMARY**





**Legend**

- Trindle Spring
- SEGIS
- Monroe
- Trindle Spring
- York
- BicyclePA
- BicyclePA Route J-2
- Muni-Bounds-Vicinity

**South Mountain Trolley Greenway (Overview)**

0 1,650 3,300 6,600 Feet

**C.S. Davidson, Inc.**  
A Division of CH2M Engineering

**BUCHART HORN**  
ENGINEERS - ARCHITECTS - PLANNERS

JUNE, 2019  
DATA SOURCES: PASDA, CUMBERLAND COUNTY, YORK COUNTY





# YORK SEGMENT

Status: The rail corridor has been abandoned. Property owner contacts are ongoing to locate a viable route.

Length: 7,600 ± LF (1.4 Miles)

Construction Budget: \$0.72 - \$1.4 million

(excludes design costs)

## Phase 2 Goals:

1. Easement Acquisition to connect Coover Park to the BicyclePA "J2" Route, ideally along D+M Rail corridor.
2. Preliminary Design of properties with easements (presently easements and letters of support have been provided for a 1/2 mile segment. )

## EXISTING STATUS

Trailhead:	Coover Park owned by the Dillsburg Junior Chamber of Commerce Inc., who presently support the trail project
D+M Rail Corridor:	Abandoned
Easements Acquired:	Lynn Carl Dillsburg Area Authority (Letter of Support) Thomas + Grace Marshall (Support) Existing designated bike route (BicyclePA J2) along Williams Grove Rd (SR 4049) to York Road (SR 0074) to Campground Rd (SR 4045)
Property Owner Resistance:	Three property owners north of SR 74.
Property Owner Support:	Property owner along D+M alignment between Spring Rd + Junction Rd supports Option 2 only.

## PRIMARY OBSTACLES

- 1 Easement Acquisition
- 2 Funding for additional Planning (DCNR, DCED, MTF)
- 3 Phase 2 Municipal Lead for trail across Carroll Township
- 4 Permitting Construction in Wetlands. This is a critical consideration in easement acquisition. DEP's permit approach is to first avoid wetlands, then minimize disturbances and finally, if all else fails, mitigate for wetland impacts.

## NEXT STEPS

- 1 Contact Municipalities (York County, Dillsburg, Carroll, Franklin, + Monaghan Townships)
  - a. Interlocal agreement to fund / maintain the South Mountain Trolley Greenway
  - b. Willingness to lead Phase 2 for York County Section
  - c. Secure funding for Phase 2 "Easement Acquisition" (public / private)
- 2 Contact property owners between Coover Park and the Bicycle PA "J2" route  
Ronald + Tina Derr (consider trading property with Carroll Township)  
Keith + Garry Lefever  
South Mountain Commons Warehime LP  
David Alspaugh  
Kenneth + Helen Beamer
- 3 Acquire easements from willing property owners
- 4 Recommend that Dillsburg and Carroll Township add trail and bike route to Comprehensive Plan and Official Map so that easements are secured as properties develop.
- 5 Acquire stereographic aerial photos that can be used for detailed topographic survey, on a single datum, of the entire corridor in cooperation with Cumberland / York County partners. Photos may only be flown when trees are not in leaf with no snow cover.





# MONROE SEGMENT

Status: The rail corridor has been abandoned. Property owner contacts are ongoing to locate a viable route.

Length: 19,900± LF (3.8 Miles)

Construction Budget: \$2.3- \$4.4 million

(excludes design costs)

## Phase 2 Goals:

1. Easement Acquisition along D+M Corridor
2. Easement Acquisition along Williams Grove Road

## EXISTING STATUS

Trailhead:	Not Defined [Potential sites include Williams Grove Historical Steam Engine Association (WGHSE), Ashcombes, Evangelical Free Church, Oak Grove Farms]
D+M Rail Corridor:	Abandoned
Easements Acquired:	None
BicyclePA "J2" Route:	Existing designated bike route (BicyclePA J2) along Williams Grove Rd (SR 4049) across entire segment, Mechanicsburg to Cumberland County line
Property Owner Resistance:	Property owner with land on both sides of D+M corridor south of Strock Lane does not support trail; D+M corridor owner north of Strock Lane does not support trail; Owner south of Turnpike does not support either option.
Property Owner Support:	Two property owners along Williams Grove Rd;

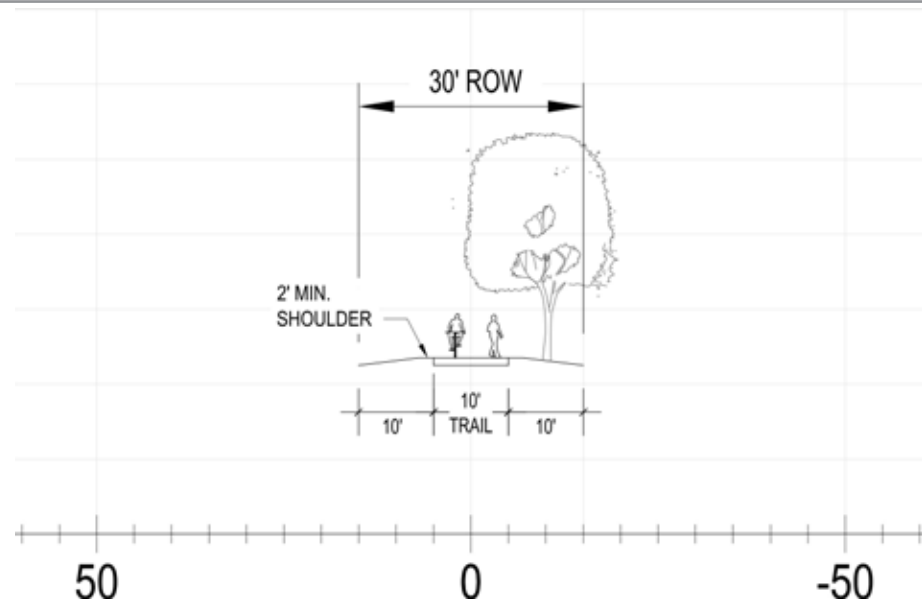
## PRIMARY OBSTACLES

- 1 Easement Acquisition
- 2 Farmland in Conservation Easements
- 3 Funding for additional Planning (DCNR, DCED, MTF)
- 4 Phase 2 Municipal Lead for trail across Monroe Township

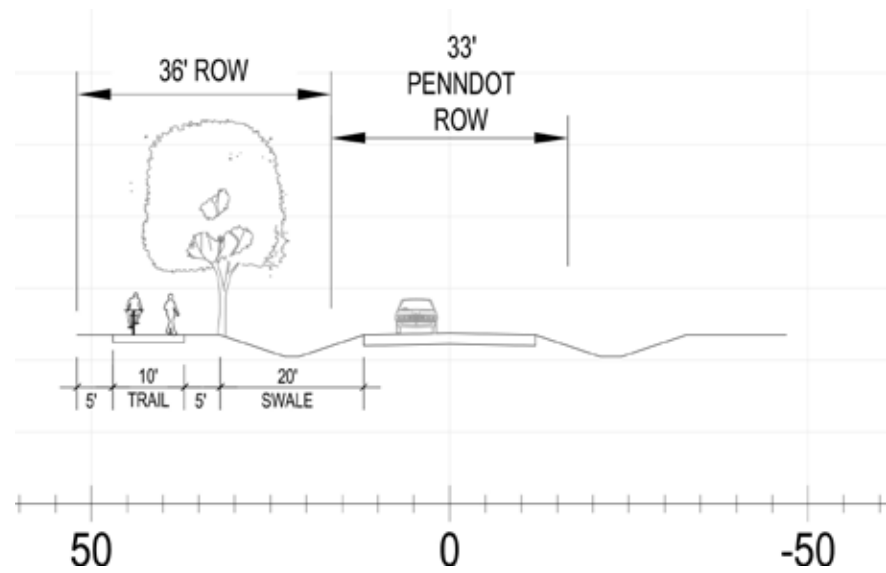
## NEXT STEPS

- 1 Contact landowners directly and hold a public information meeting at Monroe Township.
  - a. Interlocal agreement for long-term funding / maintenance of South Mountain Trolley Greenway
  - b. Coordinate with PennDOT for upgrades to "J2" route along Williams Grove Rd.
- 2 Continue easement acquisition from willing property owners along D+M route and Williams Grove Rd by contacting via mail. Consider hiring a land agent.
- 3 Recommend Monroe Township adds bike route along Williams Grove Road to comprehensive plan and official map to match PennDOT J2 route and so that easements are secured as properties develop.
- 4 Acquire stereographic aerial photos that can be used for detailed topographic survey, on a single datum, of the entire corridor in cooperation with Cumberland / York County partners. Photos may only be flown when trees are not in leaf with no snow cover.





**Option 1 Section.** Typical section for off-road trail section. Ideally the right-of-way/easement would be 30-feet wide to provide space for grading and maintenance. However, it might be reduced on a case-by-case basis.



**Option 2 Section.** Typical section for trail that parallels, but is separated from existing road. Total width may be reduced on a case-by-case basis.



J2 road sign along Williams Grove Rd. (York/Monroe Segments)



Looking south along Trindle Spring Run on Trindle Station HOA property.



View looking north along Eppley Rd. just north of Fisher Rd.



Google View looking south along Eppley Rd. south of the Turnpike.



# TRINDLE SPRING SEGMENT

Status: Segments 1, (Wertz property)  
feasible pending design

Segment 2, (Trindle Rd to NS rail)  
feasible pending additional survey + legal work

Segment 3 (Trindle Station)  
easement pending HOA review

Length: 14,100 ± LF (2.7 Miles)

Construction Budget: \$1.7 - \$2.7 million  
(excludes design costs)

## Phase 2 Goals:

1. Continued Easement Acquisition
2. Boundary/Topographic Survey (Segments 1, 2, 3)
3. Preliminary Design (Segments 1, 2, 3)

## EXISTING STATUS

Trailhead(s):	Soldiers+Sailors Park, Pleasant View Park, Wertz Property (south of Trindle Rd)
D+M Rail Corridor:	Abandoned south of Trindle Rd; Pending north of Trindle Rd
Easements Acquired:	Wertz property (1/4 mile)
Resistance:	None verified
Property Owner Support:	Charlie Wertz, MSA Trout Hatchery, Trindle Station HOA (Pending)

## PRIMARY OBSTACLES

- 1 Funding for additional Planning, Preliminary Design, Final Design, Construction (DCNR, DCED, MTF)
- 2 Phase 2 Municipal Lead
- 3 Long-term Maintenance (Interlocal Agreement, Individual Municipalities, Auxiliary Organization)
- 4 Easement Acquisition (Sections 2-5)
- 5 Permitting Construction in Wetlands. This is a critical consideration in easement acquisition. DEP's permit approach is to first avoid wetlands, then minimize disturbances and finally if all else fails mitigate for wetland impacts.
- 6 D+M corridor is being used as driveway for access to 250 Mulberry Drive

## NEXT STEPS

- 1 Develop Phase 2 scope, costs and funding with Mechanicsburg Borough as municipal lead.
- 2 Contact Cumberland County Municipalities
  - a. Update decision makers and build support
  - b. Establish an interlocal agreement for long-term funding / maintenance Greenway (see Appendix)
- 3 Directly contact property owners and continue easement acquisition.
- 4 Contract surveyor to field locate pins and plot deeds to locate any property excluded from deeds for the right-of-way between Trindle Road and the Norfolk Southern main line.
- 5 Retain real estate attorney to examine legal issues of right-of-way between Trindle Road and Norfolk Southern main line.
- 6 Develop a formal auxiliary "Friends of the Trail Organization" to build support for funding and maintenance.
- 7 Continue coordination with Norfolk Southern for right-of-way acquisition and preferred crossing locations.
- 8 Acquire stereographic aerial photos that can be used for detailed topographic survey, on a single datum, of the entire corridor in cooperation with Cumberland / York County partners.  
Photos may only be flown when trees are not in leaf with no snow cover.



## Recommended Phase 2 Consultant Scope

The summaries above may be used to develop scope and budgets for individual segments of the trail. However, several members of the Study Committee have expressed an interest in continuing to develop the trail as a single combined effort of both York and Cumberland Counties. Considering the difficulty in finding matching funds, this may be a logical approach. The key is to maintain equal participation in funding and leadership from both Cumberland and York Counties. Scope of a combined County effort for Phase 2 might include:

### 1. Continued effort to build municipal support

- a. Meet with Townships and Boroughs (Mechanicsburg, Dillsburg, Silver Spring, Monroe, Carroll, Upper Allen)
  - Interlocal agreement
  - Add trail to Official Maps and Comprehensive Plans
- b. Public landowner meetings in Carroll and Monroe Townships

### 2. Continued meetings with individual property owners for easement acquisition

- a. Boundary Survey
- b. Legal Consultant
- c. Determine entity that will receive easements (e.g. PA Conservancy)

### 3. Acquisition of rail property between Trindle Road and Soldiers + Sailors Park

- a. Boundary Survey
- b. Legal Consultant

### 4. Preliminary Design

- a. Preliminary layout of Wertz property and rail alignment between Trindle Road and Soldiers + Sailors Park. Include Trindle Station if easement is acquired. York segment would include design from Coover Park to Old Mill Road.

b. Fly (fixed wing plane or drone) stereographic aerial photos that can be used for detailed topographic survey, on a single datum, of the entire corridor in cooperation with Cumberland / York County partners. Photos may only be flown when trees are not in leaf with no snow cover. Detailed survey would be developed for only the areas ready for preliminary design.

c. Wetland delineation of Wertz property and Trindle Station HOA (in conjunction with easement acquisition)

### 5. Graphic Presentation

- a. Rendered plan
- b. Render isometrics and perspectives that can be used to convey image of trail vision.

### 6. Legal consolation for establishing a non-profit "Friends of the Trail" organization.

7. Write a brief history of the local agricultural heritage and D+M rail line to be used for interpretive features along the trail. Create stories.

## Recommended Phase 2 Volunteer Scope

### 1. Establish "Friends of the Trail" non-profit organization

### 2. Establish a development and maintenance fund

- a. Easement acquisition
- b. Matching funds for design and construction
- c. Trail maintenance

### 3. Develop a simple set of Trail Rules

## PROPERTY OWNERS TO CONTACT FOR COORDINATION / EASEMENT ACQUISITION

Segment		Length	Municipality
1	Wertz Property (easement acquired) 831 W Trindle Rd	1,400	Monroe
2	Soldiers + Sailors Connector  Frank Cockrell PPL c/o PPL EU Services Corp Jeffrey + Donna Gates Debra Kenes Joseph Quattrocchi JED Associates  Borough of Mechanicsburg	842 W Trindle Rd 838 W Trindle Rd 210 Mulberry Dr 250 Mulberry Dr 271 Mulberry Dr 300 Mulberry Dr 842 W Church St / 2 Memorial Park Dr	
2a	Pleasant View Park Connector  JED Associates FAP Properties GP Warehouse Investment Propco One LLC Robert Bruckner	300 Mulberry Dr 75 Pleasant View Dr 302 Mulberry Dr 304 Mulberry Dr	1,810 Silver Spring / Mechanicsburg
3	Mechanicsburg HS Connector  Trindle Station HOA	Franklin Dr (Pending)	2,140 Monroe / Mechanicsburg/ Upper Allen  (Pending)
4	Eppley Road Bridge Connector  Trindle Station HOA Sinclair Park HOA	Franklin Dr (Pending) Barn Swallow Way	3,010 Monroe
5	MSA Trout Hatchery  Roger + Doris Jumper BP Exploration + Oil Inc Kristin Huli Derek + Denise Mongelli	35 Sinclair Rd 24 Sinclair Rd 17 Sinclair Rd 55 Sinclair Rd	2,720 Monroe





# 08

## CONCEPTUAL PLAN Trindle Spring Segment



## Introduction

The South Mountain Trolley Greenway (SMTG) Phase II Feasibility Study began in April, 2021. Considering the Cumberland County funding sources and Mechanicsburg’s role as the sponsor for DCNR funding purposes, this phase focused on the Trindle Spring segment of the overall SMTG. The primary objectives of this phase were continued municipal outreach and coordination to establish a framework for ownership and maintenance of the Trindle Spring segment. In addition, landowner outreach continued with the goal of acquiring additional easements to expand in all directions from the Wertz property, located on the south side of Trindle Road. With these goals in mind, the following meetings were held with municipal representatives, study committee members, and landowners along potential path alignments.

6/3/2021 – Study Committee Meeting 0.0 (see minutes in Exhibit 1).

7/15/2021 – BH reviewed project with Michael Cassidy, Mechanicsburg Solicitor.

7/22/2021 – BH and Friends Group reviewed project with Silver Spring Township, Ray Palmer, Township Manager, and Tyler Fairchild, Parks & Recreation Director.

8/10/2021 - Study Committee Meeting 1.0 (see minutes in Exhibit 2).

9/8/2021 - Municipal Coordination Meeting (see minutes in Exhibit 3).

10/19/2021 – Mechanicsburg Borough Council meeting. Presented progress report at public meeting.

2/23/2022 – York segment meeting to discuss next steps with DCNR and Friends Group.

2/25/2022 – Meeting with representatives of Norfolk Southern to discuss rail right-of-way acquisition.

3/1/2022 – Mechanicsburg Borough Council meeting. Presented progress report at public meeting with request for contract addendum for due diligence survey, wetland investigation, and appraisal of Norfolk Southern rail right-of-way north of Trindle Road.

4/4/2022 – Carroll Township Board of Supervisors meeting. Presented progress report with request for assistance in negotiating easement across the Derr property on Old Mill Road. The specific request was denied by the Board, however, several Supervisors indicated a willingness to consider pursuing DCNR grant funding in 2023 to further develop the trail.

4/19/2022 - Mechanicsburg Borough Council meeting. Presented requests regarding acquisition, ownership and maintenance of rail right-of-way within the Borough. Requests were unanimously approved.

4/27/2022 – Silver Spring Township Board of Supervisors meeting. Presented requests regarding acquisition, ownership and maintenance of rail right-of-way within the Township. Requests were unanimously approved.

## Summary of Milestones

One major milestone during the Phase II study period was the formation of the Friends of the South Mountain Trolley Greenway (i.e., “Friends Group”) under David Maher’s leadership. The group was established as a subcommittee of the Cumberland Valley Rails to Trails Council (CVRTC) which strategically gives them an existing legal/financial/procedural framework and a strong ally in CVRTC with recognized experience in developing and maintaining an existing trail network. In addition, David coordinated with the 9/11 Trail for

formal recognition of the SMTG as a link in their network. At present, the 9/11 Trail follows the PABicycle J2 route from Mechanicsburg south to the Yellows Breeches before turning west toward Carlisle. The SMTG would provide a safer, off-road alternative with an improved user experience. The Friends Group is a critical piece of the trail’s development as they provide community support and an established organization to own and maintain the trail through municipalities that do not choose to do so.

Though a general Wertz property easement was acquired in Phase I, it was unclear how the easement would specifically cross the property. A wetland investigation (Exhibits 4 and 5) was performed to determine the environmental impacts of three potential paths across the Wertz property (Exhibits 6, 7 and 8). The goals of the alignments on the east side of the creek were to create a connector path to Mechanicsburg High School and/or to the Eppley Road Bridge without crossing Trindle Spring Run. The investigation concluded that the wetlands extended from Trindle Spring Run beyond the east boundary of the Wertz property onto adjacent residential properties. This would require a 600± LF wetland crossing, which is not likely to be permitted under current PA DEP policy, especially if there is a viable alternative. One potential alternative (Exhibit 8) is to follow the historic D+M rail alignment across portions of four private properties between the Wertz property and Sinclair Road including the Cockrell, Jumper, Huli, Mongelli and BP properties (Exhibit 9). The Jumper’s and Huli’s provided positive feedback on the possibility of the trail crossing their properties along the historic rail route. As evidenced by the observation wells, the BP site may be a brownfield. In May of 2021, a representative of BP responded to our easement inquiry with the following:

“At this time we are not interested in providing an easement on this property; however, perhaps this can be revisited within the next year or two.”

A followup e-mail in June of 2022 confirmed that BP is not currently considering selling the property or providing an easement. The Friends Group also reached out to the Mongelli’s, but had not received a response at the time of writing this report. Efforts were also made to contact the Cockrell’s with no response. Therefore both the BP and Mongelli properties are still shown for property owner outreach on the Easement Status map (Exhibit 9). Outreach status and respective landowner responses are summarized on Exhibit 10.

We contacted Gary Graham of the PA Turnpike Commission (PTC) in September of 2021 about the Eppley Road bridge to confirm its viability as a potential long-term Turnpike crossing point. The PTC plans to demolish the Eppley Road bridge by 2025, however no funds have been allocated toward the project to date. The Commission would not be likely to permit installation of a pedestrian bridge in place of the existing bridge as they want to generally eliminate crossings. The PTC confirmed they would be willing to consider incorporating an underpass, with non-PTC funding, at the historic D+M rail crossing point when the Turnpike is widened near mile marker 34. The timeframe for widening is likely 15-20 years (e.g., 2040). Considering this feedback, the proposed priority alignments were revised to emphasize connections to the BicyclePA J2 Route via Mechanicsburg High School instead of the Eppley Road bridge (Exhibit 10).

North of the Wertz property, we continued to contact Norfolk Southern about acquiring existing, abandoned, rail right-of-way (Exhibit 11). As noted in the Phase I study, recorded, fee-simple deeds documented the railroad’s acquisition of right-of-way on the north side of Trindle Road in the early 1900’s. After several years of outreach, Norfolk Southern representatives responded that they would be willing to entertain an offer for the right-of-way. After a meeting between municipal and railroad representatives, due diligence scope was added to the trail study including a wetland investigation, survey and appraisal of the property. A survey of the right-of-way north of Trindle Road revealed 4.4± acres of both deeded and undeeded land (Exhibit 12). Though much of the land is in the floodway and floodplain of Trindle Springs Run, no wetlands were found outside the ordinary high water mark of the channel. A 2/15/2022 appraisal by Noone and Associates valued the 4.4± acre property at \$35,500, noting the “highest and best use of the property would be





for recreational purposes in the form of a rail trail". Based on the due diligence results, coordination continued between Silver Spring Township, Mechanicsburg Borough, Cumberland County, and DCNR to plan funding to make an offer for acquisition. At the conclusion of this phase, the Borough Council and Township Board of Supervisors approved resolutions to pursue acquisition, fund a portion of the acquisition cost, and to take ownership and maintenance responsibilities for the trail within their respective jurisdictions, contingent on right-of-way acquisition and trail construction. See meeting minute excerpts below.

Excerpt from Mechanicsburg Borough Council Meeting Minutes (4/19/2022)

"Action on the Requests from the March 1st, 2022, memo from the South Mountain Trolley Greenway.

Council reviewed each of the six items with Ben Mikesell and Dave Maher of the Friends of the South Mountain Trolley Greenway. Councilwoman Agerton made a motion to agree on principle to item one; authorizing Borough staff to work with members of the Study Committee to prepare a formal offer to Norfolk Southern to acquire the 4.41 acres of un-deeded rail right-of-way; having provided direction to the Borough Solicitor to prepare an offer for Norfolk Southern and conditioned upon the Solicitor's recommendation. To agree to item two; to contribute \$6,000 in acquisition funding. To agree to item three; to authorize the Borough's Solicitor to review the offer and potential subsequent Norfolk Southern counteroffer; in principle, conditioned upon the outcome of item one. To agree to item four; if Norfolk Southern accepts the offer, to taking ownership of the rail right-of-way within the Borough limits (4.03 acres), which adjoins the wastewater treatment plant (WWTP) property and provide an easement to the Cumberland Valley Rail Trail Council (CVRTC) to dedicate adequate property for pathway use. To agree to item five, taking maintenance responsibility for the path segment within the Borough limits. Councilman Bucher seconded the motion. Councilman Buhrig suggested amending the motion to agree to item two conditioned upon Silver Spring Township make their matching contribution. Following discussion Councilwoman Agerton amended her motion to agree on principle to item one; authorizing Borough staff to work with members of the Study Committee to prepare a formal offer to Norfolk Southern to acquire the 4.41 acres of un-deeded rail right-of-way; having provided direction to the Borough Solicitor to prepare an offer for Norfolk Southern and conditioned upon the Solicitor's recommendation. To agree to item two; to contribute \$6,000 in acquisition funding contingent upon acquisition of the land and an agreed upon offer based on the Borough Solicitor's recommendation. To agree to item three; to authorize the Borough's Solicitor to review the offer and potential subsequent Norfolk Southern counteroffer; in principle, conditioned upon the outcome of item one. To agree to item four; if Norfolk Southern accepts the offer, to taking ownership of the rail right-of-way within the Borough limits (4.03 acres), which adjoins the wastewater treatment plant (WWTP) property and provide an easement to the Cumberland Valley Rail Trail Council (CVRTC) to dedicate adequate property for pathway use. To agree to item five, taking maintenance responsibility for the path segment within the Borough limits. Councilman Bucher amended his second and the motion passed unanimously.

Dave Maher provided a handout on the National 9/11 Trail."

Excerpt from Silver Spring Township Board of Supervisors Meeting Minutes (4/27/2022)

"3. South Mountain Trolley Greenway

Mr. Dave Maher and Mr. Ben Moffet (Mikesell), of the South Mountain Trolley Greenway, presented an overview of the proposed project and outlined progress of the 7+ mile shared-use path from Mechanicsburg to Dillsburg. Mr. Maher announced the Greenway's partnership with the National 911 Memorial Trail. Mr. Mikesell reported that the group has contacted Norfolk Southern about the possibility of acquiring an abandoned right-of-way north of Trindle Road, part of which is in Silver Spring Township. Mechanicsburg Borough has approved support for the trail.

On a Griffie/Brown motion, the Board of Supervisors approved a contribution in an amount not to exceed \$6,000.00 to match funds from DCNR for acquisition of the rail property, take ownership of right-of-way between Trindle Road and Church Road (contingent on acquisition of property), and commitment to maintain the trail and pedestrian street crossing on Trindle Road (contingent on the trail being built). The motion carried."

## Next Steps (Trindle Spring Segment)

Progress made in the Phase II Feasibility Study phase have set the stage for a preliminary design of an initial trail segment if an agreement can be reached with Norfolk Southern for rail right-of-way acquisition. A conceptual trail alignment is shown on Sheets C-101 to C-105. A phased approach to development would include the following steps in order of priority.

1. Acquire Norfolk Southern rail right-of-way including any fee simple property north of Trindle Road as well residual rights (if any exist) to the rest of the historic corridor between Mechanicsburg and Dillsburg. This will effectively remove the railroad from any future trail easement negotiations along the entire D+M corridor between Mechanicsburg and Dillsburg.
2. Extend the boundary survey to include properties of land owners who have expressed a willingness to grant trail easements. This will allow for the creation of recordable easement documents.
  - a. Jumper property
  - b. Huli property
3. Create recordable easement documents (e.g., agreement, plan, legal description) for land owners who have expressed a willingness to grant trail easements or take ownership/maintenance responsibilities of the trail.
  - a. Mechanicsburg Borough portion of Norfolk Southern rail right-of-way
  - b. Silver Spring Township portion of Norfolk Southern rail right-of-way
  - c. Agreement conveying any residual railroad rights acquired to the Friends of the SMTG and/or CVRTC, excepting areas conveyed to Mechanicsburg Borough and Silver Spring Township.
  - d. Jumper property
  - e. Huli property
4. Negotiate and record agreement to accommodate both path users and continued driveway access to the Kenes property.
5. Contract for flight to take low-altitude aerial images of entire corridor (must be performed in winter). This will allow detailed topographic base mapping to be generated at any time of the year design is ready to proceed.
6. Continue property owner outreach to secure recorded easements along the historic D+M rail alignment (Exhibit 10). Highest priority easements include:
  - a. Keystone Model Railroad



- b. Cockrell
  - c. Mongelli
7. Continue to apply for grants as opportunities arise.
8. Prepare Preliminary Plan for the shared use path segment from Soldiers and Sailors Park to the rail bridge at the Jumper/Huli properties, Stations 0+00 to 40+50 (Sheets C-101 to C-103).
- a. Explore interim parking opportunities (Keystone Model Rail property, Wertz property, parallel to WWTP access drive north of Church Road) to accommodate parking until the path can be connected to Soldiers and Sailors Park.
  - b. Perform H+H analysis to determine appropriate path elevation (e.g., above 2-year storm event).
  - c. Analyze road crossings and prepare recommendations to improve safety (signage, beacons, pavement markings, ADA ramp locations).
  - d. Investigate pros/cons of path surface material alternatives (e.g. gravel, asphalt, porous asphalt, concrete, concrete boardwalk) considering site specific environmental parameters (e.g. flood potential, stormwater runoff impacts), cost, and service life.
  - e. Prepare design to reconstruct deck on existing rail bridge near Station 40+00.
  - f. Preliminary bridge design to cross Norfolk Southern Right-of-way connecting the trail to Soldiers and Sailors Memorial Park. This should include geotechnical borings and foundation recommendations for abutments with an opinion of probable construction cost.
9. Investigate feasibility of crossing Trindle Spring Run near Station 48+00 to create a connecting path to Mechanicsburg High School.
- a. Perform wetland investigation on the Jumper/Mongelli side of the creek.
  - b. Meet with PA DEP to discuss potential alternatives through the Wertz property considering results of the wetland investigations and objectives of future extensions of the trail south and connecting to Mechanicsburg High School. Pending responses from BP and Mongelli, potential alternatives include:
    - i. Installation of a 600± LF wetland crossing along east boundary of Wertz property (Exhibit 4).
    - ii. Installation of a stream crossing near the common property line between the Jumper/Mongelli/Wertz property lines (“High School Connector” on Exhibit 8).
  - c. Contact Trindle Station HOA to discuss possibility of easement from Wertz property to Monroe St. and/or Evelyn Ave. If HOA is willing, perform necessary boundary survey and record signed agreement.
  - d. Investigate the possibility of using Monroe / Green Acres / Longmeadow Streets to connect to Mechanicsburg High School campus. Alternatively use existing public sidewalks along Evelyn Ave. and Longmeadow St. If easements are necessary, contact property owner(s) to discuss. If owner(s) are willing to provide an easement, perform necessary boundary survey and record signed agreement.
10. Continue long-range property owner outreach to continue to expand easements along the historic D+M rail alignment. If owner(s) are willing to provide an easement, perform necessary boundary survey and record signed agreement. Highest priority properties include,
- a. BP
  - b. Mechanicsburg Sportsmen’s Association
  - c. Weber
  - d. Pennsylvania Terminals Corporation
11. Create a web page to host trail maps, information, and a donation page to help fund ongoing maintenance costs. One way to generate some revenue may be to post small QR code signs at trailheads or along the trail that would link to an information web site with a secure donation page. The page could also provide trail updates and interpretive information (e.g., history, environmental interpretation, etc.).



## Exhibits

- Exhibit 1. Meeting 0.0 Action Items
- Exhibit 2. Meeting 1.0 Steering Committee Action Items and Sign-in
- Exhibit 3. Municipal Coordination Meeting Action Items and Sign-in
- Exhibit 4. Wertz Property Wetland Investigation Memo
- Exhibit 5. Wertz Property Wetland Investigation Plan. Plan shows soil probe locations and the wetland boundary.
- Exhibit 6. Wertz Property Trail Alignment Option #1
- Exhibit 7. Wertz Property Trail Alignment Option #2
- Exhibit 8. Wertz Property Trail Alignment Option #3
- Exhibit 9. Easement Status (Trindle Spring Segment)
- Exhibit 10. Landowner Response Map
- Exhibit 11. Rail Corridor (Trindle Rd. to Soldiers + Sailors Memorial Park)
- Exhibit 12. Surveyed Rail Corridor (Trindle Rd. to Soldiers + Sailors Memorial Park)

### Action Items - Study Committee Meeting 0.0 (updated 6/3/2021)

Thursday, June 3, 2021, 9:00 AM to 10:30 AM

Trails and Trees Environmental Center (1731 S. York Street, Mechanicsburg)

#### Attendance:

- Roger Ciercierski
- Tyler Semder
- (left early for emergency)
- Katie Hess
- Tonya Brown
- Dave Maher
- Glenda Boyer
- Ben Mikesell
- Stephanie Williams

#### Pre-Meeting Deliverables

1. Wetland Investigation Memo – Wertz Property
2. Preliminary Trail Alignments - Wertz Property (Options 1, 2, 3)
3. Map - Trindle Springs Segment – South of Trindle Road (Monroe)
4. Map - Trindle Springs Segment – North of Trindle Road (Mechanicsburg/Silver Spring)

#### Meeting Purpose and Goals

1. Study Committee representation – Others to include?

#### B. Mikesell to Invite all members of Phase I Study and:

- Mark Gross (G. Boyer to forward contact information)
- Sara Agerton (G. Boyer to forward contact information)
- Silas Chamberlin
- Trindle HOA
- Dave Mills (Smoke + Pickles)

#### B. Mikesell to send questionnaire to members not at this meeting.

2. Grant Administration – DCNR, County loose ends?

- Documentation is in place for Mechanicsburg to request funds
- S. Williams to forward “partial payment form” to G. Boyer
- DCNR request can be made through the portal

3. Update on Friends of the Trail – D. Maher

- Letters in support of the trail during “stakeholder phase” to municipal officials, particularly in consideration of upcoming Zoning revisions (Monroe Twp., Carroll Twp.) and Comprehensive Plan (Mechanicsburg)
- Establish legal framework to accept/manage donations



- **Harrisburg Area Bike Club grants**
4. *Update York County*
    - **B. Mikesell to followup with Carroll Township on proposed Zoning amendment and potential land swap with Derr property**
  5. *Discussion of results of the wetland investigation on the Wertz property.*
    - i. *Pros and cons of potential alignments*
    - ii. *Additional survey of Wertz property is presently on hold*
    - iii. *A followup on-site meeting is also needed with Mr. Wertz to discuss the various options. Based on a conversation with Ben Mummert, it seems his preference is Option 3.*
  6. *Other Property coordination. I know Dave and Ben Mummert have begun to reach out to some of these owners to discuss potential alternative alignments. DEP will want to see a response from the property owners to permit wetland impacts on the Wertz property. Does anyone have any connections with these property owners? We need to develop a plan for property owner outreach to the following property owners south of Trindle Road.*
    - *Jumper – T. Brown knows property owner’s family*
    - *Mongelli*
    - *BP America property – B. Mikesell update on response from remediation dept.*
    - *Huli property – D. Maher update on response*
    - *Keystone Model Railroad – potential trailhead parking*
    - *Cockrell – B. Mikesell left card with auto body employees 5/11; no response to date*
    - **T. Brown to setup meeting and introduce Jumpers to D. Maher and B. Mummert**
    - **D. Maher and B. Mummert to contact property owners between Wertz property and Sinclair Road in June/July; approach Mechanicsburg Sportsmen’s Association about easement.**
  7. *Coordination of Legal review north of Church/Trindle Road. Confirm Borough Solicitor is performing work. What is Borough protocol to initiate?*
    - **G. Boyer to check with R. Ciercierski to setup meeting with Solicitor (Mike Cassidy) and B. Mikesell to start legal review**
    - **G. Boyer to check on status of Monroe Township MS4 project on Wertz property with Borough/Township Engineer (Greg Rogalski)**
  8. *Municipal Coordination – Approach for two stakeholder/municipal meetings; Silver Spring and Monroe Township MS4 project*
    - **Target Study Committee Meeting 1.0 for mid-August**
    - **Target joint meeting with Mechanicsburg, Silver Spring and Monroe in September**
  9. *Obstacles / Next Steps*
  10. *Review Action Items*
    - **T. Brown, continued biweekly updates**

**Study Committee Meeting 1.0**

Tuesday, August 10, 2021, 9:00 AM to 10:30 AM

Trails and Trees Environmental Center (1731 S. York Street, Mechanicsburg)

*Action Items*

1. Study Committee members to return completed questionnaires
2. Grant administration – Mechanicsburg to file paperwork to County for reimbursement.
3. “Friends” group to continue property owner outreach and easement acquisition with focus on Mongelli and Huli.
4. “Friends” group to file formal request for Carroll Township to approach Derr’s about land acquisition for trail along Dogwood Run at Old Mill Road. Next Executive Session is 9/7, so submission should be made by 8/25;
5. B. Mikesell to followup with Greg Rogalski (Mechanicsburg / Monroe Twp. Engineer) on status of Wertz property MS4 improvements and Trindle Spring Run project
6. Confirm process for adding SMTG to Mechanicsburg Borough’s Comprehensive Plan. Revised plan draft scheduled to be complete at end of September.
7. Discussed Monroe Township and current Zoning Ordinance update. Several issues in Township have caused issues with trails (e.g. White Rock, unsafe intersections, parking in right-of-way). There may be opportunity for inclusion of language to address trail development and protection of trail corridors.
  - i. S. Nelson to followup with consultant (Michael Baker) performing zoning update to include language.
  - ii. Suggestion for “Friends” group to send support letters closer to time of decision for adoption of language rather than inundating officials with letters.
  - iii. S. Nelson to confirm who will represent Monroe Township at upcoming Municipal meeting (9/8)
8. Discussed approach to securing rail right-of-way (north of Trindle Road). Options included:
  - i. Borough petitions court for title to land currently in use
  - ii. Submit offer to purchase railroad rights north of Trindle Road
  - iii. Submit offer to purchase quit claim to entire corridor for railroad rights, if any remain

Per R. Ciercierski, Borough Council does not wish to pursue Options ii or iii. Continuing to investigate Option i. Estimated legal fees are \$30k. To be discussed further at Municipal Coordination meeting in September.
9. Suggestion for “Friends” group/citizens to send letters in support of the trail to candidates in upcoming Mechanicsburg elections.
10. T. Fairchild, Silver Spring Township, requested a site visit to view proposed trail corridor.
11. Target date for next Study Committee meeting is mid-November



**Study Committee Meeting 1.0 (8/10/2021)**

**Sign-in**

	Sara Agerton	Mechanicsburg Borough Council; Parks & Rec liason	<a href="mailto:saraagerton@gmail.com">saraagerton@gmail.com</a>
	Glenda Boyer	Borough of Mechanicsburg, Assistant Manager	<a href="mailto:gboyer@mechanicsburgborough.org">gboyer@mechanicsburgborough.org</a>
✓	Sharon Boyer	York County Planning Commission	<a href="mailto:sboyer@ycpc.org">sboyer@ycpc.org</a>
	Tonya Brown	Mechanicsburg Parks & Recreation Department (which is a partnership between	<a href="mailto:Tbrown@mbgsd.org">Tbrown@mbgsd.org</a>
	Silas Chamberlin	York County Economic Alliance	<a href="mailto:SChamberlin@YCEAPA.org">SChamberlin@YCEAPA.org</a>
✓	Roger Ciecierski	Borough of Mechanicsburg, Manager	<a href="mailto:rciecierski@mechanicsburgborough.org">rciecierski@mechanicsburgborough.org</a>
✓	Tyler Fairchild	Silver Spring Twp., Parks and Recreation Director	<a href="mailto:tfairchild@sstwp.org">tfairchild@sstwp.org</a>
MJD	Mark Grosz	Member of the Mechanicsburg Environmental Advisory Council who have	<a href="mailto:gtar4jc@gmail.com">gtar4jc@gmail.com</a>
✓	Katie Hess	Director, South Mtn. Partnership Appalachian Trail Conservancy	<a href="mailto:khess@appalachiantrail.org">khess@appalachiantrail.org</a>
✓	Brandon Hoover	Mechanicsburg resident; Director of Sustainability, Messiah College	<a href="mailto:bhoover@messiah.edu">bhoover@messiah.edu</a>
✓	David Maher	Cumberland County resident, trail advocate	<a href="mailto:DavidRMaher8@gmail.com">DavidRMaher8@gmail.com</a>
	Ben Mummert	Director of Land Protection and Stewardship, Central Pennsylvania Conservancy; Dillsburg	<a href="mailto:bmummert@centralpaconservancy.org">bmummert@centralpaconservancy.org</a>
SPU	Sharon Nelson	Chair, Monroe Township Planning Committee	<a href="mailto:hwood@monroetwp.net">hwood@monroetwp.net</a> ✓
	Ray Palmer	Silver Spring Township, Assistant Manager	<a href="mailto:rpalmer@sstwp.org">rpalmer@sstwp.org</a>
	Matthew Pouss	Dillsburg resident; Dillsburg Jaycee member (Coover Park)	<a href="mailto:matthew.pouss@gmail.com">matthew.pouss@gmail.com</a>
	David Powell	Former Silver Spring Twp. Rec Advisory Committee member	<a href="mailto:xrsyz39@gmail.com">xrsyz39@gmail.com</a>
	Tyler Semder	DCNR	<a href="mailto:tsemder@pa.gov">tsemder@pa.gov</a>
	Faye Romberger	Carroll Township	<a href="mailto:fromberger@carrolltownship.com">fromberger@carrolltownship.com</a>
✓	Tom Sexton	Rails to Trails	<a href="mailto:tom@railstotrails.org">tom@railstotrails.org</a>
	Mike Shaffer	York County Planning Commission	<a href="mailto:mshaffer@ycpc.org">mshaffer@ycpc.org</a>
	Isaac Tucker	Dillsburg resident and member of Dillsburg Borough Council	<a href="mailto:isaac@tuckercoadventures.com">isaac@tuckercoadventures.com</a>
✓	Anne Walko	York County Planning Commission	<a href="mailto:awalko@ycpc.org">awalko@ycpc.org</a>
✓	Stephanie Williams	Cumberland County Planning Department	<a href="mailto:sjwilliams@ccpa.net">sjwilliams@ccpa.net</a>
✓	Gail Witwer	Mechanicsburg resident; Director of Health Promotion, Partnership for Better Health	<a href="mailto:gwitwer@forbetterhealthpa.org">gwitwer@forbetterhealthpa.org</a>

**Municipal Coordination Meeting**

Wednesday, September 8, 2021, 1:00 PM to 2:30 PM

Trails and Trees Environmental Center (1731 S. York Street, Mechanicsburg)

*Action Items / Notes*

1. **Mechanicsburg Borough.** Per Roger Ciecierski, Borough concerns are predominantly maintenance, limiting risk for additional costs, and lack of support from Monroe Township, where most of the trail is proposed. Roger is concerned that the Borough will get calls for maintenance, even if the Friends Group agrees to maintain the trail.  
  
Because Mechanicsburg holds the current DCNR contract, DCNR funds will only be potentially available for right-of-way acquisition if Mechanicsburg is part of an offer to Norfolk Southern, per Tyler Semder.  
  
The consensus of the group was that representatives of the Friends Group and Buchart Horn (BH) should give Borough Council an update on project status at a meeting in October (i.e. should not wait until New Year). Ben Mikesell to coordinate with Roger Ciecierski.
2. **Monroe Township.** Mechanicsburg Borough would like to see more support from Monroe Township, for example, formal approval of proposed project in Monroe Township by Monroe Township Board of Supervisors. To that end,
  - i. Friends Group to continue property owner outreach to secure private property easements from Trindle Road to Turnpike.
  - ii. Greg Rogalski to advise / prepare Supervisors for forthcoming submission.
  - iii. If owner outreach is successful, Ben Mikesell to prepare preliminary submittal of trail alignment from Trindle Road to Turnpike for Monroe Township preliminary review (i.e. map of secured easement with proposed trail alignment; stormwater calculations would be included in a final submittal in subsequent phase). Target preliminary submittal for early 2022.
  - iv. Per Greg Rogalski, the final design of the trail would likely require a stormwater permit, but not land development review prior to installation.
  - v. Per Sharon Nelson, issues of concern for Monroe Township include opposition to use of eminent domain, trail maintenance costs, and ongoing issues with illicit use of township right-of-ways and Appalachian Trail trailhead.

Greg Rogalski commented that the Turnpike Commission may abandon the Eppley Road bridge, paying Monroe Township the cost of repair/replacement when the turnpike is widened to 3 lanes in each direction. The Turnpike widening project is currently scheduled for design in the next 5-years. Group requests that G. Rogalski consider the interests of trail in future discussions with the Turnpike.

3. **Silver Spring Township.** A formal commitment (e.g. letter, resolution) is requested from Silver Spring Township of intent to partner with Mechanicsburg Borough in acquisition of railroad property north of Trindle Road. Tyler Fairchild and Carl Machamer to investigate approach / best course of action.
4. Trish Newdeck, suggests preparing map of number of residents within proximity of Trindle Spring Segment along with traffic data on auto/pedestrian/bicycle accidents in the area.



5. Dave Maher to coordinate with CVRTC to confirm if the organization is willing to accept potential easements municipalities are unwilling to accept (e.g. Mechanicsburg, Monroe Township and York County).
6. Per Steph Williams, the County intends that this project will lay the groundwork for preliminary/final design in a subsequent phase (i.e. easement / right-of-way acquisition, clarify maintenance path).

**Municipal Meeting (9/8/2021)**

South Mountain Trolley Greenway  
Trindle Spring Segment

Sign-in			
	Sara Agerton	Mechanicsburg Borough Council Parks & Rec liason	saraagerton@gmail.com
	Glenda Boyer	Borough of Mechanicsburg Assistant Manager	gboyer@mechanicsburgborough.org
TWB	Tonya Brown	Mechanicsburg Parks & Recreation Department Director of Recreation	Tbrown@mbgsd.org
RNC	Roger Ciecierski	Borough of Mechanicsburg Manager	rciecierski@mechanicsburgborough.org
TSP	Tyler Fairchild	Silver Spring Twp. Parks and Recreation Director	tfairchild@sstwp.org
KH	Katie Hess	South Mtn. Partnership Appalachian Trail Conservancy Director	khess@appalachiantrail.org
IRM	David Maher	Cumberland County resident trail advocate	DavidRMaher@gmail.com
BM	Ben Mikesell	Buchart Horn Landscape Architect, Engineer	bmikesell@bucharthorn.com
SRW	Sharon Nelson	Monroe Township Planning Committee Chair	hwood@monroetwp.net
BN	Trish Newdeck	DCNR Regional Advisor	trnewdeck@pa.gov
	Ray Palmer	Silver Spring Township Manager	rpalmer@sstwp.org
TSS	Tyler Semder	DCNR SMTG Project Advisor	tsemder@pa.gov
SW	Stephanie Williams	Cumberland County Planning Department Senior Planning Manager	sjwilliams@ccpa.net
AP	Gregory Rogalski	Pennoni Associates Monroe Twp / Mech Boro Engineer	grogalski@pennoni.com
CM	Carl Machamer	SS Twp Supervisor	cmachamer@sstwp.org
SM	Scott Maldonado	SS Twp Land Development spec	smaldonado@sstwp.org



**MEMO**

**Project:** South Mountain Trolley Greenway (BH 77314-01) **Copy:**  
**From:** K. Hoover, B. Mikesell  
**Subject:** Wertz Property Wetland Investigation  
**Date:** May 27, 2021  
**Memo:**

BH performed a wetland investigation on May 11, 2021 in accordance with the USACE wetland delineation manual, which generally requires a water source, hydrophytic plant community, and hydric soils for a location to be considered a wetland and Waters of the United States. Test pit transects were cut across the site perpendicular to Trindle Spring Run, and the wetland boundary was marked with flags at approximately 25-foot intervals. The test pit and boundary locations were surveyed on May 13, 2021 as shown on the "Wetland Delineation Site Plan" exhibit attached.

Significant emergent, palustrine wetland areas were identified on the site which have implications for how a trail can be permitted and developed. Three potential trail alignments were under consideration to cross the Wertz property prior to the wetland investigation (see Option 1, 2, 3 exhibits attached). These included:

- Option 1. Alignment along the creek and potential natural levee.
- Option 2. Alignment roughly parallel to the Wertz property's eastern property line, adjacent to the existing residential development.
- Option 3. Alignment along the historic D+M Railroad.

**Option 1 - Natural Levee Alignment.** A more detailed investigation of the site quickly eliminated the potential of this option for simple permitting because there is a minimal and incomplete natural levee across the site. A boardwalk, preferably concrete, would be required to make this alignment possible. It would provide good stream access for fishing and environmental interpretation, but the permitting process would be long and costly.

**Option 2 - East Property Line Alignment.** The study revealed that wetlands extend beyond the Wertz property boundary for a significant distance along the eastern property line. As a result, there is no continuous path through the property from Trindle Road to lands of the Trindle Station HOA that would not result in wetland impacts. At present, DEP requires the following ordered approach to wetland impacts: avoid, minimize, mitigate. This means, the first response is to avoid wetland impacts. To meet this threshold, we need to demonstrate that there is no other viable, alternative route (e.g. Option 3). If Option 3 is not viable due to documented landowner resistance, we could propose a solution that would minimize wetland impacts, like an elevated concrete boardwalk. Any impacts, for example the pole support footings, would need to be replaced by mitigation, or replacement wetlands. This should be relatively easily done on site by excavating low upland areas. However, this would require a potentially lengthy and expensive permitting process that may not ultimately be approved, and if approved would require periodic inspections for up to 5 years to confirm that the replacement wetlands have been successfully established. If a permit is successful, this might be coupled with a larger MS4 wetland creation project on this site.

One additional point to note is that DEP is currently considering adding two permit waivers specifically for trail installations. One of these could potentially make approval of Option 2 much more feasible if an elevated boardwalk were used. There is no current timeframe for when this waiver would be available for use, but it could happen in 2021.

**Option 3 - Historic D+M Alignment.** The wetland study has confirmed that we will need to more fully vet the potential of Option 3 by contacting all property owners along the route between Trindle Road and Sinclair Road. This includes the following property owners:

- BP America (B. Mikesell submitted request)
- Cockrell
- Huli (D. Maher sent e-mail)
- Jumper
- Mongelli





Exhibit 5

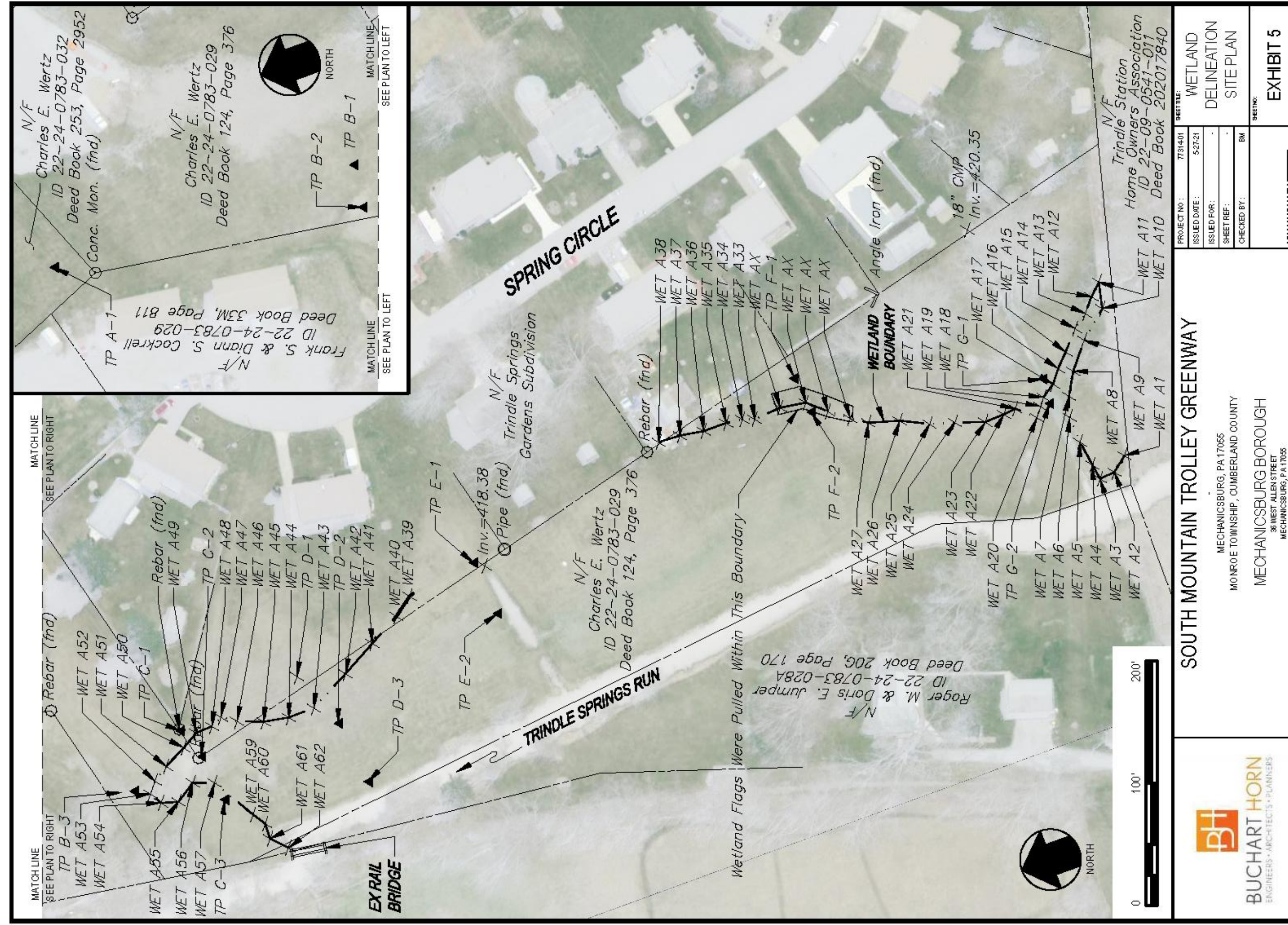


Exhibit 6









Exhibit 9

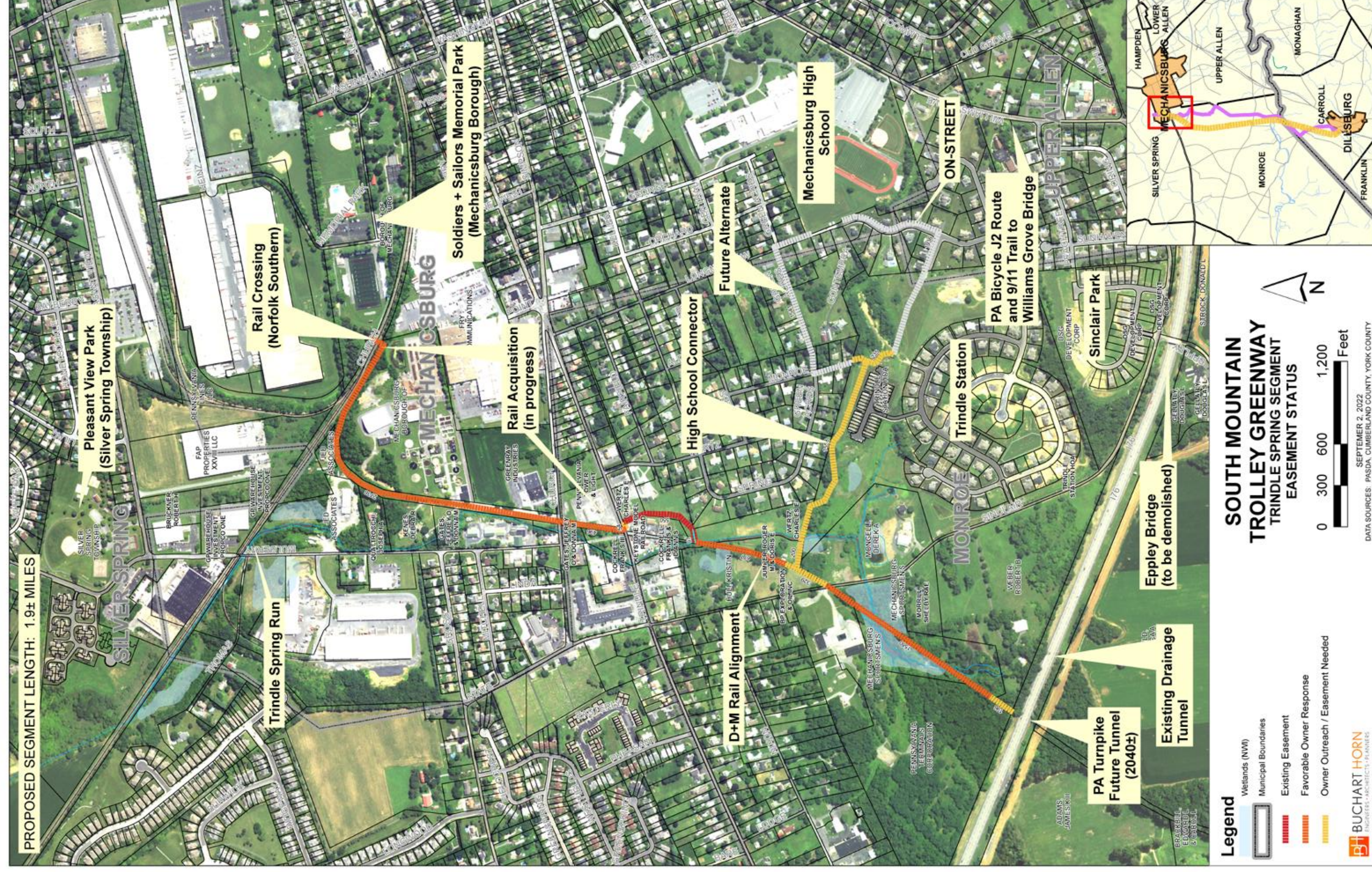


Exhibit 10

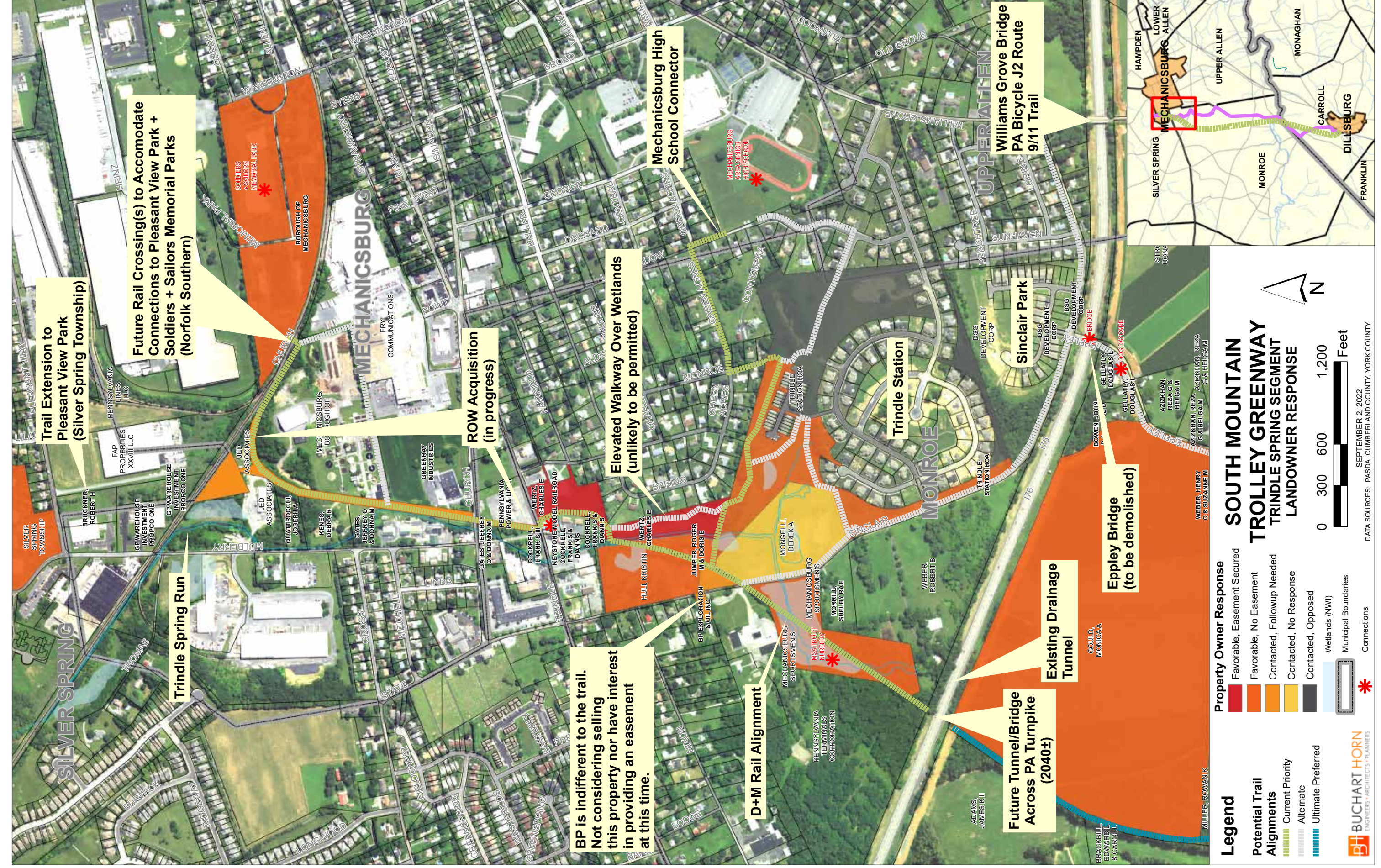
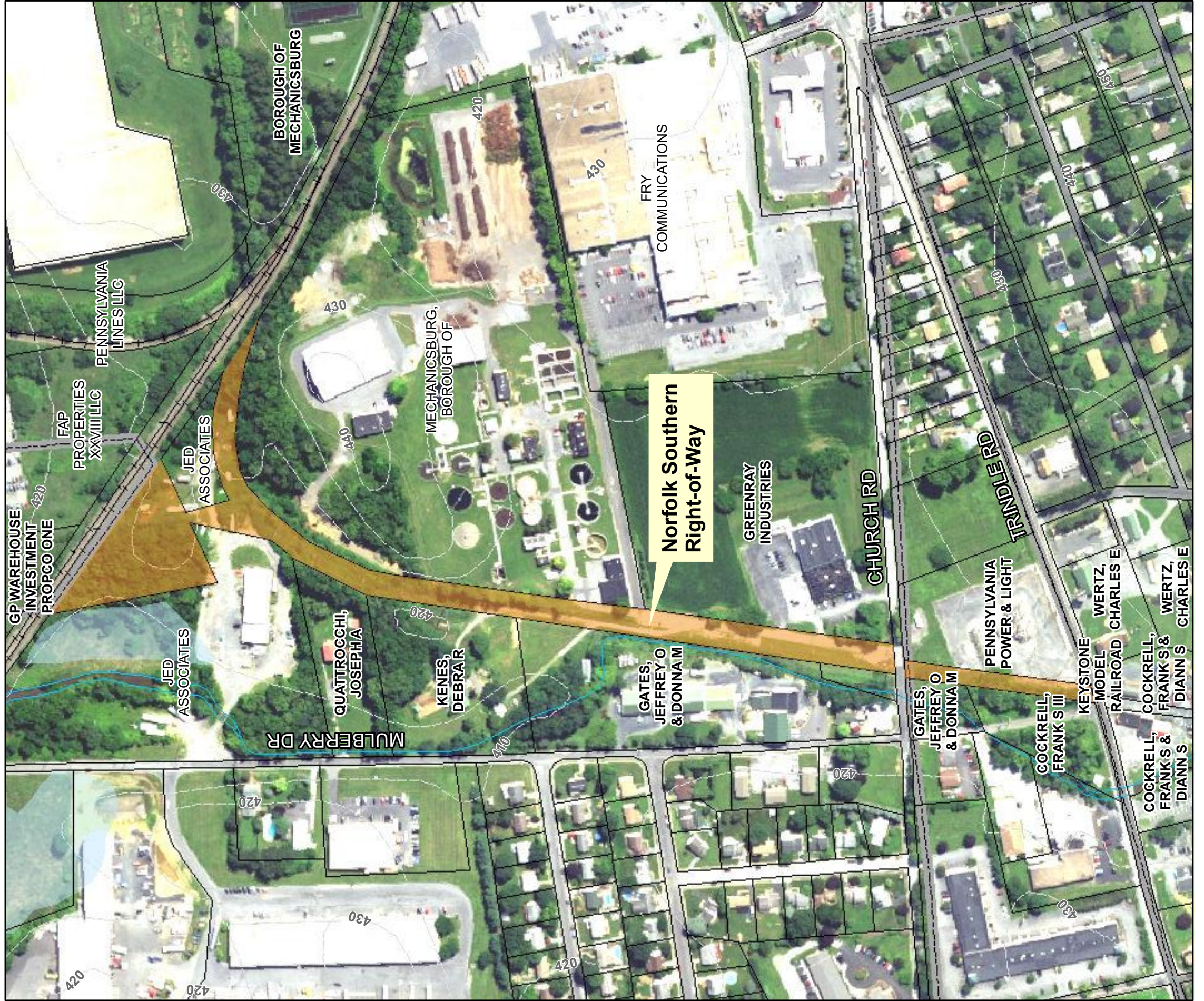




Exhibit 11



**SOUTH MOUNTAIN TROLLEY GREENWAY RAIL CORRIDOR**  
 OCTOBER, 2021  
 DATA SOURCES: PASDA, CUMBERLAND COUNTY, YORK COUNTY

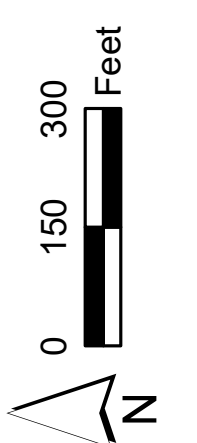
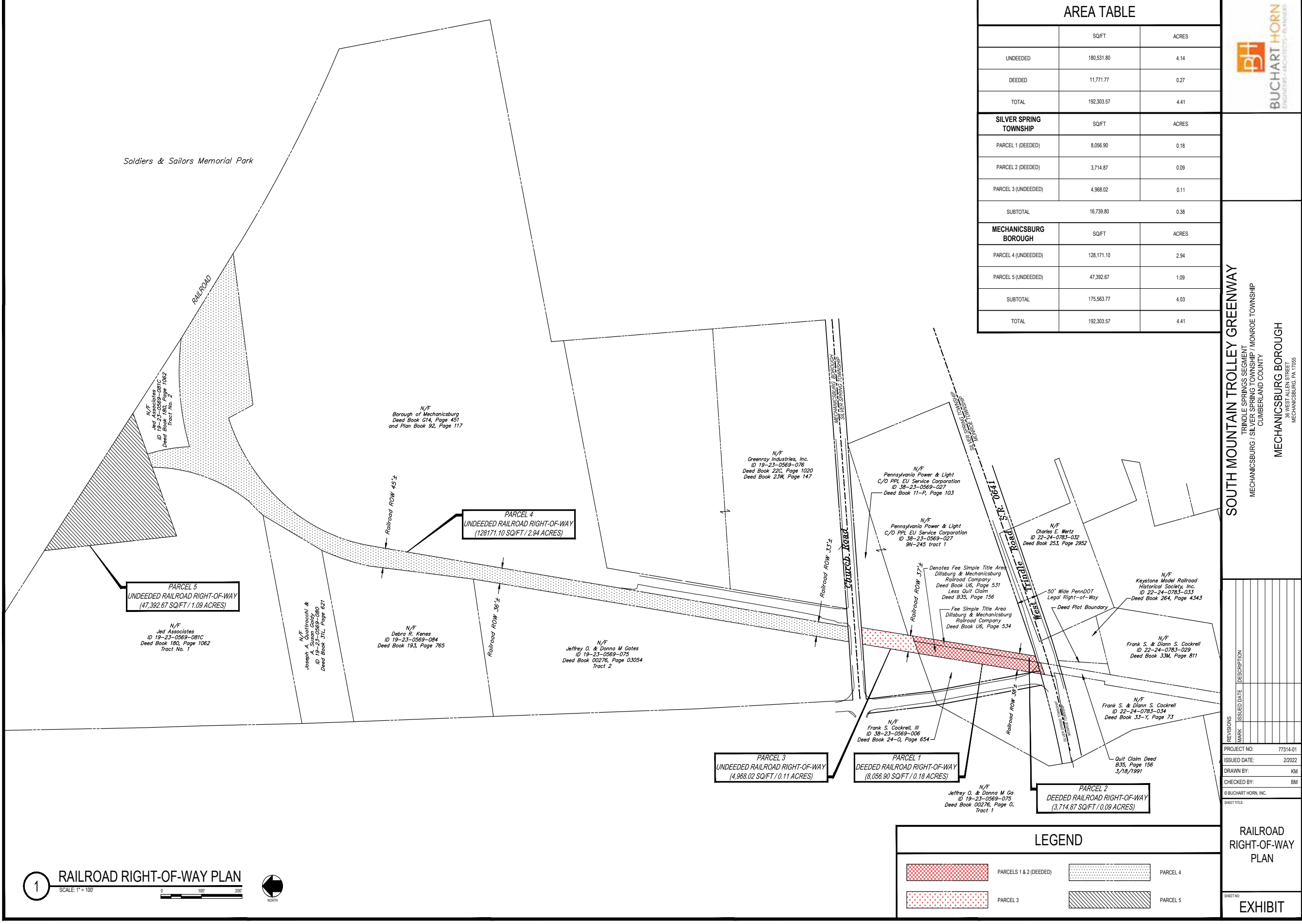


Exhibit 12



**BUCHART HORN**  
 ENGINEERS - ARCHITECTS - PLANNERS

**SOUTH MOUNTAIN TROLLEY GREENWAY**  
 MECHANICSBURG / SILVER SPRING SEEMBY / MONROE TOWNSHIP  
 CUMBERLAND COUNTY  
 MECHANICSBURG BOROUGH  
 WEST ALLEN STREET  
 MECHANICSBURG, PA 17050

REVISIONS	DATE	DESCRIPTION

PROJECT NO: 7731451  
 ISSUED DATE: 2022  
 DRAWN BY: KM  
 CHECKED BY: BM  
 © BUCHART HORN, INC.

**RAILROAD RIGHT-OF-WAY PLAN**

EXHIBIT



**Ownership,  
Cost, Funding  
+ Maintenance**



## Maintenance Index

### 1.0 Introduction

- 1.1 Written Policy Development
- 1.2 Insurance
- 1.3 Personnel
- 1.4 Budgeting Expenses
- 1.5 Funding Sources

### 2.0 Maintenance

- Trailheads
- Path
- Road Crossings
- Structures

#### 2.1 Specific Maintenance Tasks

- Benchmarking and Record Keeping
- Mowing and Trimming
- Weed Control
- Renewal Plantings
- Sediment Removal on Hardscape Surfaces
- Clearing Logs and Debris from Trails and Drainage Facilities
- Tree + Shrub Maintenance
- Trash Collection
- Vandalism + Graffiti Repair
- Painting, Coating, Sealing Surfaces
- Site Furnishing Repair
- Surveillance
- Lighting
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#### 2.2 Potential Equipment Budget

#### 2.3 Storage Building

### 3.0 References

#### Tables

- 1 Facility + Responsible Entity
- 2A Trail Surfaces
- 2B Weekly Maintenance Checklist
- 2C Monthly Maintenance Checklist
- 2D Multi-Year Maintenance Checklist
- 2E Maintenance by Plant Community
- 2F Task Metrics
- 2G Proposed Land Use + Estimated Annual Maintenance Manhours
- 2H Potential Equipment List

## 1.0 Introduction

Developing a plan for perpetual maintenance is a vital part of implementing any public facility. “Funding parks without allocating resources for maintenance would be comparable to purchasing a car and never changing the oil or taking it for service” (PRPS, 2018).

The SMTG has three segments: Trindle Springs, York and Monroe. The 2021-2022 study focused on the Trindle Spring segment, with Station 0+00 starting at the northern trailhead, Soldiers and Sailors Memorial Park in Mechanicsburg. At the conclusion of the study, Mechanicsburg Borough Council and the Silver Spring Township Board of Supervisors approved resolutions to accept maintenance responsibilities for the trail within their respective boundaries. The Friends of the SMTG will take responsibility for maintaining any portion of the Trindle Spring segment constructed in Monroe Township. Table 1 lists the anticipated facilities to be maintained with the responsible maintenance entity.

TABLE 1 Facility + Responsible Entity					
Facility Type	Facility Name	Responsible Maintenance Entity	Approximate Stations	Length / Area	Municipality / Regulatory Oversight
Path (10'W)	-	Mechanicsburg Borough	0+00 – 27+00	2,700± LF	
	Mechanicsburg Borough				
Path (10'W)	-	Silver Spring Township	27+00 – 32+00	500± LF	
	Silver Spring Township				
Path (10'W)	-	Friends of the SMTG	32+00 – 66+00	3,400± LF	
	Monroe Township				
Mowed Edge (5'W)	-	Mechanicsburg Borough		0.6± AC	Mechanicsburg Borough
Mowed Edge (5'W)	-	Silver Spring Township		0.1± AC	Silver Spring Township
Mowed Edge (5'W)	-	Friends of the SMTG		0.8± AC	Monroe Township
Road Crossing	Church Rd.	Mechanicsburg Borough	27+00	24± LF	Mechanicsburg Borough
Road Crossing	Trindle Rd.	Silver Spring Township	32+00	36± LF	PennDOT
Road Crossing	Sinclair Rd.	Friends of the SMTG	51+00	24± LF	Monroe Township
Bridge	Norfolk Southern Railroad	To Be Determined	0+00 – 1+00	100± LF	Norfolk Southern Railroad
Bridge	Trindle Spring Run	Friends of the SMTG	40+20	30± LF	Private Property Owners



It is very helpful to have written policies in place to anticipate a response to issues before they arise. This maintenance overview could be one component of such a policy. The municipalities have existing staff and maintenance policies in place, however, the Friends of the SMTG should develop internal policies for dealing with complaints and addressing trail maintenance promptly, especially any issues that threaten physical safety.

## 1.2 Insurance

It is assumed that the partner municipalities are adequately insured for maintenance activities. The Friends of the SMTG should also discuss appropriate liability/umbrella insurance with an agent to cover them in the event a trail user sues the organization or a member is injured while performing maintenance activities.

## 1.3 Personnel

It is anticipated that the respective trail segments in Silver Spring Township and Mechanicsburg Borough will be maintained by existing staff. The portion within Monroe Township to be maintained by the Friends of the SMTG would be maintained by volunteers. It is not anticipated that any full or part-time staff will be hired at this time. This may be reevaluated if the trail is extended and grows significantly in the future.

## 1.4 Budgeting Expenses

It is important to have adequate funding sources to allow for ongoing perpetual maintenance. A 2015 study by the Rail to Trails Conservancy and DCNR, "Maintenance Practices and Costs of Rail-Trails", estimated trail maintenance at \$500 to \$1,000 per year depending on surface. Considering inflation and that this is a relatively small trail segment, a more conservative number of \$2,500 to \$5,000 per mile would be a better current maintenance budget target.

This certainly does not include the cost to replace the surface, however construction costs are typically covered by grant funding. If the group needed to prepare for the entire cost of surface replacement, a calculation would proceed as follows. Assuming a cost of \$100 / LF of trail in 2022, the Friends group would need approximately \$340,000 to construct their portion of the trail. Projecting a replacement in 50 years and assuming 5% annual inflation rate, this would require a future payment (2072) of \$3.9 million. This would require an annual contribution of \$35,000 per year over the next 50 years, assuming an interest rate of 3%. The numbers vary significantly with small variations in the inflation/interest rates. But the point is that the group could raise significant funding by saving relatively small amounts on an annual basis. Note, it is likely that match funding will be required to access grant funds. So even if the group is only able to allocate \$1,000-\$5,000 per year toward future capital expenses, they would be prepared with significant match funds (\$100,000 to \$500,000) in the future.

## 1.5 Funding Sources

The SMTG is planned to be open to the public, free of charge. Going forward, Mechanicsburg Borough and Silver Spring Township will fund trail maintenance out of their respective budgets for the trail portions within their municipal boundaries.

Though much of the maintenance efforts of the Friends of the SMTG are expected to be volunteer, the group will require some revenue. Trail maintenance grants are beginning to become available, like "The Trail Fund" administered by American Trails. Otherwise, the group will heavily rely on individual contributions or endowments. One way to generate some revenue would be to post small QR code signs along the trail that would link to an information web site that includes a secure donation page. The page could also provide trail updates and potentially interpretive information (e.g., history, environmental interpretation, etc.). In addition, many other local parks and trails encourage donations of site furnishings and tree plantings by local corporations or in honor/memory of loved ones. The donation is acknowledged by a small plaque or by a common donation wall at a trailhead. This can be an effective method for making small improvements. Other funding sources may include advertisements, naming rights, and programming revenue (annual events like tree blossom festivals).

## 2.0 Maintenance

Maintenance is critical to the ongoing success of a project. Disrepair often leads to a downward spiral of neglect and outright abuse of facilities, ultimately creating a "waste space". Taking pride and ownership in a facility leads to the opposite. Key components of a shared use path that require regular maintenance are discussed below and include,

- Trailheads
- Path
- Road Crossings
- Structures (e.g., culverts, inlets, bridges, underpasses)

Maintenance limits should be clearly defined to avoid stretching resources too thin. This trail is presently proposed to have a 10-foot wide path, with a 5-foot wide mowed edge. Areas for additional maintenance outside of this 20-foot section should be carefully considered (e.g. maintenance of wetland areas, plantings, parking areas, etc.) to be sure adequate resources are available.

**Trailheads.** SMTG trailheads should be simple, especially while the trail is forming. The initial focus should be on welcome/wayfinding signage and parking. Wayfinding signage can direct users to existing nearby facilities for refreshment and restroom facilities (e.g., Sheetz or other local shops). The ultimate planned trailhead for the Trindle Spring segment is Soldiers and Sailor Park which will not be accessible until a bridge is installed across the active railroad. In the interim, path users can access the path via adjacent low-volume roads and public sidewalks. Interim parking opportunities should be explored during the preliminary design phase (e.g., parallel to WWTP access drive north of Church Road, Keystone Model Rail property, and/or Wertz property).

**Path.** Path maintenance includes maintaining signage, vegetation along the path's edge, and the path surface itself. It also commonly includes removal of graffiti, trash, and debris like fallen tree limbs and clearing drainage facilities.

Signage may include branding, wayfinding, warning or regulatory signs that are located along the path. Trail signs should be replaced every 10-15 years to keep it fresh and inviting for trail users. Mile marker signs should be incorporated to facilitate wayfinding, maintenance and emergency response.

Maintaining the path edge typically involves mowing a 5 to 10 foot wide strip on either side of the path to keep vegetation in check and present a well maintained facility for path users.



There are several potential trail surfaces that will be potentially evaluated during the preliminary design phase including gravel, asphalt, porous asphalt, concrete, and concrete boardwalk. See Table 2 for a comparison of various path surface types.

**Road Crossings.** Maintaining a road crossing includes its signage, pavement striping, bollards (if applicable), and curbing and ADA ramps (if applicable). Flashing beacons or other more advanced traffic control devices may be included in the crossing if required by PennDOT and/or warranted by safety concerns (e.g., high traffic counts, limited sight distance, accident history). This will be determined during the final design phase.

Crossing signage will likely include wayfinding, warning and regulatory signs. This includes approach signage for both bicycles and autos (e.g. crossing 500-ft ahead) as well as signage physically at the crossing. It is important to trim vegetation that may be obscuring signage. Markings include stop bars, yield arrows, crosswalks, among other site specific requirements. Markings and signage will be posted both on the path for pedestrians/bicyclists as well as on the road for approaching autos.

**Structures.** Potential structures along the SMTG include pedestrian bridges/underpasses and drainage structures like culverts and inlets. These structures will be defined in detail during the preliminary and final design phases.

TABLE 2A Trail Surfaces					
Surface Type	Anticipated Service Life	Annual Maintenance	Multi-year Maintenance (interval)	Benefits	Limitations
Gravel	10± yrs	Weed removal; Debris removal	Regrade Apply new layer of trail mix and compact (10± yrs)	Low Initial Cost	Susceptible to Flood damage
Asphalt (impervious)	15 – 20 yrs	Weed removal; Seal cracks;	Seal surface	Flood resistant	Susceptible to frost action if not sealed
Asphalt (porous)	15 – 20 yrs	Weed removal; Seal cracks;	Prevent clogging; Vacuum annually Clean inlets/drains	Flood resistant	10%+ higher cost than impervious; Susceptible to frost action if drainage clogs
Concrete	40 – 50 yrs	Weed removal; Debris removal	Replace any sections with severe cracking or separation as needed	Flood resistant; Joints facilitate patch repair	High Initial Cost
Concrete Boardwalk	40 – 50 yrs	Repair railing (if applicable)	Inspect for shifting components (5 yr)	Install above custom flood elevation	High Initial Cost

TABLE 2B Weekly Maintenance Checklist	
Surface Type	Anticipated Service Life
Path	Mow edge Remove debris obstructing path; Repair any imminent safety hazards
Vandalism / Graffiti	Immediately power wash, paint and/or repair.

TABLE 2C Monthly Maintenance Checklist	
Facility Type	Maintenance Description
Path	Comprehensive trash/debris cleanup
Asphalt Path	Remove any weeds in cracks;
Signage	Inspect road crossing signage to make sure it is in place and visible (e.g., vegetation is not obscuring)
Drainage	Inspect to make sure inlets or drains are not clogged following any major storm event

TABLE 2D Multi-Year Maintenance Checklist		
Facility Type	Frequency	Maintenance Description
Asphalt Path	1 yr	Seal any cracks before winter
Concrete Path	1 yr	Replace any sections with severe cracking or separation as needed
Concrete Boardwalk	1 yr	Inspect + repair railing
Trees	1 yr	Inspect to identify and remove diseased and dying trees that pose a safety risk
Signage	2 yrs	Clean sign face; Replace any missing bolts/hardware
Paintings/coatings	2 yrs	Comprehensive inventory of painted or stained surfaces; touchup any areas showing significant wear



Concrete Boardwalk	5 yr	Inspect + repair any shifting components
Bridge / Underpass	5 yr	Formal structure inspection
Impervious Asphalt Path	5-7 yrs	Apply seal coat
Thermoplastic markings	5-7 yrs	Replace
Signage	15 – 20 yrs	Replace
Asphalt Path (impervious / porous)	25 – 30 yrs	Replace
Concrete Path	40 – 50 yrs	Replace
Concrete Boardwalk	40 – 50 yrs	Replace

## 2.1 Specific Maintenance Tasks

Anticipated maintenance tasks are described in more detail below.

**Benchmarking and Record Keeping.** A valuable and often overlooked task is benchmarking and record keeping. The goal of this effort is to document the value and effectiveness of past labor efforts for future decision making. Having data makes it a lot easier to make the case for the proposed maintenance budget. It is also critical to plan labor efforts in advance based on records as “It costs three to nine times as much to perform a task on an emergency basis rather than as a routine scheduled task” (PRPS, 2018).

A representative of the responsible maintenance entity should walk/ ride through the corridor on a regular basis (e.g. monthly / quarterly) to inventory and prioritize maintenance needs. Current conditions should be noted/photographed and maintenance needs/results should be documented in a simple one-page report that can be used for ongoing prioritization and decision making.

Comprehensive photos might also be taken of the entire corridor on a regular basis (e.g. quarterly) from predetermined locations so comparisons can be made of conditions and results across months and years. Trail distance markers should be maintained to provide a useful tool for maintenance staff to record work locations in addition to helping emergency responders and trail users.

The maintenance coordinator might also setup workload and cost-tracking categories (e.g., start with the tasks listed above) and keep a running total of actual hours spent on particular maintenance tasks. These data should be periodically assessed to look for opportunities to improve maintenance practices.

**Mowing and Trimming.** Mowing can require significant resources for both regular manpower and specialized equipment. The three plant communities that might be included in the final design include turf, meadow and wetlands. The table below shows the approximate scope of work that would need to be completed. As noted, the timing and height of mowing is critical for the success of wildflower meadow species. Most species cannot tolerate frequent low mowing required for turf maintenance.

Table 2E Maintenance By Plant Community	
Plant Community	Maintenance Frequency
Turf Areas	Mow to 2-3” height every two weeks, April to November
Low-maintenance Turf areas	Mow to 4”+ height when height exceeds 12-inches, April to November
Wildflower Meadows (floodplain + upland)*	Brush hog (or heavy duty rotary mower) to 2” height in February before nesting season to control woody succession; First season, trim to 7” when height exceeds 18”. Wildflower meadows should never be cut below 7” during the growing season and should be preferably mowed with a brush hog or industrial sized rotary mower. Perform selective weed control during the growing season, weekly, until species of concern is eliminated.
Wetlands	Sickle bar / Boom Mower in June and after heavy frost. Perform selective weed control during the growing season, weekly, until species of concern is eliminated.

**Weed Control.** Detrimental impacts of undesirable plants include:

- Allergy/physical risk to path users (e.g., respiratory/skin reactions, thorns, etc.)
- Path destruction (e.g., in some cases growing through asphalt)
- Destruction of diverse, native ecosystem

The following plants are of particular concern for this trail and should be eliminated on sight:

- *Ailanthus altissima* (Tree of Heaven) - invasive species, aggressive nature
- *Ambrosia artemisiifolia* (Annual Ragweed) – seasonal allergy hazard
- *Conium maculatum* (Poison Hemlock) – allergic reaction on skin contact
- *Faliopia japonica* (Japanese Knotweed) – aggressive nature can destroy path

Note: There is a large, existing patch of knotweed west of the Mechanicsburg WWTP that needs to be destroyed prior to path construction. See Penn State Extension “Invasive Plant Fact Sheet Japanese Knotweed” for a detailed discussion of the plant and methods for its eradication.

- *Rosa multiflora* (Multiflora Rose) – aggressive nature with thorns
- *Phyllostachys aurea*, *P. aureosulcata*, *P. bambusoides* (Golden, Yellow Groove and Giant Timber Bamboo) – aggressive nature can destroy path
- *Toxicodendron radicans* (Poison Ivy) – allergic reaction on skin contact

Other species will certainly need to be added to the list by maintenance staff as time passes.



A vigilant and aggressive weed control program is important for keeping aggressive species in check. This is typically done through a combination of soil sterilization, mowing and herbicide treatments followed by the establishment of a desirable species. Weed control prior to planting may include soil sterilization (e.g. repeated tilling, or heat treatment). After planting potted plants or seedlings emerge, a pre-emergent chemical treatment can be effective at keeping weed seeds from germinating, like crabgrass. If undesirable plants emerge, they will need to be physically pulled, burned or sprayed.

It is important to be able to recognize noxious species in both seedling and adult stages for best control. Equally important is the ability to identify preferred species so they are not inadvertently killed. Seed suppliers like Ernst seed provide photos of seedlings in their catalogs. A good starting point for a list of noxious species is the "DCNR Invasive Plants List" ([http://www.docs.dcnr.pa.gov/cs/groups/public/documents/document/dcnr\\_20033694.pdf](http://www.docs.dcnr.pa.gov/cs/groups/public/documents/document/dcnr_20033694.pdf)), especially the "Severe Threat" plants. Under no circumstances should these species be permitted to bloom and set seed.

Woody vegetation and vines must be cut to the ground and then treated with an appropriate herbicide. Brush killer (Dicamba) should be used for vines like poison ivy and woody saplings. Nonspecific herbicides like glyphosate (Roundup) have been heavily used in the past, but more recently, questions have emerged about long-term health effects caused by their use. There are some alternatives like 2-4D (broadleaf only) and Finale. Maintenance staff should review the health risks associated with any chemical herbicides and procure and use safety equipment to minimize, if not eliminate, their exposure. Always shower immediately after completing spraying. Records should be kept of concentrations, date, time of day, weather conditions, weed size, and treatment effectiveness. Use what works for the species encountered. Considering the proximity to the creek, it is important to minimize the use of chemical treatments as much as possible and not overdose. With that said, some highly aggressive species will likely only be effectively controlled with the use of chemicals (e.g. Japanese Knotweed).

Burning with the use of products like the "Red Dragon Weed Torch" may also prove to be an effective alternative to herbicide treatment for some species. However, torches are not typically recommended for locations immediately accessible to the public (e.g., trails) and should only be used with approval by the local fire department and municipality. Fires can quickly get out of control. Torches should be used with extreme caution and only when fire risk is very low and vegetation is active, green and growing.

Spot spraying or burning should be performed weekly during the growing season as invasive species grow quickly. Resulting bare spots should be renewed by seeding/planting approximately one month after the herbicide application or one week after burning.

Spot spraying may also be subcontracted to professional companies like Aquatic Resources Restoration Company (ARRC) of New Freedom, PA who have trained staff licensed in herbicide applications for invasive species.

Finally, weed species can be controlled if desirable species are strong and vigorously growing to crowd them out. A light annual application of slow release fertilizer at the beginning of the growing season (e.g. April) may be appropriate for the grasses along the trail edge. Weed and feed products are not recommended for this location. The application should be carefully measured to avoid over application near the stream. Error on the low-side of recommended application rates. Skip fertilizer applications if there is any sign of algae growth in the stream.

**Renewal Plantings.** Plant communities are dynamic. Go with what grows. Any bare spots should be replanted as soon as possible. Topsoil may need to be locally replaced or amended to improve growing conditions. Apply light layer of straw mulch to retain moisture and erosion control matting secured with earth staples if the bare

spot is on a slope. A pre-emergent chemical soil application (e.g., "Surflan" or "Barricade") might also be used in combination with a potted/plug installation to keep weed seeds from germinating.

**Sediment Removal on Hardscape Surfaces.** Portions of the trail located within the floodplain may periodically be coated with a layer of sediment following storm events. The PA DEP regulates sediment as a "contaminant" and therefore it cannot be washed back into the creek. It may however be washed back onto the floodplain. To limit maintenance, the trail should be elevated above the 2-year storm at a minimum. The ability to raise the trail may be limited by environmental/flood regulations and installation costs. The cost/benefit of elevating the trail should be evaluated during the design process. Municipal skid loaders, backhoes, and/or street sweepers might be used following larger storm events. The Friends of the SMTG might initiate a memo of understanding with the municipalities to make larger equipment available for cleanup in the event of a major storm event.

**Clearing Debris from Trails and Drainage Facilities.** Significant debris including logs can be carried by floodwaters that can block the trail and also clog drainage facilities. It is important that inlets and culverts be kept clear of debris to avoid potentially exacerbating flood damage to the trail. Multiple size chain saws and potentially a mowing tractor with a winch may facilitate clearing logs and debris from the trail. It is likely that members of the Friends group would volunteer personal chainsaws for debris cleanup. However, the group might also work with municipal partners when heavy equipment (e.g. backhoe) is necessary.

**Tree + Shrub Maintenance.** Low maintenance plantings should be utilized along the trail to provide shade and screen/define space where necessary. For safety purposes, it is critical to maintain clear lines of sight along the full corridor. In general, any trees should be clear limbed to a minimum of 15' above the ground to create an open canopy, cathedral like effect. The primary leader of canopy trees should not be cut ("topped"). Shrubs exceeding 3-feet in height should be generally avoided.

Falling tree limbs can pose a serious hazard for path users. It is recommended that a qualified professional should actively monitor tree health and severely diseased or dying trees should be cut and removed. Proactive inspection should also trim diseased, cracked or structurally impaired limbs to minimize risk to path users from falling branches.

**Trash Collection.** Many parks are reducing or eliminating trash receptacles to limit the resource drain of emptying and disposing of trash. Considering the limited resources available for maintenance of the trail, a carry-in carry-out policy should be promoted. Responsible citizens will take trash with them and a true "Friend" of the trail will even pick-up trash left by others. Irresponsible citizens will likely throw trash on the ground whether trash receptacles are provided or not. If trash becomes an issue, the Friends of the SMTG could organize a monthly or quarterly cleanup day for a more thorough cleaning of trash that collects in undergrowth or less obvious locations.

**Vandalism + Graffiti Repair.** Vandalism and graffiti should be addressed immediately by either power washing or painting over the graffiti. Abuse and non-use often leads to more abuse and non-use.

**Painting, Coating, Sealing Surfaces.** From a maintenance perspective, weathering steel or concrete are preferable to painted surfaces. But, a little color can really bring a space to life. High quality powder coated enamels should limit the need for painting for many years to come, excepting vandalism. A standard color palette should be established for consistency across the entire SMTG. Records should be kept of colors used for all materials along the trail so that touchup paint may be quickly acquired. All facilities should be inspected biennially to assess the need for a fresh coat of paint and then promptly implemented.



**Site Furnishing Repair.** Records should be kept of the make and model of all site furnishings so that replacement parts can be acquired quickly in the event of vandalism or breakage from normal wear and tear.

**Surveillance.** Surveillance cameras are not recommended for this corridor at this time. The need for cameras should be evaluated minimally every three to five years and installed if security becomes an issue.

**Lighting.** Considering the cost of installation/operation, lighting is not recommended at this time.

**Snow Removal.** Considering the cost and relatively lower use of trails in winter, snow removal is not recommended at this time.

**Nuisance Animal Control.** It is important to actively control nuisance species including Canada geese and groundhogs, if present along the trail as they can damage facilities and negatively impact the trail user experience. Typical deterrent approaches for geese include sound devices, chemical treatments to make vegetation unpalatable, predator replicas, harvest of nests and eggs, daily and extended dog activity along the trail, or selective trapping and hunting. It may be advisable to consider subcontracting this work to a pest control company that specializes in removal of geese and groundhogs.

**Equipment Maintenance.** A variety of equipment is needed to maintain the path corridor at a high level. Having reliable, well maintained equipment is critical to maximize the time effectiveness of maintenance staff. Develop a maintenance schedule for each piece of equipment and document all maintenance. When cost effective, in-house repair skills should be developed. Equipment maintenance is an ideal task for inclement weather.

## 2.2 Task Metrics

For planning purposes, the metrics tables below can help determine the time and number of workers needed to complete common tasks.

Table 2F Task Metrics		
Task	Assumptions	Daily Production
Mowing (turf)	2 mph x 5' width = 1.2 ac/hr	10 ac/day
Mowing (low maintenance areas)	1 mph x 5' width = 0.6 ac/hr	5 ac/day
Trimming	1,000 LF / hr	8,000 LF/day
Spot Spraying	1 ac/hr	8 ac/day
Litter Cleanup	¼ ac/hr	2 ac/day
Sweeping	1.5 mph x 3.5' width = 2,800 LF/hr, 10' wide walk	22,200 LF/day

Table 2G Proposed Land Use + Estimated Annual Maintenance Manhours				
Land Use	Area (Acres)	Maintenance Cycle	Hours/ cycle	Daily Production
Turf Areas	1.5	Weekly	Workers: 2 Mow: 1.5 hr Trim: 1.5 hr	84
Low-maintenance grass areas	1.5	Monthly	Workers: 2 Mow: 1.5 hr Trim: 1.5 hr	21
Litter Cleanup Day	4.6 (30'W x 6,700 LF)	Trimming 3 times/yr	Workers: 9 2 hr	54
Path / Trail (8,850 LF ±)	1.5	Annually	4	208
<b>TOTAL</b>	46			

\*Mowing season is assumed to be April to October (7 months, 28 weeks)

## 2.2 Potential Equipment Budget

At some point, the Friends group may elect to purchase dedicated equipment for path maintenance. Not all of the items below may be necessary, especially if group members bring personal equipment to maintenance events. The width, height and length dimensions in the table below can be used to estimate necessary storage area.

Table 2H. Potential Equipment List						
Equipment	Purpose	Width (ft)	Height, Depth	Length, (ft)	Quantity	Capital Cost
Lawn Tractor / Zero Turn	Mowing	6	6	8	1	\$5,000
String Trimmer / Edger	Mowing and edging areas missed by larger equipment	1	1	5	1	\$500
Chain saw (16" / 28")	Clearing logs and debris from path and drainage facilities	1	1	3	1	\$1,000
Pole Chain Saw	Tree trimming, cutting inaccessible debris (13' extended)		1.5	8	1	\$600
Weed Torch + Propane Tank Cart	Spot weed control alternative to chemical herbicides	1	3	1	1	\$400



Industrial Power Washer	Graffiti removal; periodic cleaning of paved path, signs, and site furnishings	2.5	2.5	3.5	1	\$1,500
Herbicide Sprayer	Spot spraying invasive species	4	2	2	1	\$300
Miscellaneous hand tools (e.g., shovels, trimmers, gas can, etc.)		4	5	2	1	\$200
<b>Total Equipment Budget</b>						<b>\$9,500</b>

### 2.3 Storage Building

In the event that the Friends group acquires dedicated equipment (e.g., lawn tractor, trimmer, chainsaw, sprayer, etc.), it would be ideal to have a storage building located near the trail. When opportunities arise, the group might discuss the possible use of existing structures with adjacent property owners. Use of an existing structure may blend into the landscape better than constructing a new building.

### References

Ernst Seeds. "Planting Guide", [www.ernstseed.com](http://www.ernstseed.com).

PA DCNR and Pashek Associates. "Pennsylvania Trail Design & Development Principles".

PA DCNR and Rails to Trails Conservancy. "Maintenance Practices and Costs of Rail-Trails", (2015).

PA DEP. "Pennsylvania Stormwater Best Management Practices", (2006).

PA Recreation & Park Society. "Pennsylvania Park Maintenance Institute Report", (2018).

Penn State Extension. "Invasive Plant Fact Sheet, Japanese Knotweed".

# APPENDIX



## Example Interlocal Agreement

(From PA Parks Maintenance Institute Plan 2018 (pp. 43-47))

### Municipalities:

- Mifflin County, Bratton Township,
- McVeytown Borough and Oliver Township.
- Mifflin County

### Project contact:

Bill Gomes, AICP  
Director of Planning & Development  
717-242-0887  
wgomes@mifflinco.org

*"Mifflin County developed a boat launch on the Juniata River. In a remarkable feat of securing land donated via a 25-year lease; several grants from PA DCNR, the National Park Service, and PRPS for planning design and development; and other donated services, the County created the only public boat launch in a 22 mile stretch of this beautiful river. The next challenge was figuring out how this site was going to be maintained by a county without a parks and recreation department and largely small rural municipalities that operate parks and recreation via volunteer boards and limited public works departments. Bill Gomes, Mifflin County's Director of Planning and Development worked collaboratively with the County Commissioners, Bratton Township, McVeytown Borough, and Oliver Township on an agreement to jointly care for this important recreation facility. This was a tall order due to limited resources, challenges on liability, need to adhere to the quality standards desired by the property owner, the County, and the municipalities. For more than a year, the parties came together in the following written agreement in which the municipalities dedicate a line item in their budget for the care of the boat launch and park, taking turns each yet for the performing the tasks required. The County holds the insurance policy. The following agreement spells out the details of the agreement."*

## INTERMUNICIPAL AGREEMENT

### MAINTENANCE OF JUNIATA RIVER BOAT LAUNCH IN BRATTON TOWNSHIP, MIFFLIN COUNTY

THIS AGREEMENT is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2015,  
by and between:

BRATTON TOWNSHIP, a Second Class Township of Mifflin County Pennsylvania

-AND-

OLIVER TOWNSHIP, a Second Class Township of Mifflin County Pennsylvania

-AND-

MCVEYTOWN BOROUGH, a Borough of Mifflin County Pennsylvania.

Bratton Township, Oliver Township and McVeytown Borough are hereinafter collectively referred to as the "Parties."

WHEREAS, the County of Mifflin entered into a lease agreement (hereinafter the "Lease" attached hereto and incorporated herein) with the owner of a tract of land along the Juniata River in Bratton Township, Mifflin County, Commonwealth of Pennsylvania, identified as Mifflin County Tax Parcel No. 13-05-141D (hereinafter the "Owner" or "Property"); and

WHEREAS, the leased portion of the Property (hereinafter called the "Premises") is depicted on Exhibit A to the Lease; and

WHEREAS, the purpose of the Lease is to provide public recreation for a boat launch and necessary parking on the Premises; and

WHEREAS, the Parties approved the Lease and acknowledged their responsibility for the maintenance only of the Premises, which includes the parking area, and that the maintenance contemplated consists of garbage removal, lawn mowing, snow plowing and normal pavement repair. The municipalities are not assuming any responsibility or liability for catastrophic events or extraordinary damages and repair to the premises; and

WHEREAS, the Parties desire to enter into this Intermunicipal Agreement pursuant to paragraph 6 of the Lease and 53 Pa.C.S. § 2301 *et. seq.* in order to govern the costs, expenses and responsibility for the maintenance of the Premises.

NOW THEREFORE, in consideration of the mutual covenants contained herein and intending to be legally bound hereby, the parties agree as follows:



1. TERM – Twenty-five (25) years. If the Lease is extended, this Agreement may be extended by consent of all the Parties.

2. AGREEMENT AREA - The Premises as identified and depicted on Exhibit A to the Lease, consisting of 1.80 acres.

3. BUDGETING, ADMINISTRATION AND ASSIGNMENT OF COSTS AND EXPENSES

(a) **Budgeting.** Each Municipality agrees to budget \$1,000 dollars annually during the term of the Lease to be placed into a separate account to be maintained by each Municipality. This allocation will be used to fulfill each Municipality's obligation under the Intermunicipal Agreement as to maintenance and will revert to the respective Municipalities if not exhausted at the end of the Lease. Each Municipality shall not be required to maintain more than \$5,000 in this account at any one time.

(b) **Administration.** Bratton Township will procure any materials and equipment necessary for the maintenance of the Premises based upon the Operating Budget; however, no costs in excess of \$1,000 per year shall be incurred without the written agreement of all Parties. Bratton Township will maintain all records relating to the budgeting, maintenance, operation, and insurance for the Premises. Oliver Township and McVeytown Borough will have access to said records.

(c) **Assignment of Costs.** All costs and expenses incurred in the maintenance of the Premises as defined herein shall be shared equally by the Parties. There shall be deducted from the foregoing costs and expenses, any federal, state, county, private or other grants, which are specifically designated by the granting entity to be reimbursement for operation, administration or maintenance.

(d) **Financing.** Each party shall have the exclusive obligation and control over any manner and means of procuring any necessary financing for each party's share of the costs and expenses contemplated by this Agreement. No party shall be required by this Agreement to participate with any other party in any joint financing or application for public grant money, but such may be done by agreement of the parties.

(e) **Maintenance.** For the months of March through November responsibility for maintenance of the Premises shall be on an alternating basis. Bratton Township shall be responsible for the month of March, Oliver Township for the month of April, McVeytown Borough for the month of May, and the cycle shall repeat thereafter in months of June through November. For the months of December through February, each municipality shall select a month for maintenance responsibility.

(f) **Operating Advisory Committee.** If the Parties are unable to agree upon an Operating Budget or if a dispute arises with respect to the administration or assignment of costs or upon the request of at least two of the Parties, each Party shall select one voting member to serve on an Operating Advisory Committee to facilitate a beneficial working relationship among the Parties. The Operating Advisory Committee will meet as required at Bratton Township, or other location agreed upon by the Parties, and take any formal action on the financial, maintenance, operation, and insurance procurement for the Premises. Each member of the Operating Advisory Committee shall cast one vote and have access to all records, accounts and other information relating to operation, maintenance and insurance of the Premises. The minutes of each meeting of the Operating Advisory Committee shall be recorded and sent to the Secretary of each of the participating parties.

4. INSURANCE - The County of Mifflin will carry liability insurance of not less than \$1,000,000 and naming the Owner as an additional insured on said policy. Each of the municipalities herein will name Owner as an additional insured on their general liability policy for the purpose of the performance of their maintenance obligations hereunder.

5. FREE ACCESS – the Parties agree that the Premises shall be open to the public without charge for a boat launch area and parking related thereto. The public shall have access to the Premises via the closest public road or as indicated on Exhibit A to the Lease. The Premises, or a portion thereof, may be closed for maintenance, repairs or construction as necessary.

6. SIGNS – the Parties understand that they may erect and maintain signs and notices as may be necessary to inform the public that the Premises is open as a boat launch area and of the laws and regulations pertaining to its use.

7. CONSTRUCTION - This Agreement shall be construed under the laws of the Commonwealth of Pennsylvania.

8. ASSIGNMENT – This Agreement may not be assigned by any party.

9. NOTICES - Notices shall be effective on the date they are received and shall be sent either by hand delivery, certified mail, or overnight delivery. Notices shall be sent to the following:

For Bratton Township: 133 Mountain Lane  
McVeytown, PA 17051

For Oliver Township: 4670 U.S. Highway 522 South  
McVeytown, PA 17051

For McVeytown Borough: 10 N. Queen St. - PO Box 321  
McVeytown, PA 17051

10. EFFECTIVE DATE - This Agreement shall become effective upon execution by all parties.

IN WITNESS WHEREOF, the parties hereunto have signed this document on their behalf and have had their signature duly witnessed.

Attest:

Board of Supervisors of Bratton Township

Claudia Meyer 2-17-15  
Secretary (date)

Stanley Collins 2/17/15  
Chairman (date)

Board of Supervisors of Oliver Township

David Kerner 1-8-15  
Secretary (date)

[Signature] 1-8-15  
Chairman (date)

Borough Council of McVeytown

Barbara Blumer 2-18-15  
Secretary (date)

[Signature] 2-18-15  
President (date)





# Overview of Pennsylvania's Recreational Use of Land and Water Act



The Act limits the liability of property owners who open their land for public recreation, providing them protections against claims of personal injury and property loss.

## Introduction

The purpose of the Recreational Use of Land and Water Act (RULWA) is to encourage landowners to make their property available for public recreation. **RULWA limits owners' liability for personal injury and loss of property**, whether the problem is blamed on the owners or on recreational users of the land.

RULWA limits the traditional duty of care that owners owe to people entering their land. It provides that **landowners have no duty to keep their land safe for recreational users and have no duty to warn of dangerous conditions**. (This immunity from liability does not protect landowners who *willfully or maliciously* fail to warn of dangerous conditions or who charge for admission.)

This 1966 law, found in Purdon's Pennsylvania Statutes, title 68, sections 477-1 et seq., was amended by the General Assembly in 2007, 2011, and 2018 to enhance protections for owners. The law can be viewed at [ConservationTools.org](https://www.conservationtools.org) as can the more expansive [Guide to Pennsylvania's Recreational Use of Land and Water Act](#).

## Who Is Protected?

RULWA protects public and private landowners as well as tenants, lease holders (such as hunt clubs), and other persons or organizations "in control of the premises." Trail and conservation easement holders are protected if they exercise sufficient control to be viewed as possessors of the land (and, if they don't have that control, then they're not subject to liability at all).

## Which Kinds of Recreation Are Covered?

The range of recreational activities covered by RULWA was widened in the 2018 amendment. RULWA now defines "recreational purpose" as "any

activity undertaken or viewed for exercise, sport, education, recreation, relaxation or pleasure."

The Act goes on to state that this:

*includes, but is not limited to, any of the following, or any combination thereof: hunting, fishing, swimming, boating, recreational noncommercial aircraft operations or recreational noncommercial ultralight operations on private airstrips, camping, picnicking, hiking, pleasure driving, snowmobiling, all-terrain vehicle and motorcycle riding, nature study, water skiing, water sports, cave exploration and viewing or enjoying historical, archaeological, scenic, or scientific sites.*

## What Types of Land Are Covered?

Although the plain language of RULWA seemed to apply to all recreational land—improved and unimproved—Pennsylvania courts have ruled that the General Assembly intended for some developed recreational lands to be outside the law's protection. The General Assembly responded by clarifying and elaborating on its intent in its 2018 amendment to the statute. The amendment greatly expanded RULWA's original definition of "land":

*"Land" means land, roads, water, watercourses, private ways and buildings, amenities, structures, boating access and launch ramps, bridges, fishing piers, boat docks, ramps, paths, paved or unpaved trails, hunting blinds and machinery or equipment when attached to the realty. The term shall also include areas providing access to, or parking for, lands and waters, including, but not limited to, access ramps, trails or piers for use by recreational users with disabilities.* [bold emphasis indicates text added in 2018]

This expanded definition explicitly provides protection for a variety of man-made features, but



uncertainty exists regarding other site improvements that aren't listed. Courts previously have:

- Ruled against RULWA coverage for swimming pools, basketball courts, and playgrounds
- Given mixed signals regarding ballfields—covering a softball field but not baseball, lacrosse, and football fields
- Given an artificial lake RULWA protection but not the lake's dam structure

See the [Guide to Pennsylvania's Recreational Use of Land and Water Act](#) for descriptions of RULWA court cases.

## Can Owners Charge Fees?

RULWA protection generally isn't available if owners charge for admission. However, pursuant to the 2018 amendment, the following are allowed without negating RULWA protection:

- Voluntary contributions by recreational users
- In-kind contributions (e.g., receiving the meat of deer hunted on the property)
- Contributions made to an owner that are not retained by the owner and are used by the owner exclusively for: conserving or maintaining the land, paying taxes on the land, or paying for liability insurance on the land

## How Public Does the Access Need to Be?

If someone is hurt or their personal property is damaged in association with using a property owner's land, the owner will receive RULWA immunity *even if the owner has not expressly invited or permitted the public to enter the property*. However, where the land is open only to selected people rather than to the public in general, this will weigh against RULWA immunity.

## Governmental Immunity

Pennsylvania's governmental immunity statutes, the Tort Claims and Sovereign Immunity Acts, shield municipalities and commonwealth agencies from claims of willful misconduct. Liability only may be imposed upon these entities for their negligent acts. But, if an injury occurs on "land" within the meaning of RULWA, that law shields owners from negligence

suits. In essence, governments are granted complete immunity for certain recreational injuries.

## Failure to Warn

Although RULWA immunizes landowners from negligence claims, landowners remain liable for willful or malicious failure to guard or warn recreational users of a dangerous condition. To determine whether a landowner's behavior was willful, courts will look at whether the owner had actual knowledge of the threat and whether the danger would be obvious to entrants. Actual knowledge might be presumed if the owner were aware of prior accidents at the same spot. But if the land contained a dangerous feature that should have been obvious to recreational users, they may be considered to be put on notice, which generally would preclude landowner liability.

## Can I Still Be Sued?

The reality is that pretty much anyone can be sued for pretty much anything. RULWA does not prevent landowners from being sued; it provides them with an immunity defense to claims that their negligence caused the plaintiff's injury. However, the General Assembly's 2018 amendment expanded the Act's protections for landowners and should be helpful in reducing frivolous litigation.

Find the most recent version of this guide and related resources at <https://www.conservationtools.org/guides/175>

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## Title Research Documentation

Title research was performed on the following properties along the D+M Corridor. York County research was performed by the Abstracting Company of York County (ABCO). Cumberland County searches were performed by Central Penna. Abstract Services, Inc. Copies of the individual abstract reports are on a disk included with this report.

## York County

File Number Owner (Location)

18274 Spiece Michael R & Wilkison Stephanie M (75 Junction Rd)  
 18272 Fox Harry H Jr & Ann G (Junction Rd)  
 18310 Pealer Wayne M & Catherine & Barbara Parkinson & Nanette Rusczyk (Spring Ln)  
 18273 Fox Harry H Jr & Ann G (Junction Rd)  
 18309 Gray Robert M & Hill Roberta M (72 Spring Lane Rd)  
 18275 Fox Harry H Jr & Ann G (Spring Ln)  
 18271 Fox Harry H Jr & Ann G (Spring Ln)  
 18324 Beamer Kenneth & Helen (1001 York Rd)  
 18311 Hall Jon W & Maryanna B (988 York Rd)  
 18305 Mt Olivet Camp Meeting Assoc Attn Mrs Barbara Monaghan Treas (300 Camp Ground Rd)  
 18329 South Mountain Commons Warehime LP (941 York Rd)  
 18328 Lefever Keith R & Garry C (53 Rt 15)  
 18327 Marshall Thomas W (235 Camp Ground Rd)  
 18306 Dillsburg Area Authority (Old Mill Rd)  
 18307 Derr Ronald Jr & Tina M (23 Old Mill Rd)  
 18308 Prindle Theodore T & Rose D (31 Old Mill Rd)  
 18313 Turkeyfoot Properties (80 Junction Rd)  
 18325 Dillsburg Chamber Of Commerce (Rt 15)  
 18326 Morris Duane & Carl Lynn B (3 Coover Ct)  
 18380 Sun Pipeline  
 18410 Cunningham Ryan Michael & Carole Sarvis  
 18411 Sudha Enterprises Inc

18412 Byers Cathryn L Aka Byers Defo Attn Countess Brenizer  
 18413 Midpenn Estates  
 18414 Hess Larue P & Bobbi  
 18415 May Jared G (24 Old Mill Road)  
 18416 Bassett Wray A & Nola D (21 Old Mill Rd)  
 18436 "Powell, Robert & Jacqueline" (Carlisle Road)  
 18502 Carroll Township

## Cumberland County

File Number Owner (Location)

19230569081C Jed Associates (300 Mulberry Drive)  
 19230567202 Ex Borough Of Mechanicsburg (N Washington Street)  
 19230569082 Borough Of Mechanicsburg  
 19230569080 Quattrocchi, Joseph A (271 Mulberry Drive)  
 19230569084 Kenes, Debra R (250 Mulberry Drive)  
 19230569079A Fry Communications (800 W Church Road)  
 38230569027 Pennsylvania Power & Light (W Trindle Road)  
 19230569075 Gates, Jeffrey & Donna (210 Mulberry Drive)  
 38230569006 Cockrell, Frank S III (842 W Trindle Road)  
 22240783033 Keystone Capital Area Model (833 W Trindle Road)  
 22240783034A+B Cockrell, Frank S & Diann S (835 W Trindle Road)  
 22240783029 Wertz, Charles E & Fay C (Wertz Avenue)  
 22240783026 Huli, Kristin" (17 Sinclair Road)  
 22240783028A Jumper, Roger M & Doris E (35 Rr Sinclair Road)  
 22240783027 BP Exploration & Oil Inc (24 Sinclair Road)  
 22090541001 Scranton-Altoona Terminals (34 Sinclair Road)

22090541004 Mongelli, Gwenth D & John T (55 Sinclair Road)  
 22090541006 Mechanicsburg Sportsmen's (Sinclair Road)  
 22090541008 "Adams, James K & Jane A II" (37 Clouser Road)  
 22090539023 Brackbill, Edward L & Carol L (69 Clouser Road)  
 22090541005 Weber, Robert B & Cheryl L Weber (68 Sinclair Road)  
 22100644001 Leib, Blaine E (920 Rr Strock Drive)  
 22100642067 Whitlock, John B & Jennifer K (133 Brindle Road)  
 22100642066 Collotia, Gurinder S & Inderjit Kaur (137 Brindle Road)  
 22100642060 Kuhl, Carl W & Claire (153 Brindle Road)  
 22100642055 Hamsher, Deborah Lee (167 Brindle Road)  
 22100642021 Marchi, Louis V & Josephine J (205 Brindle Road)  
 22100644024 Williams, Robert E & Mary A (900 Eppley Road)  
 22271901044 Franke, Anne (Eppley Road)  
 22100644036 Franke, Anne (Eppley Road)  
 22271901026 Franke, Anne (926 Eppley Road)  
 22100644071 Conlin, Matthew P & Amanda M (925 Eppley Road)  
 22110278005 Ruppert, Lamar & Marlene (270 Stoner Road)  
 22100644077 Weber, James B & Danielle M (246 Oak Grove Court)  
 22100644028 Pier, Diane J (929 Eppley Road)  
 22100644080 Reisinger, Earl I & Linda J (937 Eppley Road)  
 22100644081 Mcgee, William J & Marita Gurt-Mcgee (253 Acorn Court)  
 22110278003 Ruppert, Lamar & Marlene (301 Brindle Road)  
 22100644082 Mckendry, Dennis G & Karen E

(259 Acorn Court)  
 22100644083 Kislán, Blaise B & Lisa A (263 Acorn Court)  
 22100644084 Kratzer, Edwin C & Arlene K (265 Acorn Court)  
 22100644085 Cathro, Patricia M & Paul V (267 Acorn Court)  
 22110278012 Burns, Robin (1356 Williams Grove Rd)  
 22110278017A Berkheimer, Michael E (W Lisburn Rd)  
 22110278016B Berkheimer, Patricia Y (1336 W Lisburn Rd)  
 22110278030 Berkheimer, Robert E (1319 W Lisburn Road)  
 22110278031 Williams Grove Incorporated (1 Speedway Drive)  
 22312156001 Woodward, V Eugene & Cindy K (924 Park Place)  
 22312158015 Crouse, William D (930 Park Place)  
 22312156002 Hummel, Gary (928 Park Place)  
 22312156006 Rider, Amanda J (493 Millers Road)  
 22312158012 Samento, Tony (931 Park Place)  
 22120350005 Williams Grove Incorporated (Park Place)  
 22312156018 TKSM LLC (1550 Williams Grove Rd)  
 22312156019 Bordelon, Johnathan & Jennifer (1554 Williams Grove Road)





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