

Berwick Town Trails

FINAL DRAFT







A Network of Interconnected Pedestrian and Bicycle-Friendly Routes Serving the Residents of the Berwick Area







January 2010

SEDA COG

Berwick Town Trails

A Network of Interconnected Pedestrian and Bicycle-Friendly Routes Serving the Residents of the Berwick Area

Berwick Borough, Briar Creek Borough and Briar Creek Township, Columbia County; and Salem Township, Luzerne County

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SEDA COG

Susquehanna GREENWAY

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EXECUTIVE SUMMARY

What is Berwick Town Trail?

The Berwick Town Trails project grew out of the belief that the built environment directly affects the health and quality of life of its residents. Alarmed with national and regional data on obesity rates – the Berwick Town Trails project was initiated to evaluate the built environment in the Berwick area and identify opportunities to create a network of pedestrian and bicycle-friendly environments. The goal is to encourage walking and biking as part of daily activity for residents and visitors to the Berwick Area.

What are Town Trails?

Potential Town Trail projects can mean a wide range things – better cross walks and bike lanes in the downtown, the creation of off-road walking and biking trails along the river, non-vehicular trail connections to parks and other destinations and programs that encourage people of all ages and abilities to walk and bike in their community.

Helping to Build the Susquehanna Greenway

The Berwick Town Trails project is a local initiative that helps to build the larger Susquehanna Greenway. The Susquehanna Greenway Partnership (SGP) is dedicated to developing and sustaining the Susquehanna Greenway to connect communities and enrich lives through enhanced recreation, healthy living, economic prosperity and environmental stewardship.



Benefits of Town Trails

Enhanced Recreation

When one thinks of trails – we tend to think of their benefits in terms of enhanced recreation, but trails have been shown to have many other benefits to individuals and the communities where they are found.

Property Values – Trails Make Good Neighbors

Studies from across the nation have shown that property values adjacent to trails outperform similar properties elsewhere in the neighborhood. Trails are at the top of the wish list of recreational resources that residents are seeking. Trails in York, Pennsylvania, and along Pine Creek in Lycoming County were initially greeted with significant local resistance but have become an important community asset.



Community Revitalization – Economic Development

Investments in trails can be a catalyst for private reinvestment in the surrounding community. Homebuyers who enjoy running, walking and biking will choose a home in close proximity to a trail. Property values increase and encourage owners to make improvements to their home or business. Business opportunities, such as a café or bike shop, will be attracted by the flow of foot traffic in an area, or by an increase in out-of-town visitors to the trail.

Celebrating Culture and Heritage

Berwick is a culturally diverse community with a rich industrial heritage. The Town Trails project can help to uncover, interpret and celebrate this history. The North Branch Pennsylvania Canal along the riverfront, abandoned railroad lines connecting to the former American Car and Foundry site, the 'Stuie' Tank testing area, the early iron heritage and links to the Anthracite coal fields in the Wyoming Valley all hold rich and largely untold stories.

Healthy Living

Biking, walking and jogging will be the most common uses of Town Trails, but it will also support a full range of active and passive uses. Because it is called 'Town' Trails – there is a real emphasis placed on functional walking and biking – getting from home to work, the store, school, library or post office. Performing daily functions on foot or bike will create healthier residents and lower the cost of health care.



Protecting the Environment

The Berwick Town Trails project also has the potential to reconnect people to the wonders of the natural environment. The Trail will provide access to natural areas for birding, nature study or just relaxing. Towns Trails will help foster an intimate relationship between trail users and the natural environment which will encourage a stewardship ethic in the future.



Berwick Town Trails - Project Goals

The following goals were established for the Berwick Town Trails Project:

1. Improve Pedestrian and Bicycle Use in Berwick and Surrounding Communities - Connect Parks, Schools, Neighborhoods and Downtown
2. Address Safety - Traffic Separation
3. Connect Kids & Families to Other Community Members and the Natural Environment
4. Involve the Local Citizens – Especially the School District
5. Foster Regional Cooperation Between Municipal Governments
6. Encourage Health Education and Active, Healthy Living
7. Create Places for Social Networking – Places to Meet and Greet
8. Enhance the Community Image – Help to Establish a Regional Identity for Berwick as a River Town
9. Engage Business in Promoting and Participating in the Project
10. Develop Successful Press and Media Coverage of the Project and the Idea
11. Create Destinations and Reason for People to Walk and Bike









Berwick Town Trail Projects and Initiatives

Berwick Riverfront
Test Track Park and BIDA Riverfront Property
Railroad Riverfront Corridor - RiverWalk
Berwick River Landing
Nescopeck Connect

Berwick Town Trails
Safe Routes to School
Hometown Streets - Elm Street and Main Street – Streetscape Enhancements
Access to Berwick Parks
Berwick Running Routes (Program, Map and Guide)
Salem Township – Land Use Planning

Regional Community Connections
Ber-Vaughn Park Connection
Briar Creek Lake Connection / Bloomsburg Connection
Susquehanna Riverlands / Warrior Trail
Berwick Biking Routes (Map and Guide)
Destination Trails: Hiking, Mountain Biking and Trail Running (Map and Guide)
Water Trails – Canoeing & Kayaking the Susquehanna River and Area Tributaries
(Map and Guide)









1 Community Profile

Community Profile

The Berwick Community – Within the Regional Context
The Susquehanna River is the cultural and ecological lifeblood of Central Pennsylvania, but few residents have the opportunity to interact with the River. Many river towns are cut off from the river with levee systems. Berwick, on the other hand, is isolated from the river due to its elevated position on a bluff. While protected from flooding – this elevated location is difficult to overcome in re-connecting people to the recreational potential of the River corridor. Creating ways to re-connect to the Susquehanna River will enhance the recreational opportunities while enhancing quality of life.



Discovering the Middle Susquehanna Region

The Middle Susquehanna Region is defined as the area of Central Pennsylvania centering around where the North and West Branches of the Susquehanna River meet before flowing south towards the Chesapeake Bay and includes Columbia, Montour, Northumberland, Union and Snyder counties. This is a predominantly rural area, notable for its river towns surrounded and separated by forested ridges and broad agricultural valleys. Otherwise rugged, isolated and historically difficult to traverse, the Susquehanna River guided travel and settlement throughout the region.



Today the importance of the Susquehanna River can still be seen in the spatial arrangements of the region's major communities, which are strung along the River like pearls on a necklace. The towns served as the connection points and industrial hubs between local, rural resources and distant markets. Variations in local industries played a major role in directing town growth and shaping town character. These variations, along with the character of the local landscape and different cultural backgrounds and mixes, combined to create the collection of distinct, independent and authentic river towns that we find today. The 10 River Towns of the Middle Susquehanna Region include: Berwick, Bloomsburg, Catawissa, Danville, Lewisburg, Milton, Northumberland, Selinsgrove, Sunbury and Watsontown. (From: Revitalizing River Towns of the Middle Susquehanna Region, Strategic Action Plan, July 2009. SEDA-Council of Governments,



Community Resource Center, Lewisburg PA).

River Town Revitalization

The Revitalizing River Towns initiative centers on the belief that the Middle Susquehanna Region is a unique and distinctive place, both within Pennsylvania and the nation. The region's image and character centers around its very special collection of authentic River Town communities. The River Towns initiative has included activities aimed at preserving the region's unique and historic character, enhancing the sense of place experienced in the river towns and main streets. It has also looked at needs and opportunities to market river towns from a regional perspective and facilitating marketing connections to community assets. The River Towns initiative has focused on convening regional partners and identifying individual and regional assets.

Historically, downtowns have served as places of residence, centers of commerce and hubs of recreational and cultural activities, and most continue to serve in this capacity today. However, population decentralization has reduced the daily interaction of community members and has diminished the significance of the social, cultural and recreational nubs of river town communities. The progression of convenience-oriented and highway commercial development has damaged the image, identity and potential continued success of river town neighborhoods and downtowns.



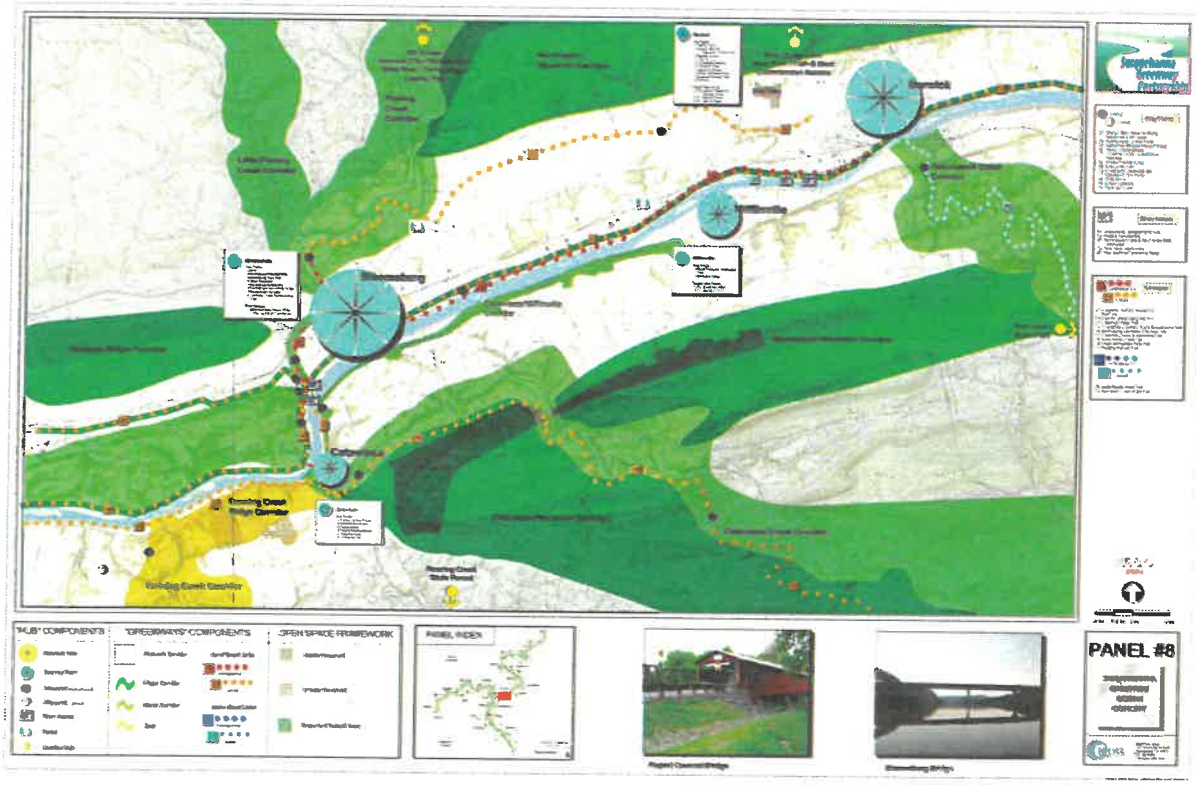


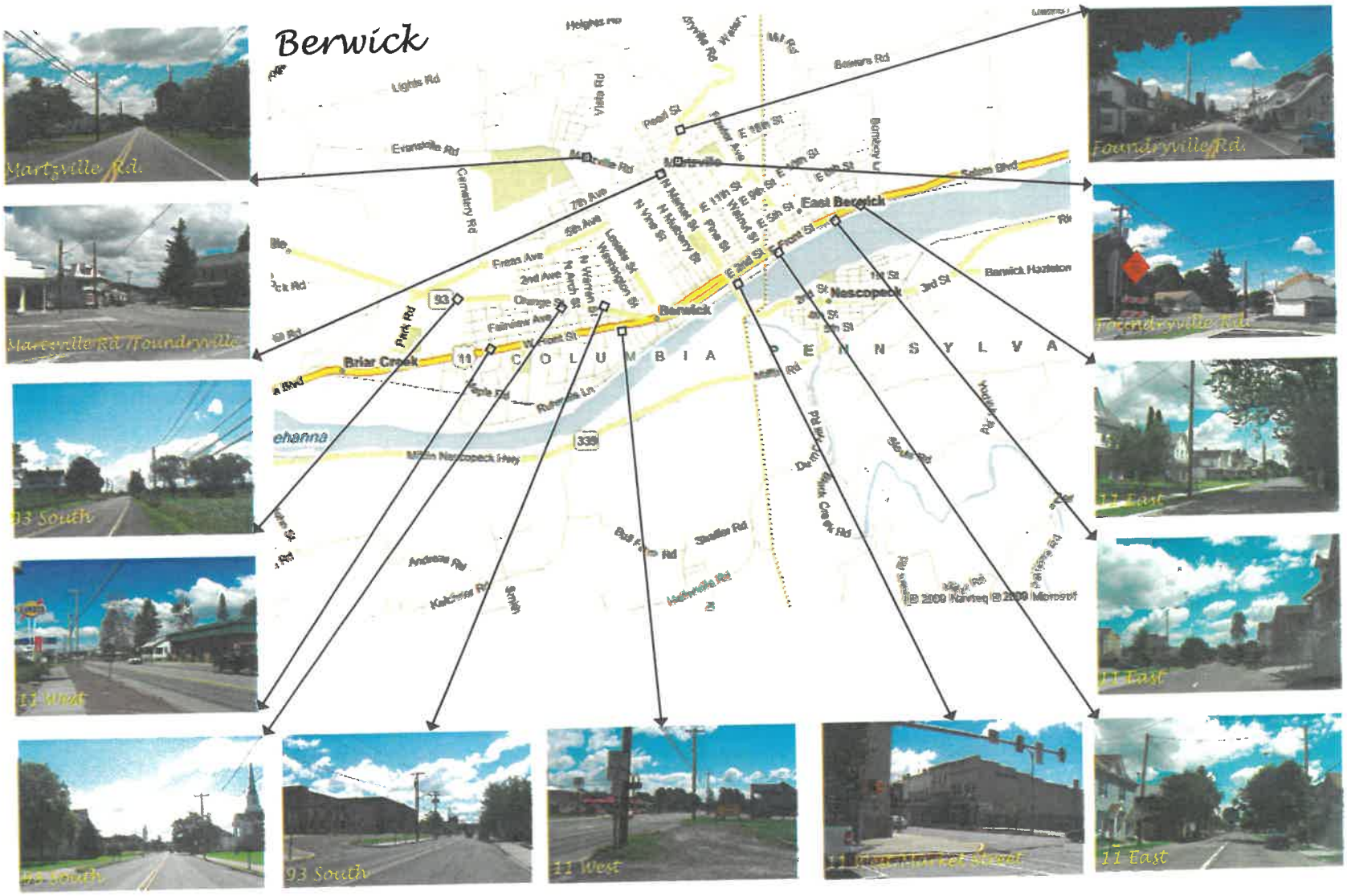
Through regional recognition of these individual and collective assets and the promotion of these river town identities at the community gateways, these historic hubs of life and commerce will be experienced and valued again by residents and visitors in a more intentional manner. In order to preserve the historic downtowns that are so integral to our region's heritage, economy and quality of life, we must look to preserve the vitality and, therefore, the sustainability of our core community environments. Charming downtowns with historically preserved architecture fronting on the Susquehanna River will lose their competitive advantage if, for instance, River access is deprived or if the gateways to downtown present a stark and unattractive community image. Ultimately, the River Town initiative aims to increase jobs and wealth over time and attract new visitors and economic opportunities to the region.

The Susquehanna Greenway Partnership

The Susquehanna Greenway Partnership (SGP) is a 501(c)(3) non-profit corporation dedicated to developing and sustaining the Susquehanna Greenway to connect communities and enrich lives through enhanced recreation, healthy living, economic prosperity and environmental stewardship. The SGP's vision of interconnected, active, vibrant communities strongly supports the goals of the Berwick Town Trails. The Susquehanna Greenway, 500 miles of river in Pennsylvania, provides the big-picture vision for a river corridor containing a network of interconnected communities, environmental stewardship and economic revitalization. The Greenway's concept design seeks to link all Susquehanna River Towns with land and water trails. It is local projects such as Berwick Town Trails that will help to build the Susquehanna Greenway – incrementally building the elements that enhance the quality of life of local residents while creating an intriguing and inviting destination for visitors.

Susquehanna GREENWAY




Berwick
Martzville Rd.
Foundryville Rd.
Martzville Rd Foundryville
Foundryville Rd
93 South
11 East
93 West
11 East
93 South
93 South
11 West
11 East
Briar Creek
Berwick
East Berwick
Nescopeck
C O L U M B I A
P E N N S Y L V A
Salem Blvd
Front St
Park Rd
Evansville Rd
Carmalitry Rd
Lights Rd
Pearl St
Beavers Rd
Foundryville Rd
Mt Olivet Rd
Andreas Rd
Kaltches Rd
Smith
Shaffer Rd
Hollowville Rd
Mary Rd
Stone Rd
Dutch Hollow Creek Rd
Pine Hill Rd
Maple Rd
Rutherville Ln
Millers Nescopeck Hwy
Berwick Hazleton
339
93
11
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Berwick – A Community Connected

Berwick is a culturally rich river town located on the North Branch Susquehanna River. The community is perched at a strategic interface between the Wyoming Valley containing the regional urban centers of Scranton and Wilkes-Barre and the more rural and agricultural ridge and valley landscapes of the Middle Susquehanna Valley. Berwick has always been a transportation crossroads – linking regions – and remains today a key linkage in the Susquehanna River landscape.



While the municipal borders dictate that some of the Berwick community is in Columbia County and some in Luzerne County and that some of it is in the Borough limits and some in Salem Township, the community thinks of itself as one. Indeed, the community of Berwick comes together as a unit in a number of ways (from: www.berwickpa.com). Thinking like one community is necessary for success and will require individual municipal governments to think, plan and develop regionally for the benefit of all.

Berwick – Centered on Community

Berwick has the personality of a distinctly working-class town where industry is both prominent and visible. Interestingly, the large Berwick Industrial Development Area, formerly home to the American Car and Foundry Plant, is actually situated at the geographical center of the town, while the downtown is tucked along the southern edge of town near the river.



One characteristic that sets Berwick apart as a River Town is that the town sits on a rise high above the Susquehanna River. This strategic location protects it from flooding, but limits the connections that are possible between downtown and the river and diminishes the presence and intimate relationship between the Susquehanna River and Berwick overall. The best place to physically access and enjoy nature is at Test Track Park within Berwick or at the PPL Riverlands to the east.



Ranking second in population amongst the River Towns with nearly 10,800 residents, Berwick is a strong, community-oriented town that seems to struggle with a generation gap and what the future direction for the town should be. One of the great things appreciated about Berwick is that "you can still build relationships here that matter." Berwick still carries on some traditions and others have been recently revived, including the Run for the Diamonds, Victorian Night and the Berwick Christmas Boulevard along Market Street.

At the same time, Berwick is perceived as the underdog of the area. It was said that the town "doesn't like too much success" and that people who do show too much success are resented and looked down upon. The strong social ties bring many to see the area as a great place to raise a family. At the same time there is a leadership void and a lack of vision for the town. As with many built-out communities, there is a need to align common interests within the community and between municipalities. Berwick needs a bigger vision beyond itself. It needs a clear vision of what it wants to become.

Most of the downtown architecture is fairly plain and functional. The most impressive buildings are not found on Route 11, which is the commercial center of the downtown. Rather, Berwick's finest architecture is concentrated in and around Market Street, which contains the civic area of the downtown with the Town Hall at the Jackson Mansion, the newly built McBride Public Library located next door and Bower United Methodist Church.



In some ways, Berwick shares as many connections with the Scranton-Wilkes-Barre area as it does to the towns of the Middle Susquehanna Region. Culturally, it shares ties with the northern coal towns and, through architecture, churches, food and some social institutions, still maintains remnants of ethnic neighborhoods and used to be very clear.

Residents describe Berwick as "opinionated, committed, loyal and vibrant. Both progressive and reactionary, blue collar, ripe for change, family oriented, friendly, quiet, multi-generational," and also "stagnant." In many ways, the discussion of Berwick's character is much more rooted in the people who live there than the physical fabric of the community itself. The pride expressed in Berwick seemed more associated with the strength of community than with the quality or character of the town physically.

(From: Revitalizing River Towns of the Middle Susquehanna Region, Strategic Action Plan, July 2009. SEDA-Council of Governments, Community Resource Center, Lewisburg PA).


NAY
11
93

Cultural and Historic Resource

Berwick was first inhabited by Native Americans along the Susquehanna River. In 1786, Evan Owen, an Englishman, decided to settle on the land which is now called Berwick. He had originally purchased the land surrounding Bloomsburg all the way to Berwick from William Penn. He decided to sell his land in Bloomsburg, however, he settled in Berwick. He wanted to settle a village opposite the mouth of the Nescopeck Creek. So, in 1780, he began to plot out and survey lots. Six years later, he coaxed the first settlers to move here. Englishmen John and Robert Brown became the first settlers in Berwick in 1786. They called the settlement "Owensburg"; however, Owen, a humble Quaker, renamed the land "Berwick." He named it this because the wife of one of the Brown brothers hailed from Berwick-Upon-Tweed, Northumberland County, England. Owen continued to sell lots to people, in particular, many settlers from the Philadelphia area. Early settlers had the bare essentials; therefore, the community shared many things, such as farmed land and wild game.



Evan Owen built a road over a two-year period to connect Berwick to Lehigh. This was an expansion of a Native American trail that had already been built. It was now wide enough to fit vehicles through. In an effort to build better and easier transportation, the state legislature funded a bridge to connect Berwick to Nescopeck, across the Susquehanna River. The bridge was built in 1807 and took 7 years to complete. It cost $52,000. It was 1260 feet long and rested on heavy planked timber. The original bridge was destroyed in 1835 by an ice flood in the river. The bridge was rebuilt.

Because Berwick was located along the heavily traveled Susquehanna River, there was a great potential for growth and expansion, especially in the area of industry. The many stage coaches that traveled through the area created an early need for hotels. Included in these hotels were the Berwick Hotel, Hotel Morton, and St. Charles Hotel, where St. Charles Park sits in the downtown today. Improvements to highways and the canal, which was built in Berwick in 1831, made growth possible. In 1858, the canal was sold to the railroad company, which was a clear sign that industry was on the move. The earliest industries in Berwick included coopers, carpenters, blacksmiths and other specialties, chair makers, gunsmiths, weavers, dyers, masons, cabinet makers, pottery, butchers, and others.

(Joan M. Lewis, author of Berwick: As it was Then, As it is Now. And the Berwick Historical Society http://www.berwickborough.org/index.php?pageid=19)

Economic Development

Berwick has three gentlemen to thank for the roots of early economic development in the area. Most of the development that these men founded many years ago still exists today. The three men that were so crucial to Berwick's history included Mordecai Jackson, Earl Wise, and George Vaughn. In addition, there are many other individuals that are to thank for the development of Berwick; however, the grassroots of economic development fell on the hands of these men.

Not only were these men dedicated to their businesses, but they were dedicated to their community as well. Jackson and Woodin both donated land to the Borough of Berwick. The Jackson family donated their mansion to the Borough of Berwick to use as a City Hall. Mr. Wise donated money to build the former library. The McBride family donated to the new library. Mr. Vaughn gave the Borough of Berwick land for a park, where Ber-Vaughn Park now sits today.

Industry's Imprint on Berwick

Jackson, Woodin, and AC&F

In the 1800's, the area began to grow from farming, which drew more people to the town. This meant that more services would be needed, which meant industries would need to grow. People came and developed industries. Mordecai Jackson and George Mack jolted the growth of Berwick by building a small foundry in 1840 where 3rd Street and Market Street intersect today. Jackson bought out Mack in 1843 and partnered with Robert McCurdy until 1846. For the next three years, Jackson owned the foundry by himself, until he united with William Hartman Woodin in 1849. Together, Jackson and Woodin created the Berwick Rolling Mill.

Mr. Jackson was a good mechanic and managed the everyday business of the operation. Woodin was a fantastic salesman and helped develop the business side of the foundry. The mill expanded and began to build railroad cars. On March 17, 1866, the foundry burned to the ground. Jackson. In 1899, the American Car & Foundry Company (AC&F) took over the foundry. At that time, Jackson & Woodin Manufacturing was the largest car builder in the eastern United States, and Woodin rebuilt it to be much larger and much more successful than it was previously.





AC&F spent $3,000,000 expanding the plant to meet the demand of the nation. In fact, the company expanded and built plants in St. Louis and Detroit in 1902. New York City purchased their first subway cars from AC&F. AC&F was a vital asset to the United States military for World War II as well, as the Stuie Tank was built from the Berwick plant. After World War II, the economy began to slow once again. In November of 1961, AC&F decided to close the doors of the Berwick plant. They offered to sell the plant to the Borough; unfortunately, this was not financially feasible for the Borough. However, a set of employees from the plant, Alfred Catterall, Walter Vorbleski, and Ray McBride, purchased the plant and helped support the Berwick area in a time of economic downturn. They renamed the plant the Berwick Forge & Fabricating Corporation. The men sold the Forge to the Whittaker Corporation in 1968. The Forge finally closed in 1983. Jackson and Woodin also opened the Berwick Store Company. In 1872, the store was moved to Market Street, where CVS is located

today. The Young Men's Christian Association rented a few rooms out of the building. Jackson and Woodin also had their offices in the building. The two men also formed a business selling horses. It is said that there was once an underground tunnel running from the Jaycees all the way to the Company Store and the Waterfront – one of the legends or realities that make Berwick history so intriguing.

Wise Potato Chips

Wise Potato Chips began in 1921 by accident. Earl Wise, Sr., owned a store on Mulberry Street. He had too many potatoes at one point, so he asked his mother, Sarah, to make chips for him. His father, M. I. Wise, helped Earl sell the chips at his store. They quickly became very popular. The demand was so great that in 1923, they built a small plant on Iron Street. Earl and his father designed the plant. In 1926, they enlarged the plant and did so several more times. For his 20th anniversary in 1946, in honor of his mother, Earl threw a party and created a logo of an owl for the plant.



The plant was destroyed by fire in 1944. In 1945, Wise reluctantly decided to rebuild. He had William Sutter design a new factory for him. Sutter built what became one of the biggest and most modern factories in the United States at the time. In 1963, a second plant was opened in St. Augustine, Florida, two months after Mr. Wise passed away.

Earl Wise, Jr., and Robert Wise took over as President and Vice President of the business after the death of their father. In 1964, they negotiated with Borden, Inc., to take over the management of the plant. Nothing really changed as Wise remained in both brand and as a stable of Berwick. The Wise plant today has a large presence on Susquehanna Avenue – overlooking the Susquehanna River.

Vaughn's Bakery

In the early 1900's, George Vaughn, Sr., an oil worker from West Virginia, decided to open a bakery with his $500 life savings. Mr. Vaughn had been raised in Pennsylvania and decided, after several years of operating in West Virginia, to move back to his home state. In 1916, he chose to live in Berwick, where he opened up his very own bakery. He chose Berwick because it was high above flood waters, where he had problems while living in West Virginia. He started with one oven, but greatly expanded in a short amount of time. By 1961, the bakery employed over 100 employees. When Mr. Vaughn died in 1950, his son George, Jr., and Hugh Vaughn, took over. They sold to Maier's in July of 1974. Unfortunately, the bakery is no longer in operation today.

A Rich Transportation and Industrial History

Berwick has experienced several significant eras in its long, rich history. Pre-history and Native American culture, early European settlement, the canal era and industrialization, and the post-industrial era are several of these eras. Throughout these different eras – the river is the one constant. The river was the original highway for the Native Americans and early explorers and settlers. The unpredictable river – from low water to raging floods – led to the construction of canals in hopes of creating enhanced and more dependable regional transportation of goods.

The canal era was a fascinating time in the development of Berwick. River trade was brisk on the Susquehanna River via arcs and river rafts that reportedly transported 100,000 bushels of wheat, 3,000 bushels of clover seed, 3,000 barrels of whiskey and 250 tons of pork in 1824. The risks of transporting goods down river were great and many lost a year's worth of work in the fast currents, eddies, rapids and falls of the North Branch. The Canal era brought a safer, yet not always dependable means of transporting goods and people through the region. The North Branch Pennsylvania Canal began at Northumberland and extended into New York state, ultimately connecting with the highly successful Erie Canal. The North Branch PA Canal opened up the potential to transport large loads and was a conduit for the hard rock coal of the Scranton / Wilkes-Barre region to large urban markets down river and communities like Berwick boomed.

The Canals shut down in the winter and often suffered from insufficient water and damage from raging floods. Due to these inefficiencies and the speed of travel – the canals were soon replaced by the next era in transportation history – the railroad.

Remnants of Berwick's Past

Berwick's industrial past produced great affluence - and this wealth is reflected in the community's architecture. Berwick has one of the region's best collections of architecturally significant buildings. Many of these historic buildings reflect the economic decay of the community and are in poor condition. Other buildings, such as the Jackson Mansion, have found present day uses that help to fund their on-going care and restoration.

A History of Jackson Mansion – City Hall

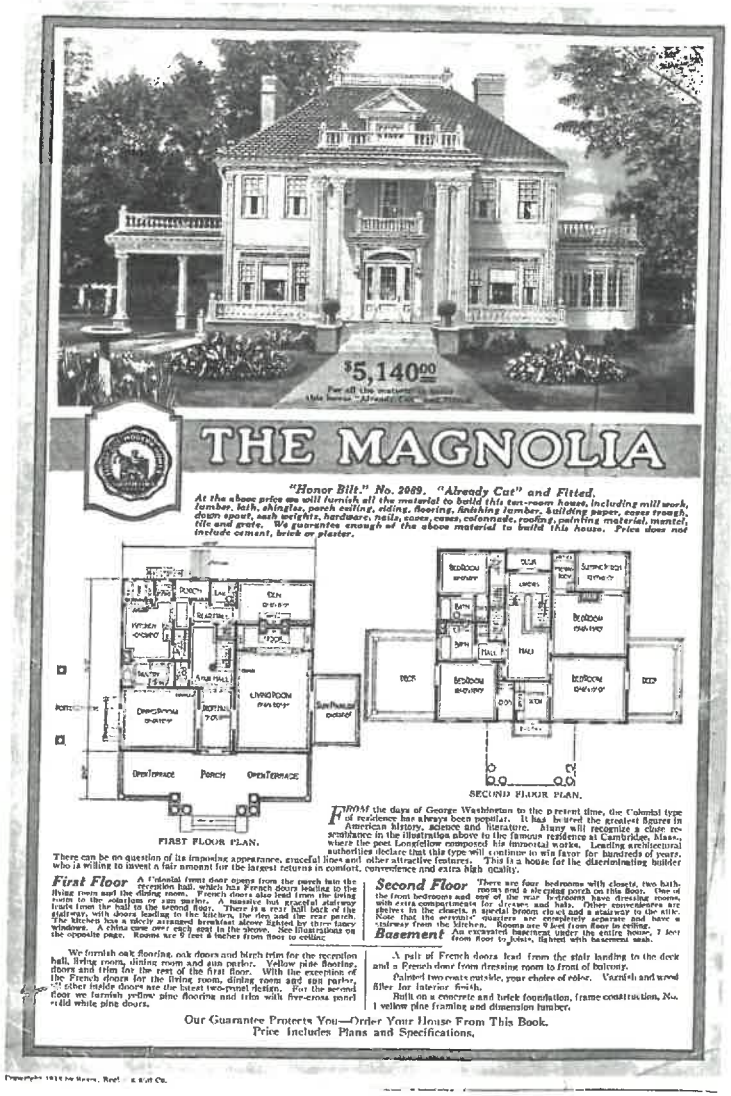
City Hall is a century-old Victorian Mansion, planned by Colonel Clarence G. Jackson in a Civil War Confederate prison. The building was completed in 1878, two years before Colonel Jackson died at the age of 38. It was built of specially-worked Vermont stone, with hand carved woodwork, handmade tiled fireplaces, and heavy nine-foot high entrance doors, set in a beautifully landscaped park, a memorial to him and his wife Elizabeth. Mrs. Jackson died in 1914, and her will gave the use of the Jackson home as a City Hall. In 1915, the building and its grounds were given to the Borough of Berwick for municipal purposes by the Jackson daughters in memory of their parents. City Hall remains in the Jackson Mansion today. Located to the rear of the mansion was the Jackson's carriage house. It is now used as the Berwick Borough Police Station.



New Opportunities for Historic Resources

The canal era was brief – being quickly superseded by the railroad and then the interstate highway system. Berwick has an opportunity to employ the remnants of these historic transportation systems and transform them into significant community assets for community revitalization, redevelopment and recreation and healthy living enhancements. The North Branch Pennsylvania Canal has long been abandoned and its remnants exist in various conditions along the river corridor. Many of the rail lines and rail spurs that once connected Berwick industries with the outside world are now abandoned.

The Berwick riverfront is not easily accessible and is an unrealized community asset. The community offers few safe locations for people of all ages and abilities to walk or bike. The Berwick area has the opportunity to connect with a growing regional and national trend toward 'greening' these historic transportation systems by creating a linear system of parks and public open spaces that will enhance the livability and connectivity of the community.



$5,140.00

THE MAGNOLIA

"Honor Bilt." No. 2089. "Already Cut" and Fitted.

At the above price we will furnish all the material to build this ten-room house, including mill work, lumber, lath, shingles, porch ceiling, siding, flooring, finishing lumber, building paper, eave trough, down spout, sash weights, hardware, nails, cases, cases, colonnade, roofing, painting material, mantel, tile and grate. We guarantee enough of the above material to build this house. Price does not include cement, brick or plaster.

FIRST FLOOR PLAN.

SECOND FLOOR PLAN.

From the days of George Washington to the present time, the Colonial type of residence has always been popular. It has housed the greatest figures in American history, science and literature. Many will recognize a close resemblance in the illustration above to the famous residence at Cambridge, Mass., where the poet Longfellow composed his immortal works. Leading architectural authorities declare that this type will continue to win favor for hundreds of years. There can be no question of its imposing appearance, graceful lines and other attractive features. This is a house for the discriminating builder who is willing to invest a fair amount for the largest returns in comfort, convenience and extra high quality.

First Floor A Colonial front door opens from the porch into the reception hall, which has French doors leading to the living room and the dining room. French doors also lead from the living room to the sun parlor. A massive but graceful stairway leads from the hall to the second floor. There is a rear hall back of the stairway, with doors leading to the kitchen, the den and the rear porch. The kitchen has a nicely arranged breakfast alcove lighted by three fancy windows. A china case over each seat in the alcove. See illustrations on the opposite page. Rooms are 9 feet 6 inches from floor to ceiling.

Second Floor There are four bedrooms with closets, two bath rooms and a sleeping porch on this floor. One of the front bedrooms and one of the rear bedrooms have dressing rooms, with extra compartments for drawer and hats. Other conveniences are shelves in the closets, a special broom closet and a stairway to the attic. Note that the servants' quarters are completely separate and have a stairway from the kitchen. Rooms are 9 feet from floor to ceiling.

Basement An excavated basement under the entire house, 7 feet from floor to joists, lighted with basement sash.

We furnish oak flooring, oak doors and birch trim for the reception hall, living room, dining room and sun parlor. Yellow pine flooring, doors and trim for the rest of the first floor. With the exception of the French doors for the living room, dining room and sun parlor, all other inside doors are the latest two-panel design. For the second floor we furnish yellow pine flooring and trim with five-cross panel solid white pine doors.

A pair of French doors lead from the stair landing to the deck and a French door from dressing room to front of balcony.

Painted two coats outside, your choice of color. Varnish and wood filler for interior finish.

Built on a concrete and brick foundation, frame construction. No. 1 yellow pine framing and dimension lumber.

Our Guarantee Protects You—Order Your House From This Book.
Price Includes Plans and Specifications.

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Heritage and River-Based Conservation

The history of this region parallels the history of the Susquehanna River. From Native American cultures, European colonization and the War for Independence and from industrialization and environmental degradation to ecological rebirth, the river has reflected the collective cultural experience of its riverfront communities. Preserving the heritage of these communities and interpreting their story for future generations is essential. The Berwick area possesses a unique collection of resources that can provide visitors with a glimpse into both its cultural and natural resource histories. The Berwick area offers a wealth of opportunities to interpret the region's Native American culture; boom and bust of the extractive economy; river, canal and railroad heritage; industrialization growth and decline; costs and benefits of energy production; and the river corridor's unique flora, fauna and habitats.



Heritage Area Feasibility Study

Columbia, Montour, Northumberland, Union and Snyder counties collaborated to produce a feasibility study in hopes of having this multi-county region designated as a State Heritage Area. Currently there are a dozen State Heritage Areas designated through the Commonwealth of Pennsylvania. The feasibility study, prepared by SEDA-Council of Governments, documents the rich history of the Middle Susquehanna Region and makes the case that the region merits inclusion into the statewide Heritage Area system. Currently there is a large void in the coverage of the State Heritage Area Program. Inclusion of the Middle Susquehanna Heritage Area would go a long way to filling in the void. The feasibility study has been presented to the state and successful admission into the program may now be a matter of sufficient funding for the Heritage Area program. Upon admission into the program – the next step for the Middle Susquehanna Region would be the development of a Management Action Plan.

Columbia County Greenway and Open Space Plan

Columbia County's Recreation, Parks, Greenway and Open Space Plan, entitled The Great Outdoors Plan - provides direction and strategies for the enhancement of parks, recreation services, greenways, trails, and open space throughout the County. The plan assesses the County's existing parks, natural resources, open space, and landscape assets to create an action plan for the next decade and provides a focus for the County and prioritizes initiatives that preserve the great outdoors that citizens value while providing expanded outdoor opportunities. The plan recognizes that not everything can be accomplished at once and that the County must work in partnership with its municipalities and others to achieve its goals.

The purpose of the Great Outdoors Plan is to guide the future of park and recreation activities in Columbia County. Parks, recreation facilities, and open space add to the quality of life of a locale and attract residents, businesses, and economic activity. Residents of Columbia County have shared their appreciation for the abundant open space, forests, streams, and parks within their County. Protecting and preserving these important assets requires a clear vision and a plan. The Great Outdoors Plan will provide direction and initiatives for protecting open space and natural resources, creating a connected County through trails and greenways, and improving and expanding recreation and park opportunities. The plan is an advisory document that serves as a long range planning tool for Columbia County (from: The Great Outdoors Plan, 2007).



Obesity and the Built Environment – Geisinger Research

There is growing recognition that the obesity epidemic is a product of profound changes in our built and social environments over the last 20 years. A research project at Geisinger's Center for Health Research is exploring and analyzing likely causes through the use of sophisticated Geographic Information Systems (GIS) technology to describe the geographical and "built" environments where participating adolescents and their families live. The social environments of the families will also be studied to evaluate potential causative effects of selected risk factors, such as family structure, "time squeeze" pressure, eating behaviors, physical activity behaviors, sleep patterns, etc. The purpose of this work is to identify factors beyond the personal level that may be contributing to adolescent obesity so that focused and effective interventions may be designed (Geisinger Center for Health Research, 2009).

National trends show that the Pennsylvania has one of the highest rates of obesity in the country with over 20% of its residents considered obese. Geisinger Health Systems research show that the situation is even more critical in rural Central Pennsylvania where counties have obesity rates approaching 40%. Geisinger research, along with state and national data, indicates that obesity rates continue to rise. Given the serious health consequences and health care costs associated with obesity, one of Berwick Town Trails' major goals is to improve access to quality, close-to-home outdoor recreational opportunities in the interest of better addressing the area's recreational and fitness priorities and needs.

The Beginnings of a Regional Greenway Trail System

The Middle Susquehanna is in the early stages of establishing a system of greenways and open space. Getting to this point has taken nearly a decade of organization and planning. The Susquehanna Greenway project was initiated in 2001 and established the vision and concept for a system-wide Greenway system for the Susquehanna River corridor. The North Branch Canal Trail (NBCT) Feasibility Study has been completed and the land is being surveyed and subdivided for the creation of a trail linking Danville, Catawissa and Bloomsburg. The NBCT and the Berwick Town Trail projects are two essential elements in the planning, design and development of a regional trail network and the Susquehanna Greenway. The ultimate vision is for an interconnected trail system linking the River Towns of the Middle Susquehanna (Sunbury, Northumberland, Danville, Catawissa, Bloomsburg and Berwick) with the communities of the Wyoming Valley.



In general, there is a real lack of greenways and trails in this part of Pennsylvania. The North Branch River Trail has been a work in progress for several years, and the Warrior Trail which would connect PPL's Susquehanna Riverlands with the Wyoming Valley, has taken more than 15 years to grow to its current size. The development of trails is often hindered by resident and community leaders' lack of experience with greenways and trail. The most well know regional trail systems are not found in the Middle Susquehanna region. They are all significant travel distances from Berwick: Wilkes-Barre and Pittston Riverfront (35-40 miles away), Williamsport's trail system (50 miles away) and the Pine Creek Rail Trail (60 miles away).

Berwick Marathon – 100 Years of Running for the Diamonds

The "Run for the Diamonds" started in 1908 and has occurred every year since on Thanksgiving Day. Thousands of runners and spectators are present for this yearly marathon. People from all over the country attend this event. This year marks the 101st anniversary of the Run for the Diamonds.

Berwick Schools

Isaac Holoway opened the first Quaker Meeting House in Berwick. This and the Market House were the first schools built until 1839. The Berwick Academy, Third Street High School, Ferris Heights, Salem, Chestnut St., the Junior High, and Senior High were constructed later in Berwick. Four schools, Orange Street, Orchard Street, 14th Street, and Fairview Ave schools were built in Nescopeck. In 1965, the Berwick and Nescopeck schools combined. Today there are four elementary schools (Orange Street, Salem, Nescopeck, and 14th Street), a middle school, and a senior high school. Berwick athletics are known throughout the state and nation, as the Berwick football



team was a two-time national champion in the 1990's. The Berwick Area School District is very interested in the Berwick Town Trails concept and has actively sought 'Safe Routes to School' funding to make safety enhancements to their schools and the surrounding roadway network.

PPL Susquehanna Riverlands

The PPL nuclear power plant, located northeast of downtown Berwick, was built in 1977 and consists of two towers that are 540 feet tall. The facility is located on 1100 acres of land. PPL has over 1,000 employees and serves as a major employer in the Berwick area. Since 1980, the Susquehanna Riverlands Environmental Preserve has been open to the public providing quality recreation and environmental education programs. Encompassing 1,200 acres on both the east and west banks of the Susquehanna River, the Riverlands is jointly owned by PPL Corporation and Allegheny Electric Cooperative, Inc. PPL undertakes a multiple-purpose land management approach at the Riverlands by managing the land's different resources (farmland, woodlands, wetlands, riparian corridor and uplands) in an environmentally sensitive manner. The beauty, diversity and recreational features of PPL Susquehanna Riverlands makes it a popular destination for residents of the Berwick Area. Key features and amenities include:



- Recreation - A 400-acre recreation area on the west side of the River is ideal for picnicking, group outings, hiking, sports and play.
- Fishing - Lake Took-A-While is prime habitat for largemouth bass and other species of fish with non-motorized boating allowed.
- Environmental Programs - A naturalist conducts programs year-round for the public, and group field trips are available by prior arrangement.
- Riverlands Nature Center - Visitors can get a close look at some of the area's wildlife, learn about wetlands and the river, and enjoy nature programs.
- Wetlands Nature Area - Located just south of the recreation area, this 100-acre tract of riverine forest, marsh, swamp and vernal pools has been set aside as an area for nature study and education.
- Council Cup Scenic Overlook – Located on the east side of the river, the Overlook is a 700-foot-high bluff that affords a breathtaking view of the Susquehanna River Valley and is the site of an annual count of migrating hawks. Three trails in the 88-acre expanse provide opportunities for hiking, hunting and fishing.

Health Care

Berwick boasts an adult day care center, a Senior Citizens Center, an active AARP and a Senior Circle program at The Berwick Hospital Center. The Borough offers excellent health care with its own 169-bed privately-owned hospital and 240-bed long-term care facility with outreach services.

The Berwick Hospital Center was sold to Community Health Systems in 1999, the first in Pennsylvania to do so. The proceeds from that sale were entrusted to the Berwick Health and Wellness Foundation to provide funding primarily through grants for projects and programs that will improve the health and welfare of the people in the Berwick area.

Four rehabilitation centers in the community provide quality care to local citizens. Other health and fitness organizations include Berwick Area YMCA and several private clubs (from: www.berwickpa.com).

Service and Faith-based Organizations
Berwick has several strong, community-supported human service agencies, as well as traditional social and service clubs with extensive volunteer bases. The Berwick Area United Way supports 15 agencies and helps to provide services such as the Wheels for Work program and the Community Soup Kitchen. Volunteers in the Day of Caring complete cleanup and improvement projects that save hundreds of dollars for member agencies.

Visitors to Berwick are often struck with the number and diversity of churches – many reflecting the ethnic diversity of the town and region. The tolling of church bells and the strength of Berwick's faith community is a strong community asset and a foundation for community engagement and involvement.

Present-Day Industry
The Berwick Industrial Development Association (BIDA), which took over the former home of the American Car and Foundry, manages an industrial complex housing 14 industries that form the economic lifeblood of the community. Berwick is home to a disproportionate number of industries for the size of the community, according to a research study conducted for BIDA. Some of the major employers in the area are Wise Foods, manufacturer of potato chips and other snack products; PPL, an electric utility and nuclear power plant; Berwick Offray, manufacturer of decorative ribbons and bows; Lady Ester Lingerie Corporation, maker of fashion lingerie, including the Delta Burke line; and DeLuxe Homes of PA, Inc., producer of prefabricated housing, apartment units and college dorms.

Downtown Berwick
Berwick is proud of its downtown district, the site of unique shops, restaurants, banks, office suites, a movie theater, renovated apartments and first-floor commercial properties. The Downtown Division of the Berwick Area Chamber of Commerce hosts two downtown street festivals, All American Day in May and Fall for Berwick in September. The famous Thanksgiving Day Run for the Diamonds hosts about 1000 runners a year. The Jaycees Christmas Boulevard, a light and decoration display along Market Street, is held throughout the month of December. Berwick has also been designated a Blueprint Community and an Elm Street Community.

Berwick Future's Outlook
The Borough of Berwick is home to about 10,000 citizens. The extended community of the Berwick Area School District has over 20,000 residents. It is a community about which it is increasingly said, "There are some exciting things going on in Berwick"! Berwick is indeed a community of exciting potential and expanding opportunities headed into a dynamic future (from: www.berwickpa.or

Berwick by the Numbers – Demographic Information

Population Change: Between 2000 and 2007

Berwick Borough Population: 10,243*
Population Change: (-4.9%)
Population Density: 3,304.2 persons per square mile

Briar Creek Borough Population: 639*
Population Change: (-2.1%)*
Population Density: 401.9 persons per square mile

Briar Creek Township Population: 3,069
Population Change: (0.1%)*
Population Density: 145.6 persons per square mile

Salem Township Population: 4,269**
Population Density: 147.2 persons per square mile

** Based on 2007 Population Estimates from the Pennsylvania State Data Center*

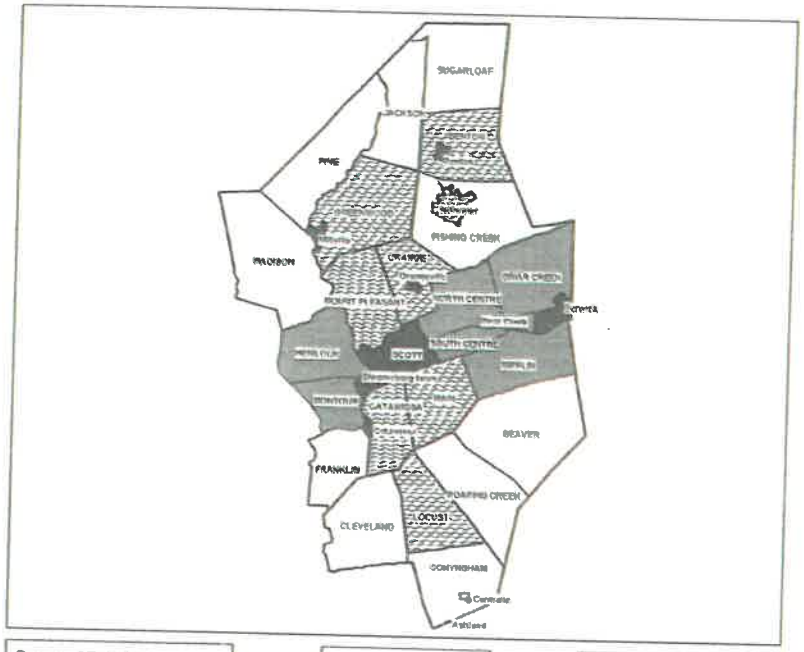
*** Based on 2000 Census Information*

Pennsylvania has one of the oldest populations in the United States. Typical of many boroughs - Berwick's population is older than the state average. Berwick has a lower percentage of working-age residents age 18-59, (52.2%) as compared to the state of PA (56.4%), and a greater percentage of residents 65 years of age and older 20.7% as compared to the state of PA (15.6%). Also typical of an older community – Berwick has a lower percentage of family households with children (26.7%) as compared with the County (32.9%) and the state (34.6%). The Berwick Area School District has a dropout rate of 2.1% - the highest rate of all Columbia County school districts and higher than the state (1.6%). Berwick Borough has 20% of its students enrolled in private schools / home schools. In the realm of public health, Columbia County mirrors the State of Pennsylvania in the top three leading causes of death being heart disease, cancer and stroke.

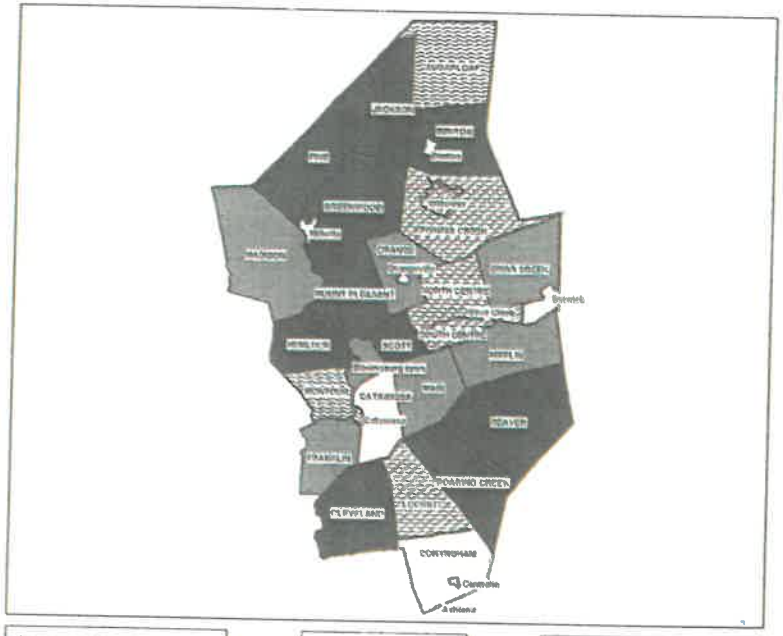
Community Needs

There are several trends identified in the Columbia County Needs Assessment report that are of interest to the Berwick Town Trails project. The report identifies issues of concern for residents. At the top of this list are work, crime, substance abuse, teens, transportation and needs of senior citizens. The report identified 'fear of crime' was highest in the Berwick area. The report also identified concerns surrounding teens such as the need for healthy activities to occupy their time. The lack of recreational activities and gathering places for teens was also identified as a concern. Residents identified a need for more positive outlets for teen energy and more physical activity as a healthy step for the community.

MAP 3. MUNICIPAL POPULATION DENSITY, 2007
COLUMBIA COUNTY



MAP 4. MUNICIPAL POPULATION, PERCENT CHANGE, 2000* TO 2007
COLUMBIA COUNTY



Demographic Analysis

The boroughs of Berwick and Briar Creek have declining populations and the surrounding rural townships of Briar Creek and Salem have low growth rates. This trend may change with the completion of a major sewer and water project in Salem Township. The eastern end of the Berwick Town Trails study area now has new and sufficient infrastructure to attract mixed-use growth and development. This local infrastructure capacity, coupled with a potential expansion of the PPL Susquehanna Nuclear Power Plant – could increase development pressure in Salem Township. Currently, with low growth pressures and with most of the Township in agriculture, Salem Township has the opportunity to plan and shape its future growth with the use of an 'official map' or other type of planning and community design tool. It is always easier to proactively plan and implement trails, greenways, parks and natural areas into a community as it is built than to retrofit into an existing development.

While the region, state and nation have been hit hard with economic restructuring – particularly the loss of good paying industrial jobs – Berwick retains its historic image as a working class community. The Berwick Industrial Development Association (BIDA) is located on the site of the former ACS plant and today, instead of a single, large industry – the BIDA complex is home to dozens of smaller industrial / manufacturing companies and is a major employment hub for the region.

The community demographic profile shows a highly stable population that struggles to retain its youth and attract economic opportunities. The age demographics present a challenge for any community to generate sufficient revenues, while providing essential community services and a quality public education. The Berwick community needs to plan strategically for the future to remain sustainable and competitive in the 21st century. In order to do this, Berwick needs to retain its authenticity as a Susquehanna River Town and invest in resources that will distinguish Berwick from other communities.



3 Public Participation in the Planning Process

Berwick Town Trails Planning Process

Three methods of community involvement were used to engage a wide range of residents in the Berwick Town Trails planning process: on-going input by the project study committee, a Town Trails Community Design Workshop and Key Person Interviews. The community involvement process was essential in shaping the vision of the Town Trails network and in prioritizing trail projects for early implementation.

Study Committee Meetings

- April 21, 2008
- June 16, 2008
- January 26, 2009
- June 8, 2009

Community Design Workshop

- July 30, 2008 – Berwick Town Trails Community Design Workshop



Key Person Interviews

July 31, 2008 – PPL Susquehanna Riverlands - Connections
August 14, 2008 – Berwick Rotary Club Presentation
August 2008 – Safe Routes to School Application Preparation
December 3, 2008 – Salem Township – Planning for Future Growth
December 3, 2008 – Key Landowner Discussion
February 3, 2009 – Berwick Park Planning and Improvement Prioritization
February 26, 2009 – Test Track Park and Ball Field Developments
February 2009 – LaSalle Neighborhood / Sponsler Park Redevelopment
March 6, 2009 – Central Susquehanna Community Foundation Meeting
April 2009 – Berwick Area School District Facilities Planning
April 3, 2009 – PPL Railroad Corridor Meeting
April 23, 2009 – Mapping Bike Routes in the Berwick Area
June 2009 – SOAR - Running Routes Meeting
June 2009 – Railroad (Rail-Trail) Feasibility Field Assessment


CENTER

Project Goals

The following goals were created for the Berwick Town Trails Project by an interactive process involving the Project Study Committee:

1. Improved Pedestrian and Bicycle Use in Berwick and Surrounding Communities - Connect Parks, Schools, Neighborhoods and Downtown

2. Address Safety - Traffic Separation

3. Connect Kids & Families to other community members and the natural environment

4. Involve the Local Citizens – especially the School District

5. Foster Regional Cooperation between Municipal Governments

6. Encourage Health Education and Active, Healthy Living

7. Create Places for Social Networking – places to meet and greet

8. Enhance the Community Image – and help to Establish a Regional Identity for Berwick as a River Town and Active Community

9. Engage Business in Promoting and Participating in the Project

10. Develop Successful Press and Media Coverage of the Project and the Idea

11. Create Destinations and Reason for people to walk and bike



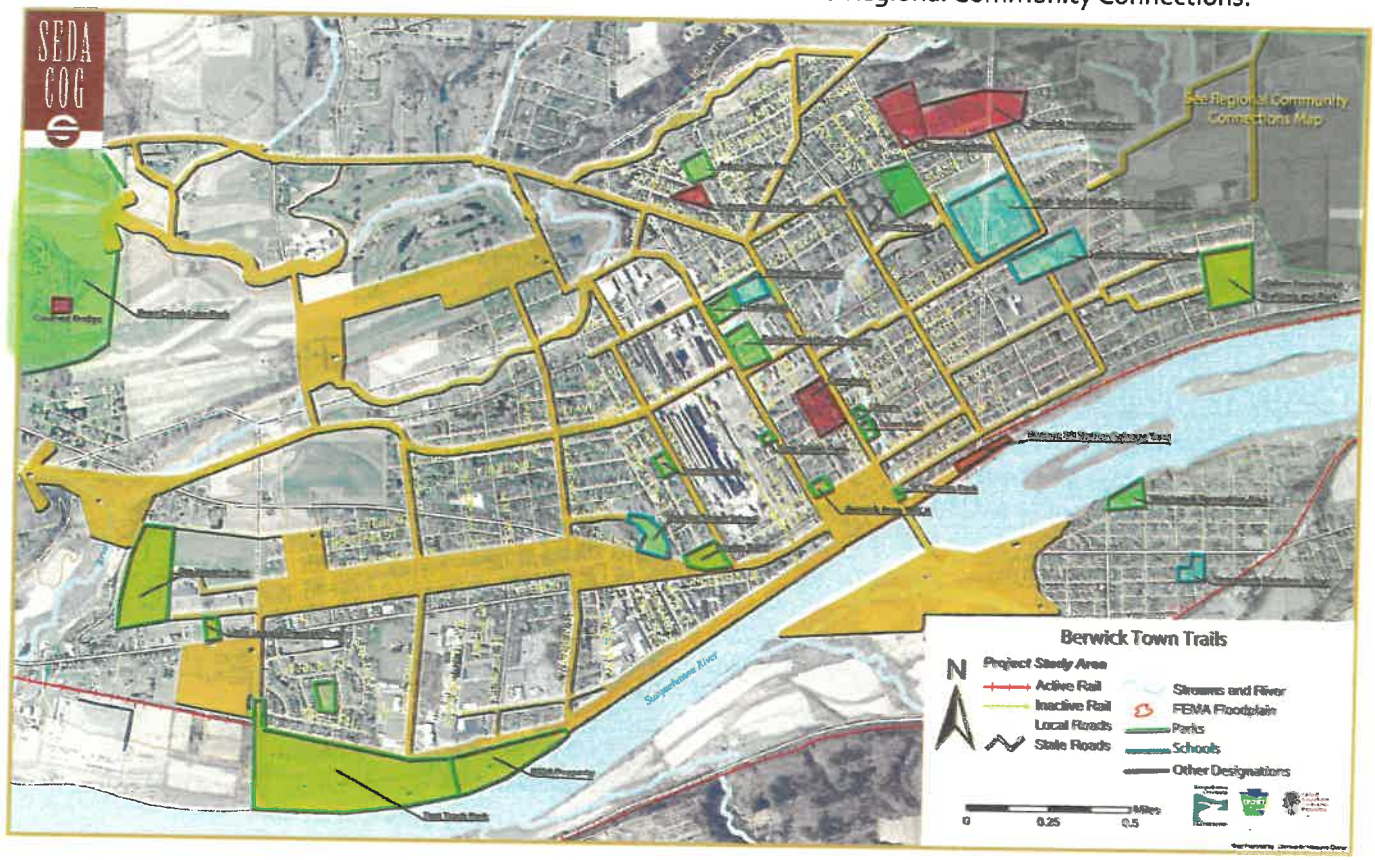




5 Berwick Town Trail — Concepts

Berwick Town Trails offers great promise in creating enhanced access to active recreation. Through a combination of projects and programs – Town Trails outlines specific plans for future trails and maps and guides to promote outdoor running, biking and hiking options available to all residents – available now with existing resources. Town Trails also established the big-picture vision for the development of an interconnected trail network to connect the community – both physically and socially. The Town Trails report identifies the municipal government as the lead on many of the projects and initiatives – but also identifies some unique partnership opportunities that could have a major role in the planning, design and implementation of the project.

The various Town Trail concepts can be placed into three main geographical location categories: Berwick Riverfront, Berwick Towns Trails and Regional Community Connections.



Berwick Riverfront

Test Track Park and BIDA Riverfront Property

Site Description:	The Berwick Borough - owned Test Track Park and the BIDA-owned riverfront property is approximately 100 acres in size, and consists of flood plain forest and natural areas
Land Ownership:	Borough Ownership – with the potential to acquire BIDA property for public use
Current Uses:	Municipal composting operation, soccer fields, ball fields and river access (motorized boat launch)
Other Resources:	Natural area, scenic beauty, foot and bike trails, and public ownership
Challenges:	The site contains a former landfill, incinerator facility and large piles of organic debris from long-term dumping of wood chips, leaves, branches and stumps. The site is at a somewhat isolated location that requires monitoring and policing
Community Needs:	Better access to the river, diversified recreational opportunities, recreation for all ages and abilities
Trail Potential:	Trail head parking area, riverfront trail nature walk, bike trails, mountain bike park, natural areas, picnic area, river access, ADA fishing
	access, primitive camping, outdoor classroom, site steward / park caretaker housing, interpretive signage (nature, canal history, railroad history, industrial heritage, Susquehanna River / Greenway), river access and natural area
Next Steps:	Park master site plan, phased park development plan and programming plan for the park
Feasibility:	Land is owned and there is strong public support for park enhancements and improvements





Railroad Riverfront Corridor - RiverWalk

Site Description:	There is a nearly 1.5 mile corridor of Berwick riverfront occupied by an active railroad line and steep, forested river banks
Land Ownership:	The railroad corridor is owned by the SEDA-COG Joint Rail Authority (SCJRA)
Current Uses:	The SCJRA owns the property and the North Shore Railroad operates a working railroad line. There is an official road crossing over the railroad tracks on S. Warren Street / Ruhmels Lane that provides access to Test Track Park
Other Resources:	Access to the Susquehanna River, storm and sewer discharge pipes, secondary access to historic railroad station. If it's not feasible to develop along the railroad corridor, there is an opportunity to make trail and overlook enhancements to Susquehanna Avenue.
Challenges:	Establishing a trail parallel to an active railroad line
Community Needs:	Better access to the river, diverse recreational opportunities, recreation for all ages and abilities, safe places to walk and bike
Trail Potential:	Scenic overlooks of the river, trail connections between Test Track Park and Canal Street / historic railroad station, park benches, landscaping, fencing (physical barrier or screening of railroad), interpretive signage (nature, canal history, railroad history, industrial heritage, Susquehanna River / Greenway), river access and natural areas
Next Steps:	Negotiations with SCJRA and North Shore Railroad, trail master site plan, phased trail development
Feasibility:	Strong public support for a riverfront trail. The challenge is to form a cooperative partnership with the Joint Rail Authority and to create a connection to downtown Berwick



Berwick River Landing

Site Description: An approximately five-acre site where the historic Berwick railroad station is located

Land Ownership: The property is in private ownership

Current Uses: The property and the historic railroad station building is currently used as a salvage yard operation

Other Resources: Historic railroad station, access to the river, best connection between the river and downtown (via Canal Street), connection to the riverfront railroad corridor

Challenges: Site is currently in private ownership. Project success is dependent on public-private partnership and private investment for building and site redevelopment

Community Needs: Better access to the river, diverse recreational opportunities, recreation for all ages and abilities, safe places to walk and bike, opportunities for public / private investment

Trail Potential: Redevelopment of historic railroad station (café, outfitter, fishing shop, bike shop, etc.), scenic overlooks of the river, trail connection between downtown and river, park benches, landscaping, fencing (physical barrier or screening of railroad), interpretive signage (nature, canal history, railroad history, industrial heritage, Susquehanna River / Greenway), river access and natural areas

Next Steps: Land acquisition, site redevelopment strategy, master site plan, phased project development

Feasibility: Land is privately owned and not for sale. RiverWalk must find alternative way to access downtown Berwick


RIVER CAFE

Nescopeck Connect

Site Description:	Approximately 0.7 of a mile separates between Berwick and Downtown Nescopeck – with most of that distance on the Route 93 highway bridge
Land Ownership:	State highway right-of-way and adjacent public and private lands
Current Uses:	This corridor contains a beautiful natural area along Nescopeck Creek and scenic views of the Susquehanna River. Nescopeck uses the site for organic waste composting.
Other Resources:	Connections between two communities and the river bridge with good pedestrian / bike accommodations
Challenges:	Pedestrian and bike use on the bridge could be greatly enhanced by riverfront enhancements on both sides of the river
Community Needs:	Better access to the river and Nescopeck Creek, natural areas and parks
Opportunity:	Nescopeck has an excellent opportunity to develop a riverfront park and natural area
Trail Potential:	Create trails and enhance river access in Nescopeck and Berwick to benefit both communities
Next Steps:	Nescopeck Park feasibility study and master site plan
Feasibility:	Land in municipal ownership and is generally cleared and open and ideally suited for conversion to a natural passive-recreation public park



Berwick Town Trails

Safe Routes to School

Site Description:	The Berwick Area High School, Middle School and Nescopeck, Salem, 14th Street and Orange Street Elementary Schools
Land Ownership:	Public ownership of the schools and school campus – surrounded by public street network and private property
Current Uses:	Public schools, recreation, athletic facilities, open space, parking areas and school drop-off areas
Challenges:	Students face physical and psychological barriers to walking and biking to school
Community Needs:	Better / safer school access from surrounding neighborhoods, accommodations for bikes (bike racks, roofed covers), improved sidewalks and crosswalks
Opportunity:	The Berwick Area Schools have a great potential to enhance their school grounds to enhance the ability of students to walk and bike to school. Schools, especially elementary schools, can be leaders in encouraging active living and active lifestyles by working with the community's youngest residents. Safe Routes to School projects will increase school safety and have the potential to improve the quality of life and home values of the surrounding neighborhood
Trail Potential:	Improved sidewalks, designated bike routes, better crosswalks, non-motorized trails on school campus, benches and landscaping
Next Steps:	School audits of the walking / biking environment, survey of students and parents to determine factors that limit walking and biking, walking and biking educational programming, walking school bus demonstration project. Re-apply to the 'Safe Routes to School' program for a prioritized school
Feasibility:	Public right-of-way and school property. Strong public support for improved school student safety. Projects will benefit everyone in the community



Hometown Streets - Elm Street and Main Street – Streetscape Enhancements

Site Description:	The network of state and local roadways in and around the downtown business district and the designated Elm Street neighborhood
Land Ownership:	Streets and public rights- of- way – surrounded by private property
Current Uses:	Streets, sidewalks, on-street parking, landscaping and lighting
Challenges:	Enhancing the ability of residents and visitors to walk and bike in the downtown. Removing the physical and psychological barriers to walking and biking
Community Needs:	Enhance the sidewalk and streetscape design to create a more attractive walking and biking environment connecting places where people live, work, do business and socialize (stores, library, YMCA, post office and parks)
Trail Potential:	Improved sidewalks, designated bike routes, better crosswalks, implementation of traffic-calming, enhancing the quality of the built environment (benches, landscaping, lighting, removing graffiti and community beautification projects). Enhanced streets will increase opportunities for active living and increase real estate values
Opportunities:	The Elm Street and Main Street programs (have the benefit of) a community organization to undertake projects that enhance the town's business district and its surrounding residential neighborhoods
Next Steps:	Identification of unsafe intersections and roadway corridors; strategic plan for streetscape enhancements
Feasibility:	Public right-of-way and organizational partners such as the Borough of Berwick and the Elm Street project



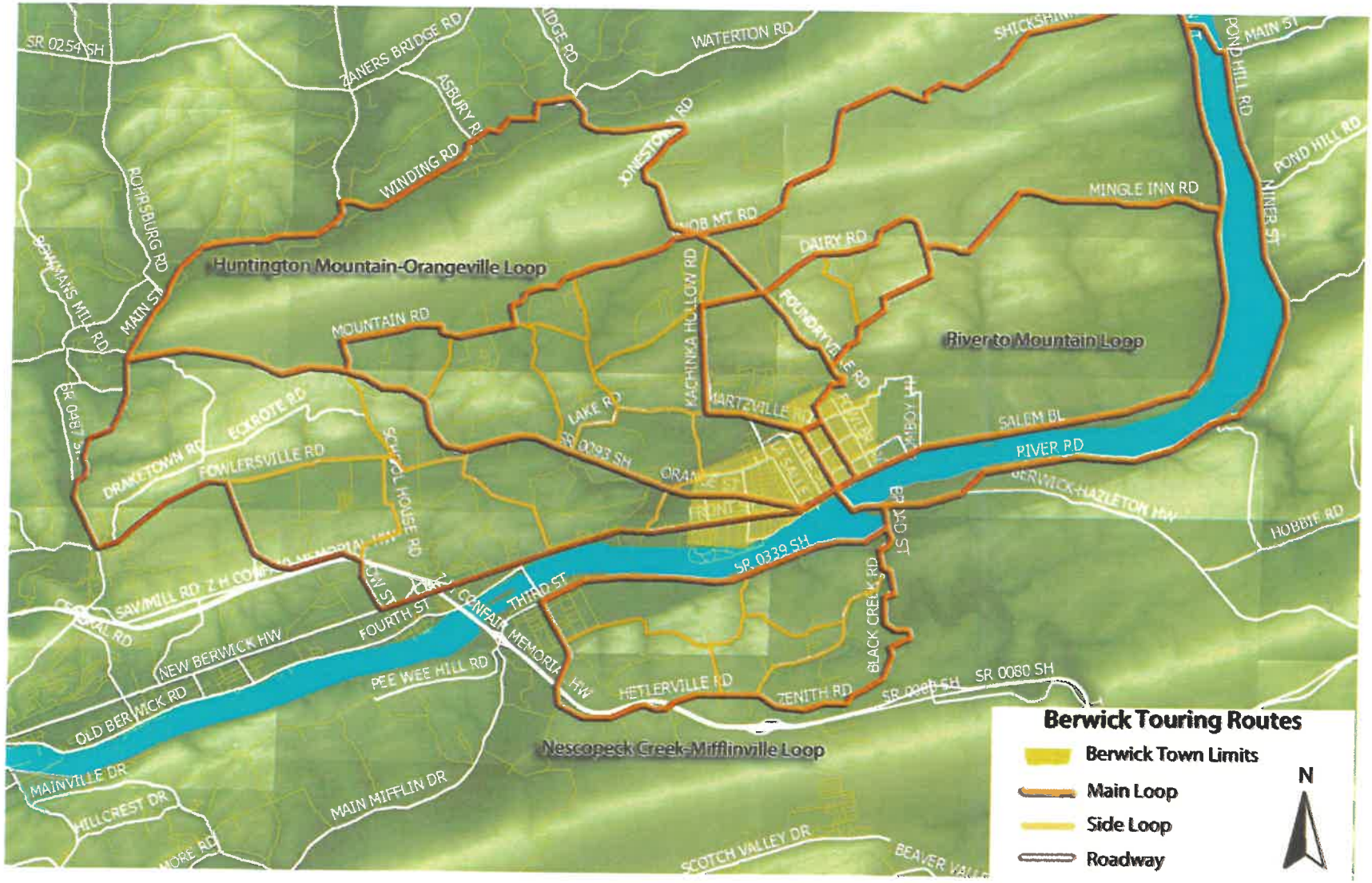
Access to Berwick Parks

Site Description:	The network of neighborhood parks that offer close-to-home recreation. Neighborhood parks include: Arbor Street Park, Louis Stevens Park, Sponsler Park, St. Charles Park, Vine Street Park
Land Ownership:	Parks owned by Berwick Borough
Current Uses:	Mixed recreational use from passive recreation to active recreation fields and playgrounds. Most parks have outdated equipment and amenities
Challenges:	Update Berwick parks to increase park use and improve function and aesthetics. Create a destination and gathering place for neighborhood activity
Community Needs:	Create parks that are safe and functional. Design parks that meet the needs of residents of the neighborhood and are attractive and inviting to visitors. Create a network of parks that provide a wide range of recreational opportunities
Trail Potential:	Improved access to parks including: sidewalks, designated bike routes, crosswalks and implementation of traffic calming methods. Park features may include: playgrounds, ball fields, basketball, picnic facilities / pavilion, benches and landscaping
Opportunities:	A network of beautiful and well-maintained parks will increase property values and enhance prospects for community revitalization and private reinvestment in the community
Next Steps:	Park master site plans and strategic plan for park enhancement projects
Feasibility:	Public property and rights-of-way. Public recognizes the need to improve the community's system of public parks



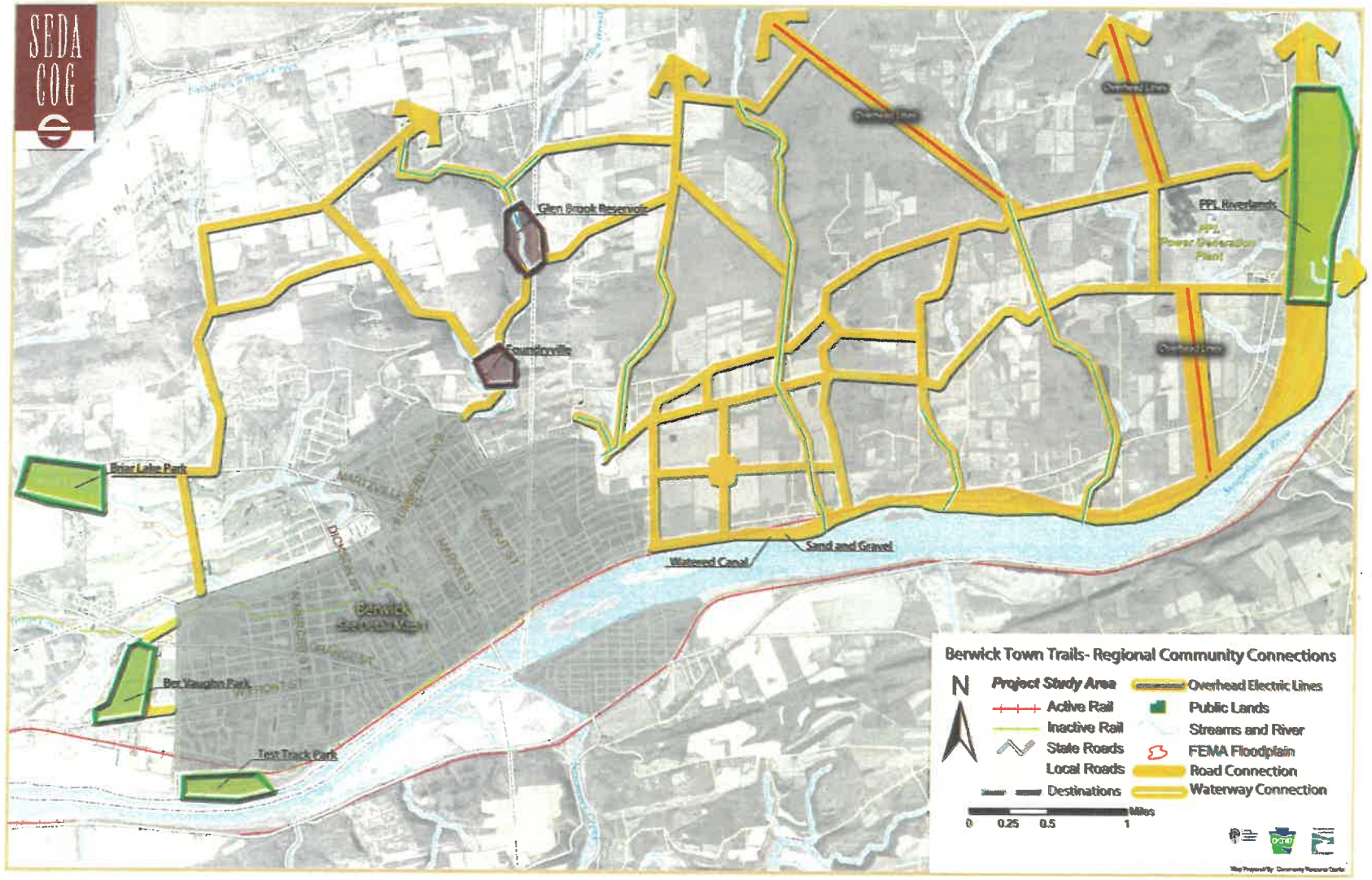
Berwick Running Routes

Site Description:	What are the best places to run in the Berwick Area? What streets and roads offer safety, scenery and a chance to get a good running workout before returning home?
Land Ownership:	Publicly owned streets and roads
Current Uses:	Outside of hard core fitness folks and high school athletes, most people don't use the streets and roadways for running. A new program – SOAR (Students Overcoming and Achieving through Running) – targets at-risk youth for participation in a running program
Challenges:	Improving public perception of running and modifying streets and roadways where there are safety issues
Community Needs:	Create a network of streets and roadways that are conducive to running. Get more Berwick area residents, especially youth, involved in running
Trail Potential:	Install traffic calming methods, improve the connectivity of sidewalks and provide sufficient shoulders on rural roadways to accommodate runners
Opportunities:	A network of streets and roadways suitable for running will add value to the community and instill a culture of physical activity and active living
Next Steps:	Identify preferred routes and document necessary changes to improve running on these routes and coordinate improvements with the associated borough or township
Feasibility:	Programming and educational opportunity. Potential partner includes the SOAR (Students Overcoming and Achieving through Running) program.


Huntington Mountain-Orangeville Loop
River to Mountain Loop
Nescopeck Creek-Mifflinville Loop
SR 0254 SH
ZANERS BRIDGE RD
WATERTON RD
WINDING RD
ASBURY RD
JONESTOWN RD
MINGLE INN RD
POND HILL RD
MINER ST
MAIN ST
DAIRY RD
FOUNDRYVILLE RD
MACHINKA HOLLOW RD
MOUNTAIN RD
LAKE RD
SR 0339 SH
SALEM BL
PIVER RD
BERWICK-HAZLETON HW
HOBBIE RD
SCHOOL HOUSE RD
DRAKETOWN RD
FOWLERSVILLE RD
ECKROTE RD
SAW MILL RD
FOURTH ST
THIRD ST
NEW BERWICK HW
OLD BERWICK RD
PEE WEE HILL RD
HETLERVILLE RD
ZENITH RD
BLACK CREEK RD
SR 0080 SH
MAINVILLE DR
HILLCREST DR
MAIN MIFFLIN DR
SCOTCH VALLEY DR
Berwick Touring Routes
Berwick Town Limits
Main Loop
Side Loop
Roadway
N

Salem Township – Land Use Planning

Site Description:	Salem Township recently completed a major sewer and water project. It is expected that growth and development will follow.
Land Ownership:	Private land
Current Uses:	Primarily agriculture – working farmland with a mix of residential and industry
Challenges:	Planning for future growth that achieves a desired mix of land uses accommodating trails and open space
Community Needs:	A well planned community with a mix of uses that encourage walking and biking offering close to home recreation and active living opportunities for its residents
Trail Potential:	Proactive planning and construction of trails. It's always easier to build trails as you go, than to retrofit them into existing neighborhoods
Opportunities:	Salem Township has the opportunity to be proactive in undertaking community planning and design, potentially creating an 'official map' for future growth in the municipality
Next Steps:	Seek planning and funding assistance from PA DCED – Land Use Planning Technical Assistance Program (LUP-TAP)
Feasibility:	Public right-of-way and school property. Strong public support for improved school student safety – and projects will benefit everyone in the community


SEDA COG
Glen Brook Reservoir
Briar Lake Park
Ben Vaughn Park
Test Track Park
Sand and Gravel
Waterwed Canal
PPL Riverlands
PPL Power Generation Plant
Berwick Town Trails- Regional Community Connections
N
Project Study Area
Active Rail
Inactive Rail
State Roads
Local Roads
Destinations
Overhead Electric Lines
Public Lands
Streams and River
FEMA Floodplain
Road Connection
Waterway Connection
Miles
0
0.25
0.5
1

Regional Community Connections

Ber-Vaughn Park Connection

Site Description: Approximately 0.33 of a mile separates the existing street network of Berwick's west end neighborhood and Ber-Vaughn Park

Land Ownership: The area between Berwick's west end neighborhoods and Ber-Vaughn Park is in private ownership

Current Uses: The land is in commercial, farmland and residential uses

Other Resources: Connections to an existing sidewalk system and low-volume neighborhood streets and alleys

Challenges: Working with private landowners to acquire a right-of-way to develop a trail connection to Ber-Vaughn Park

Community Needs: Have Ber-Vaughn Park accessible by walking and biking (not just autos)

Opportunity: A trail connection to Ber-Vaughn would encourage alternative transportation and provide park access to residents that do not have access to a car

Trail Potential: The Park offers, swimming, tennis, ball fields, picnic pavilion, volleyball, natural areas and other recreational opportunities

Next Steps: Acquire trail corridor or secure long-term easement, trail planning, design and construction

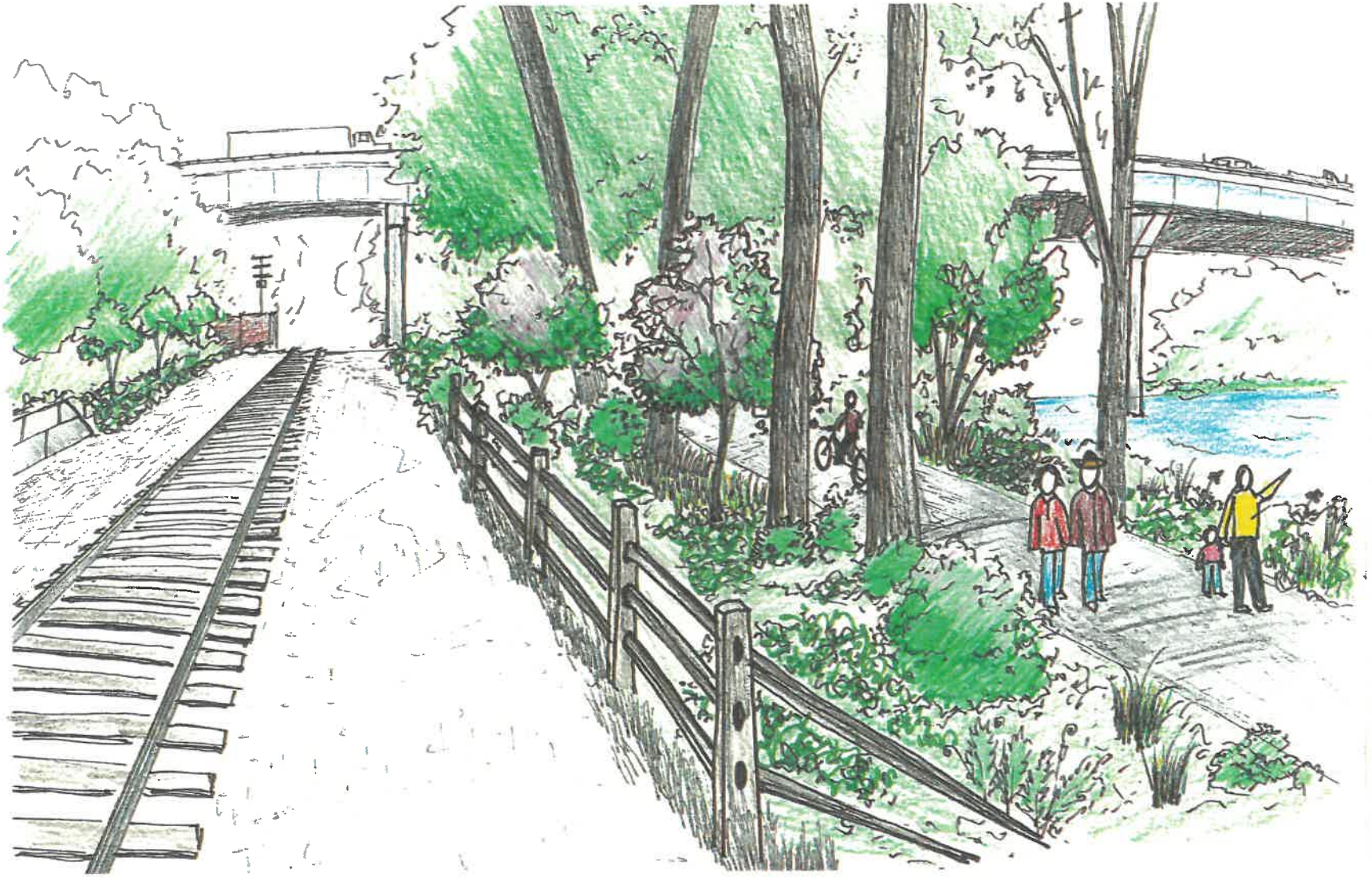
Feasibility: Must secure an easement or acquire a corridor connecting the park and the existing street network

Briar Creek Lake Connection / Bloomsburg Connection

Site Description:	Approximately 1.25 miles separates Berwick's west end and Briar Creek Lake
Land Ownership:	The area between Berwick's west end and Briar Creek Lake is in private ownership; and is mostly agriculture and forest land
Current Uses:	The County-owned Briar Creek Lake has fishing, picnic areas, ball fields and a historic covered bridge
Other Resources:	Connections to an existing sidewalk system and low-volume neighborhood streets and alleys
Challenges:	The Park is currently a destination park – requiring a car to access. The project will require working with private landowners to acquire land or easements to construct a trail to Briar Creek Lake
Community Needs:	To have Briar Creek Lake as an accessible destination by walkers and bikers
Opportunity:	A trail connection to Briar Creek Lake would encourage alternative transportation and provide Park access to residents that do not have a car. As an alternative to an off-road trail, the Park could be accessed by a network of rural, low volume roadways.
Trail Potential:	A trail of sufficient length for fitness, distance walking, running and biking. The Briar Creek Lake trail could begin a trail connection toward Bloomsburg using the abandoned railroad corridor toward Light Street
Next Steps:	Explore trail routing options and meetings with landowner to discuss the trail

Susquehanna Riverlands / Warrior Trail

Site Description:	Following the river - there is approximately 6.3 miles between downtown Berwick and PPL Susquehanna Riverlands. The direct distance between Berwick and Riverlands is 5.3 miles.
Land Ownership:	An active railroad corridor and private land
Current Uses:	Area is active railroad line, residential, farmland and utility corridors
Other Resources:	PPL Susquehanna Riverlands is a regional destination for recreation and environmental education. The facility contains a park, picnic areas, environmental education center, meeting facilities, restored towpath and connections to the Warrior Trail
Challenges:	Berwick area residents must drive to the PPL Susquehanna Riverlands facility. PPL is expecting a significant increase in rail traffic in the future
Community Needs:	Trail connection to PPL Susquehanna Riverlands and access to an already existing network of trails
Opportunity:	A connection to PPL Susquehanna Riverlands would provide an excellent destination for a Berwick trail
Trail Potential:	Establish a connection with a regional trail network into the Wyoming Valley
Next Steps:	Explore alternative routes to access PPL Susquehanna Riverlands, including back road network, transmission / utility line corridors, stream corridor network, etc.
Feasibility:	Currently not feasible with existing and expected future use of the railroad



Berwick Biking Routes

Site Description: What are the best places to bike in the Berwick area? What streets and area roadways offer safety, scenery and a chance to get a good biking workout before returning home?

Land Ownership: Publicly owned streets and roads

Current Uses: Most bikers use the existing street system to travel through town. Typically only the hard core bikers journey beyond the limits of the town

Challenges: There are no designated bike routes in the community

Community Needs: There are a decent number of bikers in Berwick – on all types of bikes. With basic improvements that better accommodate bikes even greater number of people could get around the community by bicycle

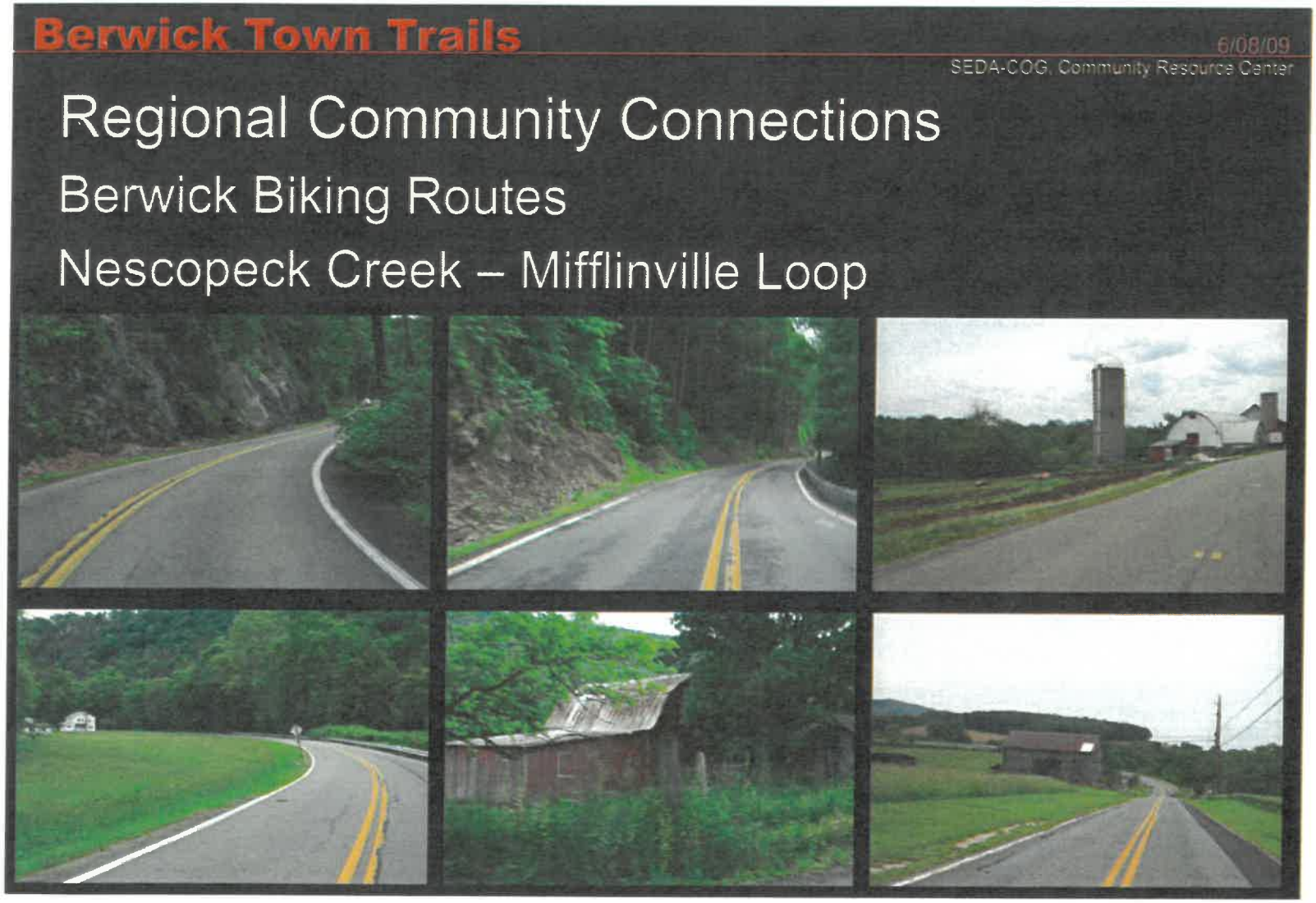
Trail Potential: Install traffic calming methods, designate bike routes to connect key destinations in the community and provide sufficient shoulders on rural roadways to accommodate bicyclists

Opportunities: Immediately outside of town there are several scenic and rural roadways with low to moderate traffice that offer moderate to strenuous bicycle routes. Possible routes include Black Creek, Susquehanna River Tour, Jonesville Tour and Lee Mountain Loop.

Next Steps: Map the popular biking routes and identify ways to improve bicycle safety. Work with the local municipality to make these safety changes. Promote and advertise what is available and produce a map and guide for the various biking routes

Feasibility: Project is feasible since it uses the existing roadway network




Berwick Town Trails
6/08/09
SEDA-COG, Community Resource Center
Regional Community Connections
Berwick Biking Routes
Nescopeck Creek – Mifflinville Loop

Destination Trails: Hiking, Mountain Biking and Trail Running

Site Description: The region surrounding Berwick offers some excellent hiking, mountain biking and trail running opportunities

Land Ownership: The various are found on both public and private lands. There are situations where the land ownership, and what constitutes allowable uses, is questionable or unknown

Current Uses: The most well know resource is the PPL Susquehanna Riverlands and Council Cup owned by Pennsylvania Power and Light (PPL). Council Cup offers a scenic overlook of the Susquehanna River and the Riverland's Wetlands Nature Area and Recreation Area on the east shore

Other Resources: Other locations are the State Game Lands (SGL) 55, 58 and 260 that surround the Berwick Area located both to the south of the Susquehanna River (SGL 58) and to the north of Berwick near Lee and Huntington mountains. There is also an abandoned railroad corridor located near Mainville (southeast of Bloomsburg) that offers a scenic and level trail corridor. However this is not an 'official' trail

Challenges: While these are excellent resources – access to these areas requires a car. The future of public access to the abandoned railroad is unknown. The State Game Lands are managed primarily for hunting and wildlife management; therefore access, hiking and biking may be limited during certain times of year

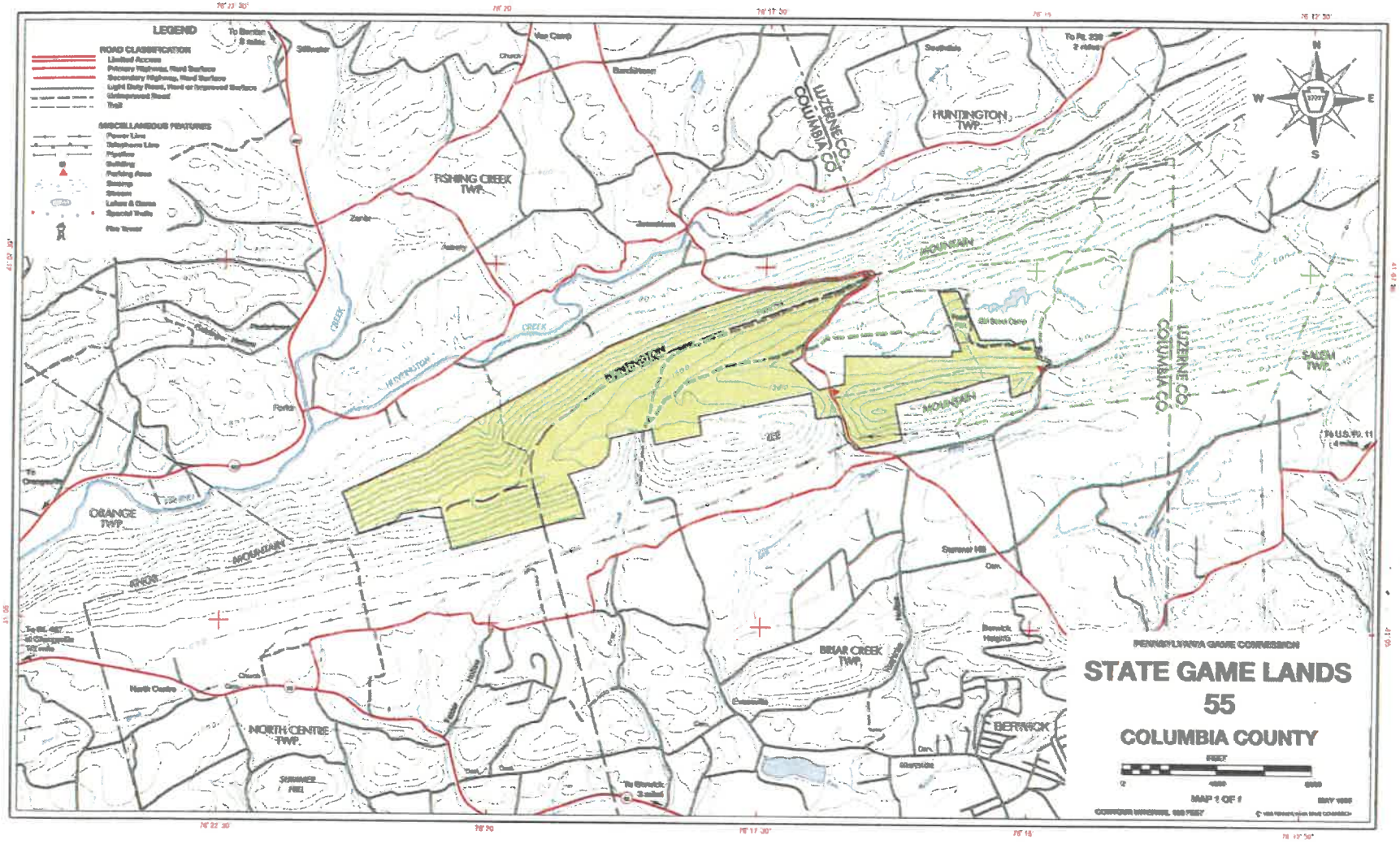
Community Needs: While most of the proposed trails are in town and in developed areas – these trails offer a place to get away into a natural setting

Opportunity: These are underappreciated gems that can be better marketed and promoted to the general public to encourage their use for outdoor recreation

Trail Potential: The State Game Lands and PPL Susquehanna Riverlands have many well established trails. The abandoned railroad corridor, with landowner consent or land acquisition, has great potential to be a scenic rails-to-trail

Next Steps: Discuss with municipal officials and landowners to assess the feasibility of a rails-to-trail for the Mainville abandoned railroad corridor. A brochure marketing the region's recreational opportunities for residents and visitors

Feasibility: Project is feasible since it uses the existing trail systems


LEGEND
ROAD CLASSIFICATION
MISCELLANEOUS FEATURES
FISHING CREEK TWP.
HUNTINGTON TWP.
ORANGE TWP.
NORTH CENTRE TWP.
BRIAR CREEK TWP.
SALEM TWP.
BERWICK
LUZERNE CO.
COLUMBIA CO.
MOUNTAIN
PENNSYLVANIA GAME COMMISSION
STATE GAME LANDS
55
COLUMBIA COUNTY
MAP 1 OF 1

Water Trails – Canoeing, Kayaking the Susquehanna River and Area Tributaries

Site Description: Berwick is a Susquehanna River Town with the potential to better use the River as a recreational asset. Several local streams and creeks also have recreational opportunities for canoeing and kayaking

Land Ownership: Streams and rivers are the property of the commonwealth. For water trails all that is needed is a place to put in and take out a boat, yet many places lack this basic accommodation

Current Uses: The Susquehanna River is an underutilized and underappreciated resource. The cannoning and kayaking opportunities may include a week long paddle down the River or an hour paddle after work. It is a big river with plenty of capacity and could be better utilized

Other Resources: The Susquehanna River Trail – North Branch map was produced and is available from the Endless Mountains Heritage Region (www.endlessmountainsheritage.org) and offers the best resource for planning a boating trip on the river. Other stream and creeks that offer recreational non-motorized boating opportunities Catawissa Creek and Fishing Creek

Challenges: Developing a sufficient number of public access points to create diverse water trail options. The existing public river access points at PPL Susquehanna Riverlands Wetland Center and at Test Track Park will require a boater several hours to complete the trip. Ideally there would be additional river access points to allow trips of different lengths. The same can be said for access points on Catawissa and Fishing creeks.

Community Needs: Non-motorized boating such as canoeing and kayaking are some of the fastest growing recreational activities.

Opportunity: With the area's quality stream and rivers – there is an opportunity to accommodate this growth sport within our region

Trail Potential: Better promote the use of the Susquehanna River for paddling and develop the potential for non-motorized boating on Catawissa and Fishing creeks.

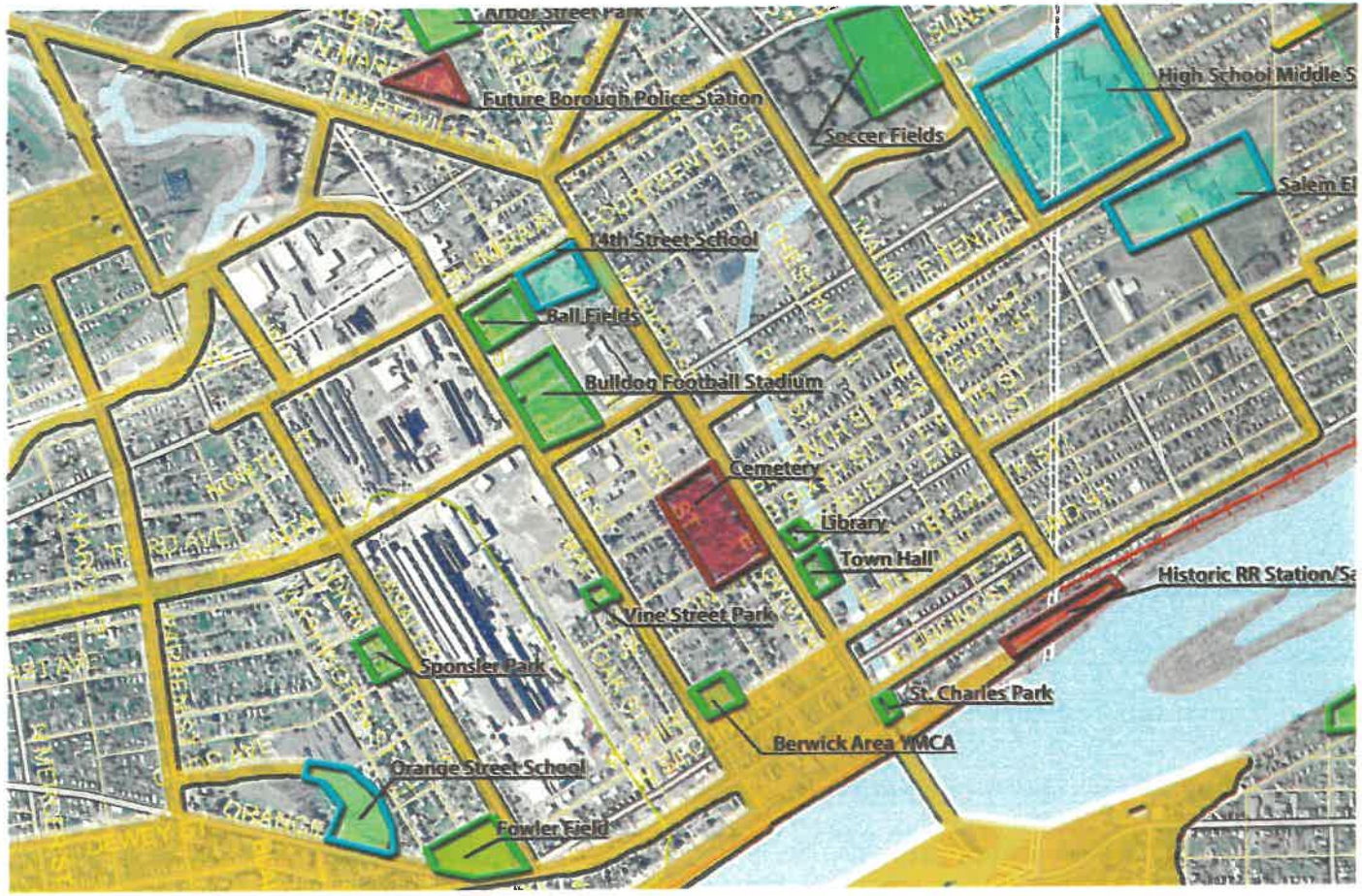
Next Steps: Advertise the Susquehanna River Sojourn event and its stops in the Berwick area to raise awareness of the potential of the river for non-motorized boating. And develop a water trail map and guide for Catawissa and Fishing creeks

Feasibility: Must acquire access points for safe and legal access to the streams and river





The Berwick Town Trails project envisions a community of interconnected pedestrian and bicycle trails that will 'brand' Berwick as a healthy and active community. The Town Trails concept plan outlines a conceptual framework of trails to connect the most important destinations of the community including parks, schools, neighborhoods and the downtown, the riverfront and regional destinations. The concept plan will be implemented over time based on community priorities and available resources.



The Berwick Town Trails vision is to provide all residents and visitors with safe and walkable / bikeable streets and trails to connect all community destinations. That is not currently the case. To develop the trail network – the community must first establish priorities for project implementation. The Town Trails project identifies short, medium and long-term projects for implementation and project champions who will take the lead to seeing projects through to completion. While the municipal government is often the logical choice to manage the development of the Town Trails initiative – a diverse group of stakeholders is needed to maintain momentum and garner political support and resources.

The Project Study Committee was tasked with identifying priority projects out of the entire list of potential projects and initiatives. After outlining all potential projects and initiatives – the Committee's clear preference was to focus on the Berwick riverfront. The Committee felt the riverfront was an underutilized and underappreciated resource and offered the greatest return on investment potential that benefitted the entire Berwick community. Test Track Park and the RiverWalk (railroad riverfront corridor) were the top choices for enhancement, along with a long-term plan to acquire and redevelop, through public-private investment, the historic railroad building to enhance downtown access to the riverfront.

Berwick, like all communities, gives special consideration to its children. A secondary priority, expressed by the Committee, was the Safe Routes to School concept. Safe Routes was seen as a good investment for not just school-aged children – but these enhancements would benefit people of all ages and abilities who live within the neighborhood zone of the schools.

Another area of community priority is public health. Obesity is a societal issue of epidemic proportion. This is notably true in Central Pennsylvania where it is estimated that nearly 40% of the region's population is deemed to be medically obese. The problem cuts across all communities, but is especially pronounced in lower-income neighborhoods and communities and it is growing among school-age children. Obesity and related Type 2 Diabetes and cardiovascular disease are public health issues that are improved through active living. The Berwick Town Trails project addresses community environmental conditions that affect people's health behaviors and sets forth a new vision for community walking and bicycling and their role in achieving public health, safety, and energy conservation goals. These aims are recognized in the Valley Vision 2020 Plan for the region and stipulate regional development strategies and provide a framework for regional policy and investment decisions.

SEDA-COG is advancing, as a follow up to the Town Trails – an initiative entitled "Creating Safe, Walkable and Healthy Communities." This project, funded by the Appalachian Regional Commission, will provide community residents, leaders, and planners with information for making improved land use and community design decisions and for public health outreach programs to help create model communities for safe walking and bicycling. The project will also engage Geisinger Health Systems to raise awareness on the impact of the built environment on human health and to increase public participation in active-living programs. The "Creating Safe, Walkable and Healthy Communities" project will allow the Berwick area community to further refine and advance the priority projects defined in the Town Trails report.



Berwick Town Trails – Feasibility

The vision for *Berwick Town Trails* as an interconnected network of safe pedestrian and bicycle friendly streets and trails must be implemented incrementally. Projects to be designed and built first must be supported by the community, and must also meet the full range of criteria to determine project feasibility including: legal feasibility, usage feasibility, site feasibility, financial feasibility and an organizational commitment to upkeep and maintenance. The priority projects of the Berwick Town Trails project will now be scrutinized using these criteria – to best determine where to begin in developing the Berwick Town Trails network.

Priority Projects
The priority projects as determined by community input and the Project Advisory Committee are:

- Berwick Riverfront
- Safe Routes to School
- Public Health – Active Community Programming

We will focus on these projects to determine their feasibility and the feasibility assessment will also help to determine what initiatives are short, medium and long-term – helping to define a schedule for community action.

Determining Feasibility
The following criteria will be used to evaluate the feasibility of the various project priorities. This list was developed by PA Department of Conservation and Natural Resources and covers all the bases of feasibility and project sustainability. The feasibility criteria are:

Feasibility Project Checklist:



Berwick Riverfront - Test Track Park and BIDA Riverfront Property

Legal Feasibility

- Land is in public ownership? Yes, Test Track Park is owned by Berwick Borough.
- Land can be purchased / long-term easement secured? Yes, BIDA is willing to transfer the land to the Berwick Borough for park / recreational use.
- Land not owned and landowner unwilling to sell or grant an easement? No.

Usage Feasibility - Public Interest and Support for the Project

- Is there a need for the facility? Yes - there are no equivalent trail resources within the community. The closest similar resources are PPL Susquehanna Riverlands. Berwick residents must drive to the facility.
- Does the community support the idea? Yes - there is strong public support for enhancements to Test Track Park. People traditionally walk at the park. The proposed off-road walking trails would diversify the experience and eliminate pedestrian – vehicular conflicts.

Site Feasibility - Constructability of Trail

- Land Physiographic Analysis
- Land Size – approximately 100 acres - it is sufficient size for the development of a significant walking trail and diverse park facility.
- Exposure – flat to rolling land with mature tree canopy cover over much of the site, along with an open river view and an open active recreation area and roadways. Nice mixes of shade and sun environments make for a quality outdoor experience.
- Geological and Soil Features – the site is a combination of native soils, alluvial floodplain soils and fill material. Portions of the site contain were once a former landfill and which will limit the depth of any earth moving activities and should be avoided. Other areas of the site – primarily on the BIDA land – have old stockpiles of organic matter (leaves, limbs, and stumps) in various states of decomposition.
- Steep Slopes – while the site is generally flat – there are areas of distinct steepness – along the river banks, steam swales and rolling alluvial soil deposits with significant slopes. Good design will be needed to accommodate ADA access.
- Topography – flat to rolling topography
- Surrounding Properties and Uses – No incompatibility issues. A utility (railroad) property cuts the site off from the surrounding residential neighborhoods along the length of the property reducing 'eyes on the park' and increasing the need to for greater public use of the park. The Park's southern boundary is the Susquehanna River, with views of a forested ridge with limited development potential.

Water Related Analysis

- Canals – remnants of the North Branch PA Canal (0.2 miles) are found on the site offering opportunities to interpret history. These historic resources will not be a barrier to the proposed trail and support facilities.
- Flooding – most of the site is in the 100 year floodplain and the remainder is in the 500 year floodplain. The design of the trail and support facilities will need to take into consideration the reality of flooding and on-going maintenance.
- Streams and Surface Water – The Susquehanna River occupies the southern edge of the property with perennial and intermittent streams and swales cutting across the site; none of which are major impediments to trail construction.
- Wetlands – outside of the historic canal bed – there are no wetlands that would restrict the construction of trails on the site.

Vegetation Analysis

- A mature tree canopy covers most of the site. Even the 24' access road is completely covered with tree canopy offering one of the most visually pleasing sights within the Park. The trees are dominated by silver maples, along with other species endemic to floodplain habitats. There are few understory trees and limited tree canopy regeneration. The understory turf or low grasses in areas of the park are maintained by mowing. Shrubby understory is dominated by exotics in areas with little or no maintenance.

Meteorological Analysis

- Light – site is mostly shaded tree canopy with open recreation fields and river edge.
- Rain – Berwick received on average 39" of rain per year and 28" of snow.
- Temperature – temperatures of site moderated by tree canopy cover.
- Wind – typically more intense along a river corridor, the wind is modified by the thick tree canopy, but is more intense during winter months with leaves off the trees.

Wildlife Analysis

- Description – typical floodplain woodland habitat. No terrestrial endangered species listed for the site.

Utility Analysis

- Existing Development – PA Fish and Boat access, ball field, soccer fields, antiquated brick grills (not used)
- Gas / Electric Lines – electric lines access the wastewater treatment / municipal composting facility.
- Sanitary Sewer – located adjacent to the municipal wastewater treatment plant.
- Storm Sewer – underground storm sewers cross the site.
- Telephone – service to wastewater treatment / municipal composting facility.

Existing Development On-Site

- Any man-made structures or development - wastewater treatment / municipal composting facility.
- Cultural, historical or recreational significance – North Branch PA Canal remnants. Where there is a high probability for cultural resources due to its location along the Susquehanna River, it is a highly disturbed site (test track and landfill related soil disturbances, alluvial deposits and erosion of the floodway) making it a low-quality environment for archeological resources.

Concept Use Analysis

- Access / Barriers – ADA access challenges with micro-topography and surface.
- Compatibility with Development for Proposed Use – site is ideally suited for trail and trail amenity development.
- Proximity to Facility / Site Users – seek to increase use of Park by adjacent residents and those willing and able to drive to the Park.

Financial Feasibility

- Estimate Expenses of Trail and Park Enhancement Features

• ADA Parking Space / Access / Sign	$ 2,500
• Trail Head – Kiosk and Signage	$10,000
• ½ Mile of 6' Rock Dust Trail	$22,500
• Drainage and Bridge allocation	$ 3,500
• Striping of Walk / Bike Lanes on Roadways	$ 2,500
• River Overlook / ADA Fishing Deck	$15,000
• Bike Rack	$ 800
• Mt. Bike Skills Park – Materials Allocation	$10,000
• Picnic Pavilion – for Ball Complex Area	$30,000
• Picnic Tables (5) – Along Trail	$ 6,000
• Benches (5) – Along Trail	$ 5,000
• Grills (5)	$ 2,500
• Trash Receptacles (3)	$ 2,400
• Ballfields (1)	$50,000
• Tot Lot	$60,000
• Horseshoe Pits (2)	$ 2,000
• Landscaping and Invasive Plant Control	$ 5,000
• Forestry – Tree Removal and Care	$ 7,500
• Acquisition	N/A
• Planning / Design Costs	
• Park Master Site Plan	$20,000
• Final Design / Bid Documents	$10,000

Operations and Maintenance

• Administration	$ 1,000
• Labor	$ 4,000
• Supplies and Material	$ 1,500
• Programming	$ 1,000
• Equipment	$ 2,000
• Up-Keep, Maintenance, Replacement Budget	$ 2,000
• Revenue	N/A

Financing Options

- PA DCNR (Grants)
- Central Susquehanna Community Foundation / Berwick Health and Wellness (Grants)
- Corporate Sponsorship – PPL, Weis
- Municipal General Fund Allocation

Volunteer and Cost Savings Opportunities

- Municipal Work Crew
- Community Volunteer Labor
- Adopt a Trail / Field Program
- Private Donations

Feasibility Summary

The Test Track Park and BIDA Property trails are feasible given the community and Berwick Borough's willingness to undertake the planning, design, construction and operations/maintenance requirements of the new facilities.

Feasibility Project Checklist:



Railroad Riverfront Corridor - RiverWalk

Legal Feasibility

- Land is in public ownership? No, the 1.5 mile corridor is owned by the SEDA-COG Joint Rail Authority.
- Land can be purchased / long-term easement secured? The SEDA-COG Joint Rail Authority has an established history of working collaboratively on trail development initiatives. Their primary concerns will revolve around safety, liability and their rail yard and tracks functioning.
- Land not owned and landowner unwilling to sell or grant an easement? Without resolution of concerns, there may be no agreement with the Rail Authority.

Usage Feasibility - Public Interest and Support for the Project

- Is there a need for the facility? Yes, there are no equivalent trail resources within the community. The closest similar resource is the PPL Susquehanna Riverlands, Berwick residents must drive to the facility.
- Does the community support the idea? Yes, there is strong public support for enhancements to the Berwick Riverfront. The railroad corridor would enhance access to the resources of the Susquehanna River and provide a sizeable linear corridor for off-road walk / bike way.

Site Feasibility - Constructability of Trail

- Land Physiographic Analysis
- Land Size – flat 1.5 mile corridor
- Exposure – primarily open sun with limited shade from adjacent tree row along the banks of the Susquehanna River.
- Geological and Soil Features – gravel and cinder bed that currently provides a maintenance access road along the active railroad. Soil is greatly modified with little indication of native soils.
- Steep Slopes – The proposed trail corridor is flat but surrounded by steep riverbanks. Trail will easily accommodate ADA access.
- Topography – railroad corridor is a flat man-made bench on a steep riverside terrace.
- Surrounding Properties and Uses – No adjacent land uses on the narrow, adjacent riverbank. The proposed trail would be a rail-with-trail paralleling an active utility railroad line. Sufficient separation or physical barriers will need to be in place to ensure safe operations of the railroad and safe recreational use of the RiverWalk

Water Related Analysis

- Canals – North Branch PA Canal remnants have been developed to create the railroad corridor. There are sections of the Canal and towpath visible at the upriver side of the corridor offering opportunities for historic interpretation.
- Flooding – most of the railroad corridor is above the 100 year floodplain but the trail should be designed for periodic flooding.
- Streams and Surface Water – all surface water is below ground. The trail will need to incorporate field and under-drains to maintain water flow off the rail / trail corridor.

- Wetlands – There are no wetlands along the railroad corridor. It would be ideal for the trail to be integrated so that no standing water is created along the corridor.

Vegetation Analysis

- The area is devoid of vegetation other than some weedy herbaceous material. The railroad typically uses chemical to eliminate vegetation in the rail bed ballast. When landscaping the trail corridor, consideration must be given to plants with chemical tolerance and the potential for 'drift' that can injure or kill trees, shrubs and herbaceous materials. The landscaping should incorporate trees to provide shade for the trail users – perhaps at strategic seating / river overlook areas. A section of the trail will need to be established through a wooded segment, near the Canal remnants, at the Route 93 Bridge.

Meteorological Analysis

- Light – site is in near full sun with a line of trees along the riverbank edge of the trail.
- Rain – Berwick receives on average 39" of rain per year and 28" of snow.
- Temperature –site temperatures are increased by the direct sunlight and the absorptive qualities of the railroad rock ballast. In winter the exposure of the site to wind will create lower wind chill temperatures.
- Wind – due to the open nature of the corridor generally along a western axis – the site will have a moderate amount of wind. The wind will be decreased by the corridors protection below the terraced hillside and the riverside forest.

Wildlife Analysis

- Description – typical floodplain woodland habitat. No terrestrial endangered species listed for this highly disturbed railroad corridor.

Utility Analysis

- Existing Development – an active utility railroad corridor owned by the SEDA-COG Joint Rail Authority and operated by the North Shore Railroad.
- Gas / Electric Lines – electric service to the yard building.
- Sanitary Sewer – combined waste and stormwater sewers cross the railroad corridor underground.
- Storm Sewer – combined waste and stormwater sewers cross the railroad corridor underground.
- Telephone – service to wastewater treatment / municipal composting facility and historic railroad building off Canal Street.

Existing Development On-Site

- Any man-made structures or development - an active utility railroad corridor.
- Cultural, historical or recreational significance – North Branch PA Canal Remnants buried under the railroad corridor and present near the Route 93 bridge. High probability for Cultural resources due to location along Susquehanna River – but a highly disturbed site.

Concept Use Analysis

- Access / Barriers – flat corridor offers few ADA access challenges; however, creating a connection to downtown near Canal Street offers significant ADA challenges.
- Compatibility with Development for Proposed Use – there is an inherent conflict between recreational users and an active railroad that will need to be addressed by physical separation of trail and tracks and/or by a physical barrier separating the uses. Concept to include an improved railroad crossing for bikes / pedestrians.
- Proximity to Facility / Site Users – seek to increase use of park by adjacent residents and those willing and able to drive to the RiverWalk.

Financial Feasibility

- Estimate Expenses of Trail and Park Enhancement Features
  - Traffic Control / Access Structures (2) $ 16,000
  - 1.5 Mile of 10' Rock Dust Trail $120,000
  - Trail Clearing and Grubbing (.25 miles) $ 25,000
  - Enhanced ADA Railroad Crossing $ 10,000
  - Drainage and Grading $ 15,000
  - River Overlook – Bench and Landscaping $ 5,000
  - Bike Rack $ 800
  - Shade Structure $ 12,000
  - Picnic Tables (2) – Along Trail $ 2,400
  - Trash Receptacles (3) $ 2,400
  - Landscaping and Invasive Plant Control $ 10,000
  - Access to Canal Street Not Included
- Acquisition – Sseek long-term easement agreement N/A
- Planning / Design Costs
  - Park Master Site Plan $ 12,500
  - Final Design / Bid Documents $ 12,500

Operations and Maintenance

- Administration $ 1,000
- Labor $ 4,000
- Supplies and Material $ 1,500
- Programming $ 1,000
- Equipment $ 2,000
- Up-Keep, Maintenance, Replacement Budget $ 2,000

Revenue

- N/A

Financing Options

- PA DCNR (Grants)
- Central Susquehanna Community Foundation / Berwick Health and Wellness (Grants)
- Corporate Sponsorship – PPL, Weis
- Municipal General Fund Allocation

Volunteer and Cost Savings Opportunities

- Municipal Work Crew
- Community Volunteer Labor
- Adopt a Trail / Field Program
- Private Donations

Feasibility Summary

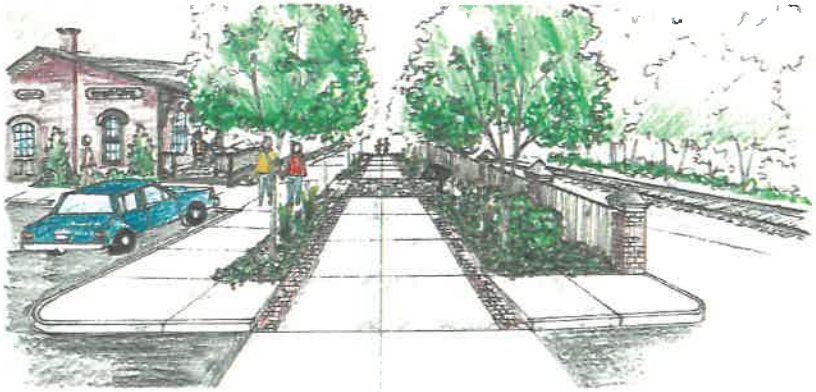
The Railroad Riverfront Corridor – RiverWalk trail is feasible given the SEDA-COG Joint Rail Authority's willingness to develop a formal agreement with the Borough for long-term easement for a shared trail / utility railroad access road agreement. The easement will need to be a minimum of 25 years, ideally much longer, to satisfy potential funders of the project. Periodically the trail may be closed to allow access to the site for rail maintenance.

Another essential element in the project's feasibility is the creation of a secondary access to the RiverWalk from downtown. The most logical connection is from Canal Street – which is currently cut off from the RiverWalk corridor from the PA American Waters facility. Connections to the RiverWalk can be accommodated either in proximity to the Route 93 highway bridge or through a switchback trail from the top of Canal Street. The elevation differential from

the top of Canal Street to the railroad bed level is approximately 50' requiring approximately 1000 linear feet of switchback paths into the hillside. The hillslope is steep – greater than 1:1 slope in areas – and will be challenging and expensive to construct. Alternatively – a sloping pathway could be created from Canal Street where the highway bridge passes overhead down to the railbed through a series of switchbacks – requiring approximately 600 linear feet of trail. This location would connect with the existing stairways that connects to downtown at St. Charles Park.

An alternative alignment of the RiverWalk that avoids all railroad conflicts, could be accomplished along Susquehanna Avenue. While this is a better location for proximity to where people live, there is a greater challenge in design to separate walking and biking from vehicular traffic and to accommodate parking.

Feasibility Project Checklist:



Berwick River Landing

Legal Feasibility

- Land is in public ownership? No, the approximately three-acre site containing the historic train station is currently in private ownership operating as a salvage facility.
- Land can be purchased / long-term easement secured? There is no current offer on the land. Discussions need to be held with the landowner to determine future opportunities for acquisition.

Usage Feasibility - Public Interest and Support for the Project

- Is there a need for the facility? Yes, Berwick has no riverfront land connecting the downtown to the Susquehanna River.
- Does the community support the idea? Yes, there is strong public support for enhancements to the Berwick Riverfront. The site of the historic train station would give Berwick access to the Riverfront and create a unique public / private partnership opportunity for the redevelopment of the historic train station building.

Site Feasibility - Constructability of Trail

- Land Physiographic Analysis
- Land Size – approximately three-acre site containing the historic train station structure.
- Exposure – located on an artificial terrace overlooking the Susquehanna River – containing historic train station and active railroad.
- Geological and Soil Features – gravel and cinder bed that currently provides a maintenance access road along the active railroad and highly disturbed 'urban' of the train station and salvage yard.
- Steep Slopes – there is a generally flat pad of land between adjacent steep slopes dropping to the river and raising to the Berwick downtown neighborhoods.
- Topography – railroad corridor is a flat man-made bench on a steep riverside terrace.
- Surrounding Properties and Uses – No adjacent land uses on the narrow, adjacent riverbank. The site is overlooked by residential structures perched on the hillside.

Water Related Analysis

- Canals – remnants of the North Branch PA Canal are likely buried under the railroad station and yard.
- Flooding – most of the railroad corridor is above the 100 year floodplain but the recreational features and redevelopment of the train station building will need to be done in accordance with all relevant zoning and floodplain management requirements.
- Streams and Surface Water – there is no surface water stream crossing the site. There is a major underground stream conveyed under the site extending out from Walnut Street.
- Wetlands – there are no wetlands present on the site.

Vegetation Analysis

- The flat open area of the historic train station and salvage yard is open. There are mixed deciduous trees located on the riverbank hill slope and on the upper bank separating the site from the adjacent residential neighborhood.

Meteorological Analysis

- Light – site is nearly wide open with full sun with a line of trees along the riverbank edge and hill slope.
- Rain – Berwick receives on average 39" of rain per year and 28" of snow.
- Temperature – site temperatures are increased by the direct sunlight and the absorptive qualities of the railroad / yard rock ballast. In winter, the exposure of the site to wind will create lower wind chill temperatures.
- Wind – due to the open nature of the corridor along a generally western axis – the site will have a moderate amount of wind. Conversely, the wind will be decreased below the terraced hillside and the riverside forest.

Wildlife Analysis

- Description – the highly disturbed yard site will not impact any terrestrial endangered species. The habitat quality of the riparian forest can be enhanced through invasive plant control and active management.

Utility Analysis

- Existing Development – roadway access off of Canal Street with historic railroad station.
- Gas / Electric Lines – electric service to the site and building.
- Sanitary Sewer – sewer lines follow railroad corridor.
- Storm Sewer – combined waste and stormwater sewers cross the railroad corridor. Major underground stream comes down off of Walnut Street.
- Telephone – service to the historic railroad building, off Canal Street.

Existing Development On-Site

- Any man-made structures or development – artificial flat bench and historic railroad building and various types of retaining walls.
- Cultural, historical or recreational significance – North Branch PA Canal remnants buried under the site.

Concept Use Analysis

- Access / Barriers – flat site offers few ADA access challenges. Creating a connection to downtown along Canal Street offers ADA challenges with the roadway being an approximate 4% slope.
- Compatibility with Development for Proposed Use – the site would be an excellent redevelopment opportunity for the community to create a business for the municipal tax-base, while enhancing recreational access to the River. There is a need to limit conflicts between trail users and the active railroad by creating physical separation of trail and tracks and/or by a physical barrier separating the uses.
- Proximity to Facility / Site Users – the community recognizes the need to increase recreational use of the riverfront by connecting to the Berwick downtown. This connection is key to the success of a functional Berwick Riverfront.

Financial Feasibility

- Estimate Expenses of Trail and Park Enhancement Features

• 1/4 Mile of 10' Rock Dust Trail	$20,000
• Traffic Control / Access Structure	$ 8,000
• Drainage and Grading	$10,000
• River Overlook – Canal St. Near Bridge	$25,000
• Bike Rack	$ 800
• Trash Receptacles (3)	$ 2,400
• Landscaping and Invasive Plant Control	$25,000

- Access to Downtown – Along Canal Street $25,000
- Train Station Redevelopment TBD
- Acquisition – Municipal Acquisition of Property TBD
- Planning / Design Costs
  - Park Master Site Plan $25,000
  - Redevelopment Plan $25,000

Operations and Maintenance

- Administration $ 1,000
- Labor $ 8,000
- Supplies and Material $ 2,500
- Programming $ 2,000
- Equipment $ 4,000
- Up-Keep, Maintenance, Replacement Budget $ 5,000

Revenue

- Sale or Lease options for the redeveloped train station TBD

Financing Options

- PA DCNR (Grants)
- Community Development Block Grants
- PA DCED
- Central Susquehanna Community Foundation / Berwick Health and Wellness (Grants)
- Corporate Sponsorship – PPL, Weis
- Municipal General Fund Allocation
- Private Developer / Investor

Volunteer and Cost Savings Opportunities

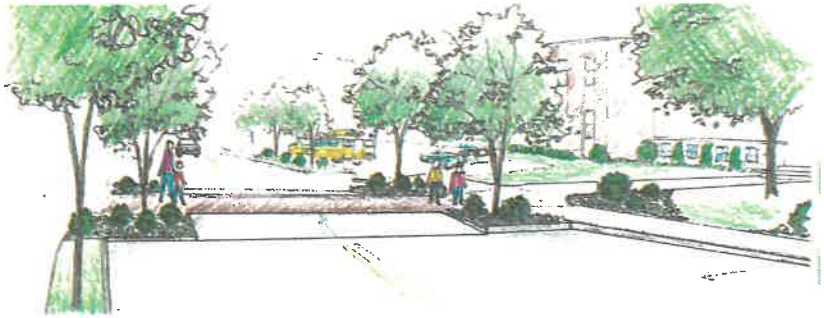
- Municipal Work Crew
- Community Volunteer Labor
- Adopt a Trail / Field Program
- Private Donations

Feasibility Summary

The Berwick River Landing is currently not feasible. The concept will require a willing seller and for the municipality to secure the resources to acquire the property. The Borough of Berwick must assemble resources quickly if the opportunity arises to acquire the property. Up-front project legwork to determine fair market value of the train station and property could be done at any time. Beginning a dialog with the landowner may be in the best interest of the community so that all options can be explored and communication lines open between owner and municipal government.

Feasibility of the River Landing will also be determined by redevelopment options for the Train Station. Establishing a public / private partnership with a business or developer for the redevelopment and creative reuse of the train station would go a long way to defray project costs. The historic train station, with access to the river and a pedestrian and bicycle trail, would be an ideal location for a café and/or sporting goods / outfitter.

Feasibility Project Checklist:



Berwick Town Trails – Safe Routes to School

Legal Feasibility

- Land is in public ownership? Yes, the project would focus on enhancements to the publicly owned streetscape and school property.

Usage Feasibility - Public Interest and Support for the Project

- Is there a need for the facility? In the field work and community audits performed – we found many deficiencies in the sidewalk system, safety conditions and facilities provided for students that walk and bike to school
- Does the community support the idea? Yes, there is strong public support for 'Safe Routes to School' projects because they benefit both students and all residents that walk and bike in the neighborhoods around the school.

Site Feasibility - Constructability of Trail

- Land Physiographic Analysis
- Land Size – there are four elementary schools (Salem, 14th Street, Orange Street and Nescopeck), a middle school and high school in the project study area.
- Exposure – varies.
- Geological and Soil Features – the 14th Street and Orange Street schools are on more highly-disturbed, urban soils. The high, middle and Nescopeck schools are more suburban in design and appear to be located on more native soils that are compatible with facilities development.
- Steep Slopes – while all the school buildings are located on generally level grades – the 14th Street and Orange Street schools are located on sites with rolling hills.
- Topography – the 14th Street and Orange Street schools are located on sites with rolling hills – presenting a challenge for ADA access.
- Surrounding Properties and Uses –schools are primarily surrounded by residential neighborhoods and a small amount of commercial and industrial property that does not detract from the school's function and operations.

Water Related Analysis

- Canals – N/A.
- Flooding – the high and middle schools campuses are crossed by an unnamed tributary that poses minimal flooding hazards.
- Streams and Surface Water – there is a channelized un-named tributary that crosses the high and middle school campus – that offers stream restoration and outdoor classroom opportunities for both schools.
- Wetlands – there are no wetlands present on the site.

Vegetation Analysis

- The school campuses are generally open turf-grass areas with an edge treatment of mature street trees.

Meteorological Analysis

- Light – the school sites are generally open with full sun with an edge or sporadic placement of tree shade around the periphery.

- Rain – Berwick receives on average 39" of rain per year and 28" of snow.
- Temperature – site temperatures are increased by the direct sunlight and cooled by large shade trees.
- Wind – due to the size and open nature of the Salem, middle and high schools, these sites tend to have more wind than the other schools that are more integrated into the surrounding community.

Wildlife Analysis

- Description – there is little wildlife habitat value found at the various schools. The stream corridor of the middle and high school is highly degraded due to channelization and lack of any riparian buffer or natural plantings. This stream holds the greatest potential for wildlife habitat enhancements.

Utility Analysis

- Existing Development – existing school buildings, parking, circulation and drop-off facilities.
- Gas / Electric Lines – all services are available to the schools.
- Sanitary Sewer –all schools served by public sewer.
- Storm Sewer – all schools served by public stormwater. The stream on the middle and high school campus enters underground conveyance under Walnut Street that empties at the river near the historic train station.
- Telephone – all schools served by telephone service.

Existing Development On-Site

- Any man-made structures or development – School buildings, parking lots, access roads, lawns and athletic facilities.
- Cultural, historical or recreational significance – the 14th Street School would likely qualify as a historic structure.

Concept Use Analysis

- Access / Barriers – flat site offers few ADA access challenges. Creating proper ADA access routes to the school - with proper sidewalk and curb-cut design – will require a significant re-design of the school / neighborhood interface.
- Compatibility with Development for Proposed Use – 'Safe Routes to School' enhancements will not only benefit the safety and health of school age children – it will benefit the mobility of all residents and increase home values of the entire neighborhood.
- Proximity to Facility / Site Users – the schools and community recognize the need to provide a safe and pleasant environment for all students walking and biking to school. Because these schools are integrated into the surrounding neighborhoods – the streetscape enhancements made through this program will also provide close to home recreation for all neighborhood residents and visitors.

Financial Feasibility

- Estimate Expenses of Trail and Park Enhancement Features

• Reinforced Sidewalk/Curb – 6' wide	$ 70 /lf
• ADA Curb Cut	$1,500 /ea
• Crosswalks – Painted	$ 750 /ea
• Bike Rack	$ 800 /ea
• School Zone Signal	$15,000
• Street Tree	$ 750 /ea
• Bump Out	$10,000
• Outdoor Classrooms	
• Acquisition – municipal acquisition of property	N/A
• Planning / Design Costs	
• School / Neighborhood Plan	$12,000
• Construction / Bid-Documents	$15,000

Operations and Maintenance

• Administration	$ 1,000
• Labor	$ 2,000
• Supplies and Material	$ 1,500
• Programming	$ 1,500
• Up-Keep, Maintenance, Replacement Budget	$ 2,000

Revenue

- N/A

Financing Options

- PennDOT and Federal – 'Safe Routes to School' programs
- PA DCNR (Grants)
- PA Department of Health
- PA Department of Education
- Community Development Block Grants
- PA DCED
- Central Susquehanna Community Foundation / Berwick Health and Wellness (Grants)
- Corporate Sponsorship – PPL, Weis
- Municipal General Fund Allocation
- Private Developer / Investor

Volunteer and Cost Savings Opportunities

- PANA – (PA Advocates for Nutrition and Activity)
- Municipal Work Crew
- School District Maintenance Staff
- Community Volunteer Labor
- Adopt a Trail / Field Program
- Private Donations

Feasibility Summary

The Berwick Town Trails – Safe Routes to School project is feasible and strongly supported by the school and the community. Developing a 'Safe Routes to School' plan can be done for the individual schools, or collectively for all the schools in the District. As the Safe Routes program has grown in popularity, competition for the fund has become intense. Schools that already have a plan and a final design for 'Safe Routes' improvements will receive priority funding. Pro-active planning and design by the School District would pay benefits in future funding applications.

The Berwick Area School District currently does not have a District-wide facilities plan – so careful consideration is needed as to what school facilities to provide the best investment opportunities. The District should be committed to a school building and location for the long-term before making a commitment to 'Safe Routes to School' projects. As such – it would appear that Salem, middle and high school campuses will be there for the long-term – so Safe Routes' investments would be money well spent. Dated facilities at schools such as 14th Street – may necessitate a school consolidation or a new facility to be built making it a less desirable place to make a 'Safe Routes to School' investment.

Other Considerations – Seeking Diverse Town Trail Partners

A project's feasibility is determined by available resources. The municipal governments of the Berwick area have limited human resources to dedicate to projects such as Town Trails. Dedicated municipal staff and community leaders have the full range of obligations associated with running an efficient local government – meeting the needs of its residents on a minimal budget. Town

Trails and Recreation are just one of the responsibilities of municipal government to provide for its residents.

However – many of the ideas proposed in this Town Trails report are not 'bricks and mortar' projects and can be implemented by a wide range of community partners. The 'Safe Routes to School' initiative would be an excellent project to be directed by the School District. There are other project ideas – such as mapping safe running, hiking and biking routes in the area – that could be produced by a unique partnership of local recreational enthusiasts, the SOAR (Students Overcoming and Achieving through Running) initiative and the Columbia-Montour Visitors Bureau. The Visitors Bureau's interest in funding such a project would depend on whether the project addresses its mission of marketing and attracting tourists to the region. Connections to Ber-Vaughn Park may be a matter of establishing a partnership with the commercial businesses to separate the Berwick street network from the Park. These partners may be enticed to make the project happen because it will increase foot traffic and/or enhance their business image.

Thinking outside the box is key to creative partnerships and solutions, and individuals and organizations need to be actively engaged and empowered to help implement Berwick Town Trails. The ideas promoted by the Berwick Town Trails should be taken to as many potential project partners as possible – including community service organizations, boy scouts and girl scout groups, parent / teacher organizations, the various athletic leagues and regional health care providers. You never know where the next dedicated trail advocate is to be found.



Berwick Town Trails - Implementation Strategy

Project Name	Priority	Feasibility	Timing
Berwick Riverfront			
Test Track Park /BIDA	*High*	*Feasible*	*Short*
Railroad Riverfront – RiverWalk	*High*	*Not Feasible #1*	*Medium*
Berwick River Landing	*High*	*Not Feasible #1*	*Long*
Berwick Town Trails			
Safe Routes to School	*High*	*Feasible*	*Medium*
Hometown Streets	*High*	*Feasible*	*Medium*
Access to Berwick Parks	*Medium*	*Feasible*	*Medium*
Berwick Running Routes	*High*	*Feasible*	*Short*
Salem Township – Land Use Planning	*High*	*Feasible*	*Short*
Regional Community Connections			
Ber-Vaughn Park Connection	*Medium*	*Not Feasible #1*	*Medium*
Briar Creek Lake Connection / Bloomsburg Connection	*Medium*	*Not Feasible #1*	*Long*
Nescopeck Connect	*Medium*	*Feasible*	*Long*
Susquehanna Riverlands / Warrior Trail	*High*	*Not Feasible #1*	*Long*
Berwick Biking Routes	*Medium*	*Feasible*	*Short*
Destination Trails: Hiking, Mountain Biking and Trail Running	*Medium*	*Feasible*	*Medium*
Water Trails – Canoeing, Kayaking the Susquehanna River and Area Tributaries	*Low*	*Feasible*	*Medium*

Legend

Priority

High – The Project Advisory Committee and public input throughout the community involvement process has identified this project idea as a high community priority.

Medium -Through the community involvement process – this project idea was identified as a medium community priority.

Low - This project idea did not have a strong champion in the community.

Feasibility

Feasible - The project is currently deemed feasible.

Not Feasible - The project is currently deemed not-feasible for the following reasons

#1 - Land Ownership - The land is not owned or otherwise controlled.

#2 - There is site limitations or constructability issues affecting project feasibility.

#3 - Costs are prohibitive for the construction of the project.

Timing

Short - The project is fully supported by the public and there is no ownership or other feasibility issues limiting moving ahead with the project.

Medium - The project is generally supported by the public – but there is additional planning or other actions required to move the project toward implementation.

Long - The project lacks a strong community champion, requires additional planning or resolution of other feasibility barriers to implement.

Berwick Town Trails – Where to Begin?

What follows is a three-prong approach to implementing the Berwick Town Trails project. The strategy employs three different 'community champions' to direct the individual projects by sharing the work load and, thereby, lessening the burden on the municipal government to direct projects.

Feasibility Criteria — Berwick Riverfront

Ratings
- Excellent = 8 points
- Very Good = 6
- Good = 4
- Fair = 2
- Poor = 0

		Test Track Park and BIDA Riverfront Property	Railroad Corridor- RiverWalk	Berwick River Landing	Nescopeck Connect
Site, Use, & Constructability					
1	Legal Feasibility- It starts with Ownership of Land	Excellent	Poor	Poor	Very Good
2	Usage Feasibility- Public Interest and Support for the Project	Good	Good	Good	Good
3	Site Feasibility- Constructability of Trail	Excellent	Good	Good	Good
Financial Feasibility					
4	Expenses	Good	Good	Good	Good
5	Acquisition / Easements	Excellent	Good	Good	Excellent
6	Design	Good	Good	Good	Good
7	Development Costs	Good	Poor	Poor	Good
Operations and Maintenance					
8	Administration	Good	Good	Very Good	Good
9	Personnel	Good	Good	Very Good	Good
10	Supplies and Material	Good	Good	Very Good	Good
11	Programming	Good	Good	Very Good	Good
12	Maintenance	Good	Good	Very Good	Good
13	Revenue	Poor	Poor	Very Good	Poor
Total		**60**	**40**	**56**	**54**

Feasibility Criteria — Berwick Town Trails

Ratings
- Excellent = 8 points
- Very Good = 6
- Good = 4
- Fair = 2
- Poor = 0

		Safe Routes to School	Hometown Streets- Elm Stree and Main Street- Streetscape Enhancements	Access to Berwick Parks	Berwick Running Routes	Salem Township- Land Use Planning
Site, Use & Constructability						
1	Legal Feasibility- It starts with Ownership of Land	Good	Good	Good	Good	Good
2	Usage Feasibility- Public Interest and Support for the Project	Good	Good	Good	Good	Good
3	Site Feasibility- Constructability of Trail	Good	Good	Good	Very Good	Very Good
Financial Feasibility						
4	Expenses	Good	Good	Good	Very Good	Very Good
5	Acquisition	Good	Good	Good	Good	Good
6	Design	Good	Good	Good	Very Good	Very Good
7	Development Costs	Good	Good	Good	Very Good	Very Good
Operations and Maintenance						
8	Administration	Good	Good	Good	Very Good	Very Good
9	Personnel	Good	Good	Good	Very Good	Very Good
10	Supplies and Material	Good	Good	Good	Good	Good
11	Programming	Good	Good	Good	Good	Good
12	Maintenance	Good	Good	Good	Very Good	Very Good
13	Revenue	Poor	Poor	Poor	Poor	Poor
Total		**48**	**48**	**48**	**62**	**62**

Feasibility Criteria		Regional Community Connections					
Ratings ● Excellent = 8 points ◐ Very Good = 6 ○ Good = 4 ◐ Fair = 2 ● Poor = 0		Ber-Vaughn Park Connection	Briar Creek Lake Connection / Bloomsburg Connection	Susquehanna Riverlands / Warrior Trail	Berwick Biking Routes	Destination Trails: Hiking, Mountain Biking and Trail Running	Water Trails: Canoeing, Kayaking the Susquehanna River and Area Tributaries
Site, Use & Constructability							
1	Legal Feasibility- It starts with Ownership of Land	●	●	●	○	○	○
2	Usage Feasibility- Public Interest and Support for the Project	●	○	●	○	○	○
3	Site Feasibility- Constructability of Trail	○	◐	●	◐	◐	◐
Financial Feasibility							
4	Expenses	○	◐	◐	◐	◐	◐
5	Acquisition	◐	●	●	○	○	○
6	Design	○	◐	●	◐	◐	◐
7	Development Costs	○	◐	●	◐	◐	◐
Operations and Maintenance							
8	Administration	○	○	○	◐	◐	◐
9	Personnel	○	○	○	◐	◐	◐
10	Supplies and Material	○	○	●	○	○	○
11	Programming	○	○	○	○	○	○
12	Maintenance	○	◐	◐	◐	◐	◐
13	Revenue	●	●	●	●	●	●
Total		**46**	**30**	**24**	**62**	**62**	**62**

Berwick Riverfront

Community Champion: Berwick Borough and BIDA

Next Steps and Tentative Schedule:

- Master Site Plan and Management Plan for the Park and BIDA Property (2010).
- Transfer of the BIDA riverfront property to the Borough of Berwick using the appraised land value as match for Town Trail and Park implementation funding from PA DCNR and other funding partners (Application to PA DCNR – April 2010; Land Transfer – Fall/Winter 2010-2011; Construction – 2011).
- Conduct negotiations with the SEDA-COG Joint Rail Authority and North Shore Railroad to establish ownership or long-term easement for a shared trail / access road corridor to establish the RiverWalk (2010 – 2011).
- Borough to open discussions with the owner of the historic train station and property about its long-term plans for riverfront development. Borough to integrate the idea of acquiring the historic railroad station in its long-range planning documents, and set aside some level of contingency funds and establish funding partnerships in the event the property is to become available (2009-2010).

Safe Routes to School

Community Champion: Berwick Area School District

Next Steps and Tentative Schedule:

- Develop 'Safe Routes to School' Master Plans for prioritized schools or for all schools in the District (2010 – 2011).
- Develop and Implement 'Safe Routes to School' programs such as walk and bike to school days, walking school buses, and pedestrian and bike safely courses for students (2010-2011).
- Produce engineering plan documents and detailed cost estimates for all 'Safe Routes' enhancements elements (2010 – 2011).
- Prepare 'Safe Routes to School' funding applications to State and Federal programs and other potential funding partners (2010 – 2012.
- Construct 'Safe Routes to School' enhancement projects (2011-2014).

Active Living – Running, Biking and Boating Maps and Guides

Community Champion: SOAR (Students Overcoming and Achieving through Running) and Area Recreation Enthusiasts.

Next Steps and Tentative Schedule:

- Organize potential project partners and develop a focus for the mapping project. Mapping area running routes may be the top priority due to the work of SOAR but other mapping opportunities may include: biking routes, hiking trails and water trails (2010).
- Produce a demo map and guide and market the demo with potential funding partners – including PANA, PA DCNR, Central Susquehanna Community Foundation and the Columbia-Montour Visitors Bureau (2010-2011).



9 Project Study Committee Agendas

Berwick Community Connections Town Trails Project Community Involvement - Report

Judy Boudman, Township Manager, Salem Township
Wednesday, December 3, 2008, 12-1PM
Salem Township Municipal Building

Recreation in the community...

The back roads of the township are popular places to run – but these roads have lots of curves and are shortcuts for people going to work at the PPL Power Plant.

The Township spent $110,000 (CDBG Funds) on the playground adjacent to the municipal building – including screening plantings (arborvitae, playground, rock wall, safety surface and ada access)

Municipal Park will likely be dedicated next year as: Dean Eckart, Jr. Park – after a police officer who recently passes away

Next year they will install the rock wall, pavilion, picnic tables and grills

The Open Air Cinema (an inflatable screen and projection system) was very popular with a family movie night

The Township has a Recreation Committee of 5 members that is a few years old. Formed after they dedicated CDBG funds to the project; it is hard to attract and maintain members to the committee

PPL Susquehanna Riverlands

Riverlands is a wonderful regional recreational destination for township residents

The township has a need for places to walking

Some walk in the neighborhoods adjacent to Berwick – which are safe and generally accommodate walkers with sidewalks

riverlands is an excellent facility that is a driving destination for people who want to walk

The Municipal Park is a destination for residents and the Day Care at the Salem Elementary School (a 3 or 4 block trip)

There is a private consulting Firm – Ecology 3 with an office in the area of the Riverlands Wetland Area. The firms owner is Ted Jacobson who performed wetlands and natural resource consulting

The Susquehanna River

Jim Thorpe – how can Berwick and the Township create a recreational attraction like Jim Thorpe? (the river is the key for walking, biking and canoe / kayaking

Salem Township shares a key Waterfront Area with Berwick Borough – the old railroad station should be identified as a riverfront redevelopment opportunity that would open up the Berwick Riverfront for a Café / Outfitter and RiverWalk trail access and trail head

If we can establish a trail to Riverlands – that would be a great asset to the community – but PPL holds the cards in this regard

Walking and Biking

The Salem Elementary School could do things to enhance the sidewalk system around the school. The school design is very 'suburban' and has few accommodations (sidewalks) for walkers and bikers

Crispin Multi-Plex – a valve manufacturer adjacent to the elementary school could be a key partner for pedestrian and bike connections

Connect Elementary School and Day Care with the municipal park (Officer Dean Eckart, Jr. Park)

Future Growth for Salem Township

Judy predicts that the sewer expansion project (connecting into the Berwick Sewage Treatment facility) will spur growth – especially in the agricultural land to the east of existing development.

Since the land is currently zoned Agriculture – the growth area will likely be low density, suburban type developments.

Land Use Planning options were discussed – including the use of an "Official Map" that would help define the framework of future development – such as a continuation of the town grid pattern and forethought given to vehicular circulation and open space / park networks.

Key Community Land Owners
Arden Oliver and Jay Jarrett, Berwick Council Members; Shane Pepe, Borough Manager; Steve Phillips, Executive Director of BIDA
Wednesday, December 3, 2008, 2-4PM
Berwick Borough Hall – Council Chambers

Where to Start

Test Track Park is Berwick's Diamond in the Rough
Need to Establish a Reason to Visit the Park

Ball Fields – implementation is being mismanaged

Berwick Health and Wellness did not fund the match for Fish and Boat Access. Project cost is $300K with half coming from PA Fish and Boat. Project in jeopardy with denial of the foundation local match

Has Interest Groups – Ray Bores has senior volunteers

Church Groups assist with clean ups – scheduled for May 9 and August 22nd

Vinnie Catrone has advised on tree maintenance and care

Borough and BIDA own all the riverfront land from Test Track to Warren Street access

If High School would adopt a ball field – it would really help the momentum for Ball field development

Park needs a master site plan developed to blends the needs for all interest groups.

RiverWalk

Vision is to have a riverwalk along railroad with three access points: Near Market Street (downtown), Warren Street and Test Track

Revitalization of old Railroad Building would be a great place to access Riverfront and RiverWalk

Trails and Test Track Park

Chicken or the Egg Question... do you build trails first OR create the park attractions to warrant the trails??

Meeting with Berwick Borough and Bruce Michael and Jay Jarrett– Test Track Park
BABA and BALL Organizations
Thursday, February 26, 2009 – 4PM – 5PM

Discussion of the status of Ball field development at Test Track Park.

The construction of the ball fields ran into trouble during the clearing and grubbing of the site when hazardous materials were uncovered. This material includes medical waste including hypodermic needles, etc.

A specialized clean up and hauling service is needed to remove the top layer of material and deposit in an approved landfill and cap the remaining land – level for the proposed ball fields.

Borough needs help immediately for the clean-up and is willing to use municipal equipment and personnel for the work.

Discuss strategies for resources to clean-up the medical waste found on the site.

As a follow up SEDA-COG contacted the following agencies to seek assistance in clean-up: PA DEP, PA DCED, PA DCNR, PA Cleanways, Keep Pennsylvania Beautiful and the National Guard station in Berwick.

Central Susquehanna Community Foundation Meeting
Eric Dewald and Kara Seesholtz
Friday March 6, 2009 – 10AM – 11PM

Interview with Eric Dewald and Kara Seesholtz on projects and initiatives of the community foundation.
Discussion of community pool, community parks and setting recreational priorities.
Discussion of a new program to target at-risk youth for running – modeled on the LA Runs program in Los Angeles.

Nate Snavely – Area Recreation Enthusiast
Biking Routes in the Berwick Area
Thursday, April 23, 2009 – 11AM – 12PM

Interview with Nate Snavely on the bike routes he uses for recreational cycling in the Berwick area.

Mapped the various routes on a USGS map of Berwick and the surrounding area.

Discussed the potential of developing a biking guide of these routes for area bike enthusiasts.

Eric Dewald and Kara Seesholtz on projects and initiatives of the community foundation. Discussion of community pool, community parks – recreational priorities and discussion of

Maps were integrated into graphic illustrator program

James Geffken, Director of Building and Grounds
Berwick Area School District -
The Future of School District Facilities
5 or 6 homes bisect the school campus. Is there a potential for acquisition of these properties?
Some of the older elementary schools – Orange Street and 14th Street have structural and code issues – and there is a challenge to retrofit these older buildings
While there are no formal plans – there is a likelihood of Berwick elementary school consolidation in the future at the school campus site
No Plans to consolidate the Nescopeck Elementary School

Rich Kisner, Director
Columbia County Housing and Redevelopment Authority
Neighborhood Redevelopment Options for LaSalle Neighborhood and Sponsler Park Area
As new director, Rich requested a meeting with SEDA-COG staff to update him on all current projects in Columbia County and specifically Berwick.
Discussed Elm Street, Berwick Community Connections, CDBG funding and projects, etc.
Specifically discussed Blueprint Community and potential collaboration and partnerships in and around the LaSalle Neighborhood.
Discussed Sponsler Park and the potential to do a target redevelopment in and around that Berwick neighborhood.

Running Routes and the SOAR Program
Bill Bull, Bob Calarco – cross country and track coaches, and Wendy Calarco – SOAR program coordinator
June 6, 2009
E-mail discussions with Bill Bull and Bob Calarco the cross country and track coaches at Berwick Area High School.
Lunch meeting with Wendy Calarco – to discuss the newly funded SOAR project.
SOAR – stands for Students Overcome and Achieve through Running – a program targeted to youth.
The program will challenge participants to set goals for personal improvements – with the goal of running in the Berwick Run for the Diamonds race.
Wendy was provided some maps of the local area and requested to map some running routes used by high school runners – in hopes of identifying the best routes and routes where enhancements could be made to improve runner, walker, biker safety.

SEDA-COG Joint Rail Authority
Jeff Stover, Executive Director of the SCJRA, and George Fury, Property Manager

Geisinger Center for Health Research – Sharon Larson Meeting
Partnership on 'Creating Safe and Walkable Communities'

Other Possible Follow-Up Meetings:

Heather Feldhaus – Bloomsburg Sociology Prof.

Carl Milofsky – Bucknell Sociology Prof.

Columbia County Commissioners

Columbia County Planner – Bob Aungst

BIDA – Land Ownership on Riverfront – Bargain Donation of land / land value

ARC Grant Application – ARC and DCED Contacts

COMMUNITY PROFILE
La Salle Street Area, Borough of Berwick, Columbia County

REGIONAL SETTING

The Borough of Berwick has a population of approximately 10,774 people and is situated on 13.1 square miles of land along the eastern border of Columbia County. The borough's entire southern border is formed by the Susquehanna River

While the topography of much of Columbia County is rugged, the Borough of Berwick is relatively flat. Excessively steep slopes are found along the Susquehanna River, extending for just a limited area inland. The nearest city with a population greater than 50,000 is Scranton, PA, which is 46.8 miles northeast. The nearest city with a population greater than 200,000 is Philadelphia, which is 105.4 miles from Berwick.

The La Salle Street Area was not defined in the application. For the purposes of this community profile, in order to attempt to define the La Salle Street Area, we used Census Tract 507 of Columbia County. This Census Tract contains La Salle Street. The LaSalle Street Area of Berwick has a population of approximately 5,034.

A BRIEF HISTORY

Columbia County

Columbia County was created on March 22, 1813, from part of Northumberland County. Its name is a poetic allusion to America. Bloomsburg, the county seat since November 30, 1847, was incorporated as a town on March 4, 1870, and still is the only incorporated town in the state. Its name comes from Bloom Township, which was named for Samuel Bloom, a commissioner of Northumberland County. Danville, the county seat from 1813 to 1846, is now the county seat of Montour. Columbia County (486 square miles), in the heart of Pennsylvania, is home to rural farmlands, state game lands, state forests, nature preserves and the Susquehanna River and its tributaries. Columbia County has 24 19th century bridges including the only twin covered bridges in the nation.

Berwick
(Taken from the Community's own profile)

The Borough of Berwick was founded in 1786 by Evan Owen. The name is taken from a Scottish-English city, Berwick-Upon-Tweed. Founder Evan Owen bought land consisting of present day Berwick from the Penns in 1783. He was impressed by the site because of its elevation, which would prevent flooding. Owen planned the community based on the scheme adopted in Philadelphia, which consists of straight streets at right angles. Streets parallel the Susquehanna River and cross streets extend from the river to the northern line of town, which is somewhere near 15th Street. The average lot size is 45 feet wide by 90 feet deep.

Transportation played a large role in the borough's development. In the early 1800s, a turnpike was established, which ran through Berwick and provided the community with an outlet for agricultural goods. Two decades later, Berwick was the groundbreaking site for the north branch of the Pennsylvania Canal System.

In the late 19th Century, rail became the transportation mode of choice, and Berwick was well-served by this development. Three lines connected the Berwick area with surrounding Pennsylvania towns, and Berwick became a major rail car manufacturing center. The American Car & Foundry Company (AC&F) employed 2,000 people at the turn of the century, which grew to 5,500 by 1913 and to more than 9,000 during World War II.

With employment opportunities came immigration and development. Around the turn of the century, more than 300 homes were constructed by development companies in a single year. Manufacturing, in general, and AC&F specifically, spurred much of the growth and development of the community's infrastructure and services. The abundance of jobs at the AC&F plant supported the development of businesses to service this population, which helped to position Berwick as one of the two major trade and service centers in Columbia County. But by the early 1960's, AC&F announced the closing of its plant.

Textile mills that produced garments were also a major industry in the community. At their peak, the various mills in Berwick employed about 1,300 people and they formed a nucleus of a group of small industries in the community that provided jobs to support Berwick's economy at an acceptable level following the closing of AC&F. However, there are a number of significant other employers in Berwick, which include, among others, Wise Foods, Inc., Deluxe Homes of Pennsylvania, Inc., and Lady Ester Lingerie Corporation.

Although faced with social and economic problems, e.g., the rise in crime, drug trafficking, and gang violence, the low cost of living, the availability of affordable housing, and low property taxes have served as an attraction for a growing number of transients from larger cities and surrounding states.

In recent years, the leadership of Berwick has been involved in a number of planning initiatives to respond to a number of revitalization concerns such as the abandonment of vacant store fronts and buildings and designing effective strategies to promote healthy and viable neighborhoods. However, a comprehensive plan for Berwick has not yet been developed.

DEMOGRAPHICS

In order to enable an assessment of the present and future needs of the La Salle Street Aren, the Borough of Berwick, and the County of Columbia and its residents, a broad analysis of demographic factors is presented in this profile. Reviewing population trends and estimates, age distribution, and employment enables the neighborhood to better understand the needs and concerns of the community. This examination also helps to enable planning to occur relative to, for example, the amount and type of services that may be required. The data also provides an

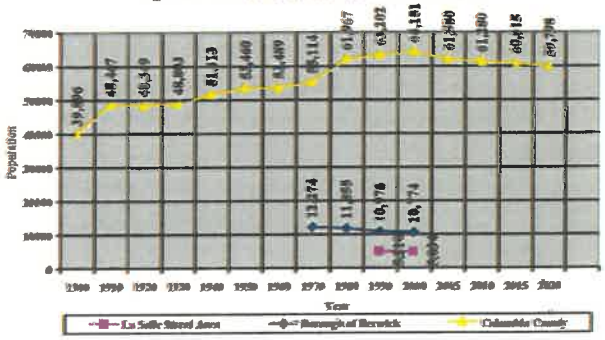
understanding of the section's and city's future position within the City and County. All following data used in the profile is extracted from 1980, 1990 and 2000 Census. (U.S. Department of Commerce, U.S. Census Bureau).

Population

Trends and Forecasts

Over the past hundred years Columbia County's population has changed significantly, having experienced continued growth. From 1990 to 1950, Columbia County's population grew 25.4 percent. While many other counties' populations in Pennsylvania began to decline in the second half of the twentieth century, Columbia County continued to grow. From 1960 to 2000, Columbia County's population grew another 16.6 percent, which might be attributable to the movement to the County of Berwick residents. Currently Columbia County's population is predicted to decrease 7.3 percent from 2000 to 2020. In contrast to the growth pattern of the County over the past thirty years, the population of the Borough of Berwick has decreased 13.9 percent from 1970 to 2000. Similarly, the La Salle Street Area's population has declined 3.5 percent over the past ten years.

Figure 2-1 - POPULATION TRENDS AND FORECASTS



Racial Composition

An analysis of the racial composition of the La Salle Street Area of Berwick suggests that the racial composition of the area has not undergone any significant change over the past twenty years. The only recordable changes were the decrease of 1.4 percent in the White population, a 0.3 percent increase in the Black population, a 0.5 percent increase in the Latino population and a 0.6 percent increase in the Other populations.

An analysis of the Borough of Berwick shows a similar pattern, with the only racial composition changes being a 2.5 percent decrease in the White population, a 0.5 percent increase in the Black population and a 1.2 percent increase in the Latino population. The consistency in racial composition is also true for Columbia County for the past twenty years. The only changes are small, and include a 1.9 percent decrease in the White population, a 0.6 percent increase in the Latino population and a 0.8 percent increase in the Other populations since 1980.

TABLE 2-1
RACIAL COMPOSITION, 1980-2000

	White	Black	Latino	Other
La Salle Street Area				
1990%	98.7%	0.6%	0.3%	0.4%
2000%	97.3%	0.9%	0.8%	1.0%
Percent Change 1980-2000	-1.4%	0.3%	0.5%	0.6%
Borough of Berwick				
1980%	98.8%	0.3%	0.4%	0.5%
1990%	98.7%	0.4%	0.5%	0.4%
2000%	96.3%	0.8%	1.6%	1.2%
Percent Change 1980-2000	-2.5%	0.5%	1.2%	0.7%
Columbia County				
1980%	97.1%	0.7%	0.9%	1.2%
1990%	98.6%	0.4%	0.5%	0.4%
2000%	99.0%	0.3%	0.3%	0.4%
Percent Change 1980-2000	-1.9%	0.4%	0.6%	0.8%

Age Distribution

The age distribution of a community can suggest the levels of service and infrastructure necessary to meet the future needs of the various age groups. It can help to forecast future educational, recreational, and elderly facilities that may be needed. Table 2-2 compares the age distribution of the La Salle Street Area of Berwick, the Borough of Berwick, and Columbia County between 1990 and 2000. Based upon the aggregate data, the age distribution of the population of La Salle Street Area of Berwick, the Borough of Berwick, and Columbia County has remained fairly stable, with little evidence of any dramatic shifts from 1990 and 2000. However, there are two age distribution characteristics to be noted. First, the percent of those under the age of 25 in the LaSalle Area is lower (28.8%) than either the Borough (30.7), and Columbia County, which is 35 percent. Second, the percent of those 60 years of age or higher is slightly larger in the LaSalle Area (26%), compared to Berwick Borough (24.8) and to Columbia County, which has 20.3 percent in the 60 and above categories.

The median age of the LaSalle Area is 40.9, which is considerably higher than the median Pennsylvania age of 32.1.

TABLE 2-2
AGE DISTRIBUTION, 1990 AND 2000

	La Salle Street Area					Borough of Berwick					Columbia County				
	1990 Pop.	% of Pop.	2000 Pop.	% of Pop	% Change	1990 Pop.	% of Pop	2000 Pop.	% of Pop.	% Change	1990 Pop	% of Pop.	2000 Pop	% of Pop.	% Change
00-04	317	6.1	252	5.0	-1.1	717	6.5	595	5.5	-1.0	3,747	5.9	3,154	4.9	-1.0
05-09	331	6.4	311	6.2	-0.2	685	6.2	744	6.9	0.7	3,895	6.2	3,681	5.7	-0.5
10-14	290	5.6	312	6.2	0.6	632	5.8	730	6.8	1.0	3,804	6	4,058	6.3	0.3
15-19	312	6.0	314	6.2	0.2	720	6.5	661	6.1	-0.5	5,789	9.2	5,666	8.8	-0.4
20-24	314	6.0	262	5.2	-0.8	703	6.4	583	5.4	-1.0	6378	10.1	5,955	9.3	-0.8
25-34	735	14.1	659	12.7	-1.4	1,558	14.2	1,356	12.6	-1.6	8,840	14	7,382	11.5	-2.5
35-44	610	11.7	725	14.4	2.7	1,323	12.1	1,559	14.5	2.4	8.615	14	9,262	14.4	0.4
45-54	500	9.6	618	12.3	2.7	1,066	9.7	1,282	11.9	2.2	6,241	10	8,636	13.5	3.5
55-59	236	4.5	289	5.7	-3.9	482	4.4	595	5.5	1.1	2.810	4.4	3,360	5.2	0.8
60-64	303	5.8	224	4.4	-1.4	590	5.4	440	4.1	-1.3	3,109	4.9	2,795	4.4	-0.5
65-74	808	15.5	463	9.2	-6.3	1,466	13.4	927	8.6	-4.8	5,868	9	5,123	8	-1.0
75-84	392	7.5	510	10.1	2.6	795	7.2	977	9.1	1.9	3,174	5	3,890	6.1	1.1
85+	62	1.2	115	2.3	1.1	239	2.2	325	3.0	0.8	932	1.5	1.183	1.8	0.3
Total	5,210	100	5,034	100		10,976	100	10,774	100		63,202	100	64,151	100	

Economics

Income and Education

The U.S. Census Bureau records income in two categories. Household income is defined as the yearly earnings of a group of unrelated people or one person living alone. Family income comprises a group of two or more people residing together and who are related by birth, marriage, or adoption. As more residents obtain diplomas and degrees, their income earning potential improves, creating a direct positive correlation between the two. Table 2-3 shows that educational attainment in the LaSalle Area increased from 1990 to 2000 in only a few categories, and most noticeably in the 3.2 percent increase in those with a Bachelor's Degree. This compares to a 0.2 percent increase in the same category in Berwick Borough, and a 5.6 increase in Columbia County.

Though the median household income has risen by 28.2 percent in the LaSalle Area – and in year 2000 was similar in actual dollar amount to the Borough, the percent increase in median household income over the past two decades is greater in Columbia County. When the year 2000 median household income in the LaSalle Area ($27,346) is compared to the Pennsylvania median household income ($40,102), there is a considerable disparity

TABLE 2-3
INCOME AND EDUCATION, 1980-2000

Income and Education	La Salle Street Area	Borough of Berwick	Columbia County
		1980	
Median Household Income	n/a	$13,315	$14,148
Median Family Income	n/a	$15,622	$16,455
NO DEGREE	n/a	42.6%	36.5%
High School Graduate	n/a	40.8%	44.3%
Some higher education	n/a	8.3%	9.0%
Bachelor's Degree or Higher	n/a	8.3%	10.2%
Graduate or Professional Degree	n/a	n/a	n/a
		1990	
Median Household Income	$19,623	$20,423	$24,211
Median Family Income	$23,697	$25,180	$29,355
NO DEGREE	34.4%	33.1%	38.1%
High School Graduate	45.3%	46.4%	45.0%
Some higher education	15.3%	14.3%	11.0%
Bachelor's Degree or Higher	5.1%	6.3%	12.0%
Graduate or Professional Degree	1.8%	1.9%	5.0%
		2000	
Median Household Income	$27,346	$27,442	$34,094
Median Family Income	$33,891	$32,347	$41,398
NO DEGREE	30.3%	28.1%	33.3%
High School Graduate	48.1%	47.7%	46.4%
Some higher education	13.3%	15.7%	34.3%
Bachelor's Degree or Higher	8.3%	8.5%	15.8%
Graduate or Professional Degree	2.5%	2.9%	5.8%
	Percent Change from 1990-2000	Percent Change from 1980-2000	Percent Change from 1990-2000
Median Household Income	28.2%	51.5%	58.5%
Median Family Income	30.1%	51.7%	60.3%
NO DEGREE	-4.1%	-14.5%	-3.2%
High School Graduate	2.8%	6.9%	2.1%
Some higher education	-2.0%	7.4%	25.3%
Bachelor's Degree or Higher	3.2%	0.2%	5.6%
Graduate or Professional Degree	0.7%	n/a	n/a

Employment

Based upon the analysis of Table 2-4, several employment characteristics are evident. In 2000, the number of the La Salle Area population that was in the labor force declined by 1.6 percent from 1990 and there was also a 5.0 percent decrease in the area's population of persons 16 years old and over. The Borough of Berwick's population of individuals 16 years and over fell 5.4%. However, its labor force still increased 0.7%.

Second, using 1990 and 2000 data, the rate of unemployment in the LaSalle Area averaged 5.4 percent, which is approximately the same rate for the Borough. However, for the same period, the rate of unemployment in Columbia County has averaged 3.9 percent. What these statistics do not know show, however, are those who have "dropped out" of the labor market and who are no longer actively seeking employment.

In terms of the poverty, 11.7 percent of the LaSalle Area families fell below the poverty level, which is higher than the Pennsylvania poverty rate of 7.2 percent and the national rate of 9.8 percent.

TABLE 2-4
EMPLOYMENT, 1980-2000

	La Salle Street Area		Borough of Berwick		Columbia County	
	No. of Persons	%	No. of Persons	%	No. of Persons	%
1980						
Persons 16 years and Over	n/a	n/a	9,274	100.0%	48,472	100.0%
In labor Force	n/a	n/a	5,552	59.9%	28,604	59.0%
Civilian Labor Force	n/a	n/a	5,545	59.8%	28,579	58.9%
Employed	n/a	n/a	5,104	55.0%	26,338	54.3%
Unemployed	n/a	n/a	441	4.8%	2,241	4.6%
Armed Forces	n/a	n/a	7	0.0%	235	0.1%
Not in Labor Force	n/a	n/a	3,722	40.1%	19,868	41.0%
1990						
Persons 16 years and Over	4,205	100.0%	8,807	100.0%	51,034	100.0%
In labor Force	2,402	57.1%	5,004	56.8%	30,634	60.0%
Civilian Labor Force	2,392	56.9%	4,994	56.7%	30,579	59.9%
Employed	2,126	50.6%	4,537	51.5%	28,882	56.6%
Unemployed	266	6.3%	457	5.1%	1,697	3.3%
Armed Forces	10	0.2%	10	0.1%	55	0.1%
Not in Labor Force	1,803	42.9%	3,803	43.2%	20,400	40.0%
2000						
Persons 16 years and Over	4,006	100.0%	8,511	100.0%	52,499	100.0%
In labor Force	2,351	58.7%	5,149	60.4%	32,403	61.7%
Civilian Labor Force	2,351	58.7%	5,144	60.4%	32,376	61.7%
Employed	2,171	54.2%	4,571	53.7%	30,006	57.2%
Unemployed	180	4.5%	573	6.7%	2,370	4.5%
Armed Forces	0	0.0%	0	0.0%	27	0.1%
Not in Labor Force	1,655	41.3%	3,367	39.6	20,096	38.2%
Percent Change from 1980-2000						
Persons 16 years and Over	-5.0%	n/a	-9.0%	n/a	7.7%	n/a
In labor Force	1.6%	n/a	0.5%	n/a	2.7%	n/a
Civilian Labor Force	1.8%	n/a	0.6%	n/a	2.8%	n/a
Employed	3.6%	n/a	-1.3%	n/a	2.9%	n/a
Unemployed	-1.8%	n/a	1.9%	n/a	-0.1%	n/a
Armed Forces	-0.2%	n/a	0.0%	n/a	0.0%	n/a
Not in Labor Force	-1.6%	n/a	-0.5%	n/a	-2.8%	n/a

Housing and Real Estate

Not unlike many older areas in the Borough of Berwick, the proportion of housing 30 years or older (81.3%) in La Salle Street Area is high, indicating that there has been relatively little new housing built in the last ten years. (See figure 2-2). Moreover, a significant proportion of the housing in Berwick is mobile. The data further suggests that the level of occupancy of existing housing has decreased 3.2% over the past two decades. Other information suggests that much of the housing in the Borough of Berwick is in poor condition. It is significant note, however, that over the past decade, the number of units valued at over $100,000 has increased by 12.6%; a characteristic that might reflect the general increasing value of housing in the County as a whole. (See figure 2-3). While the exact level of affordability of rental housing cannot be fully determined, the data indicates that approximately 17.4 percent LaSalle Area families spend 30 percent (the generally accepted threshold of affordability) or more of their household income for rent. On balance, there is evidence, comparatively speaking, that the Borough does have a reasonable supply of affordable housing.

Figure 2-2 - AGE OF STRUCTURE, 1990 AND 2000

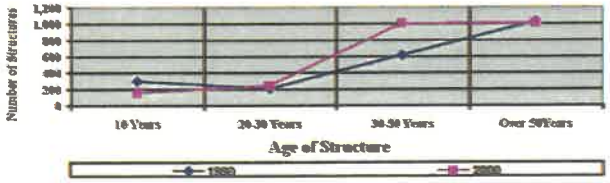
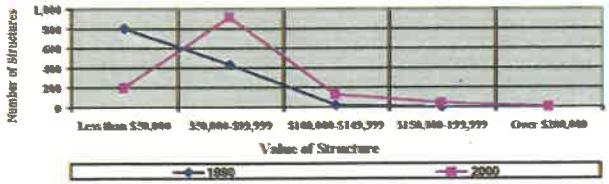
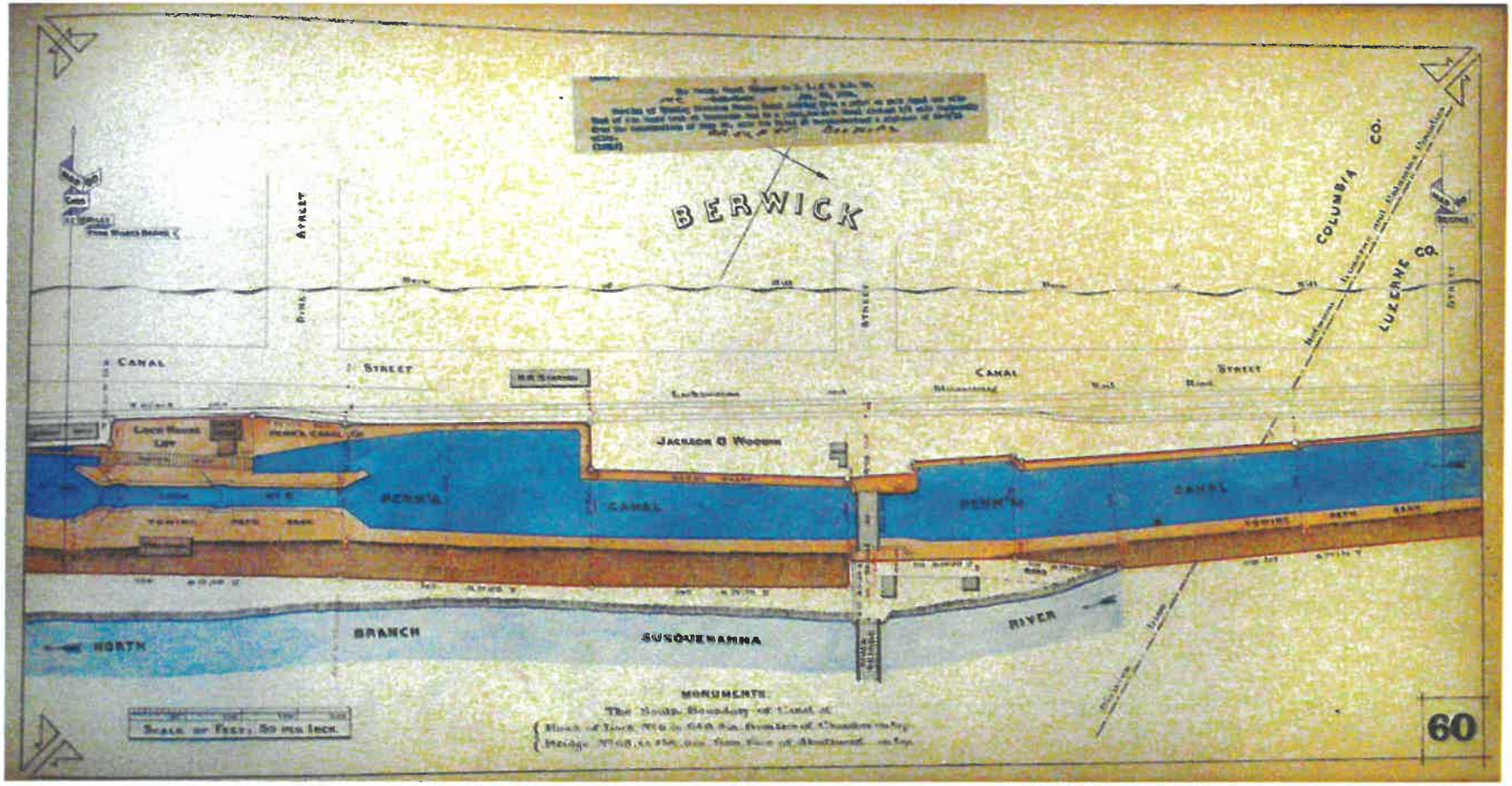
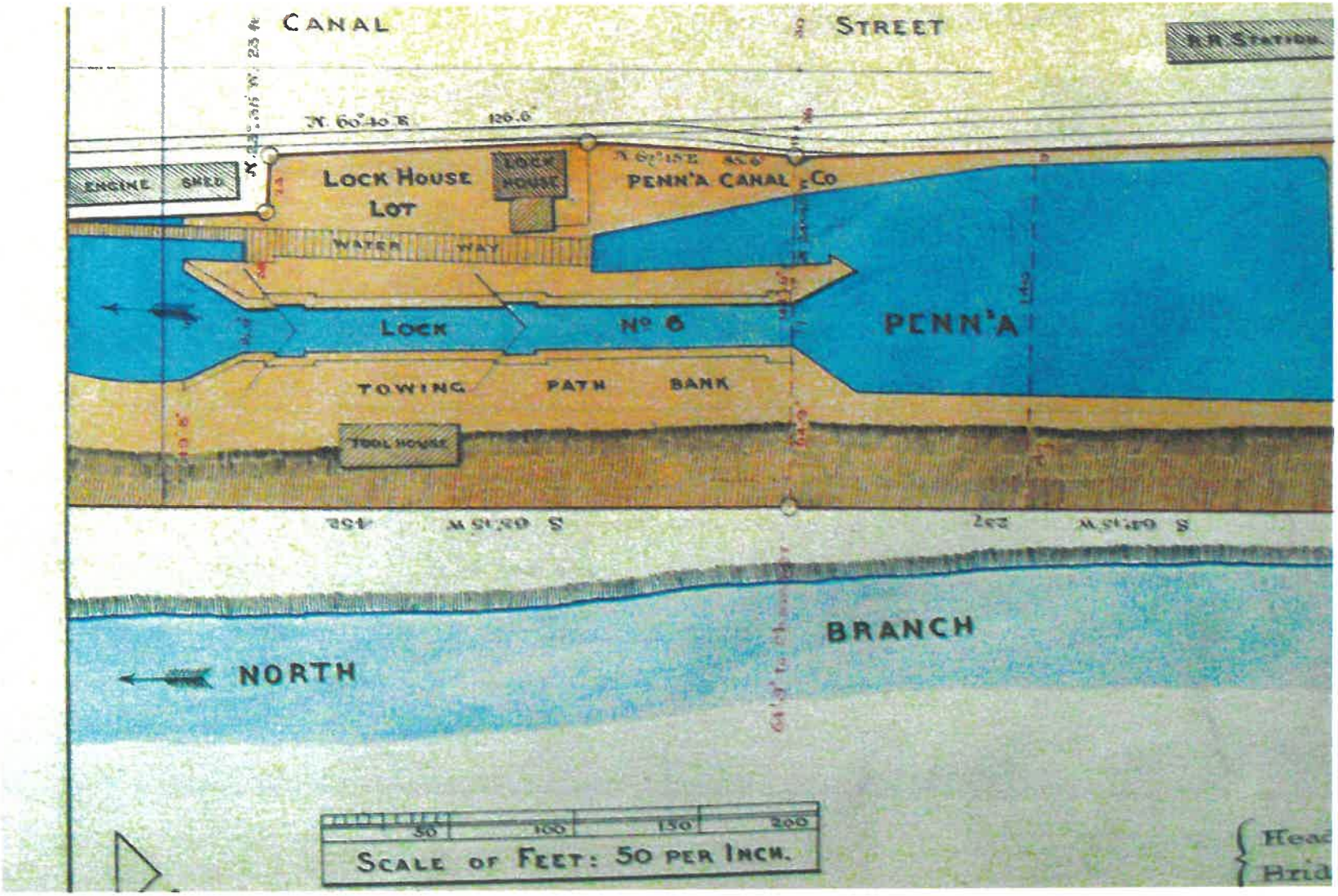


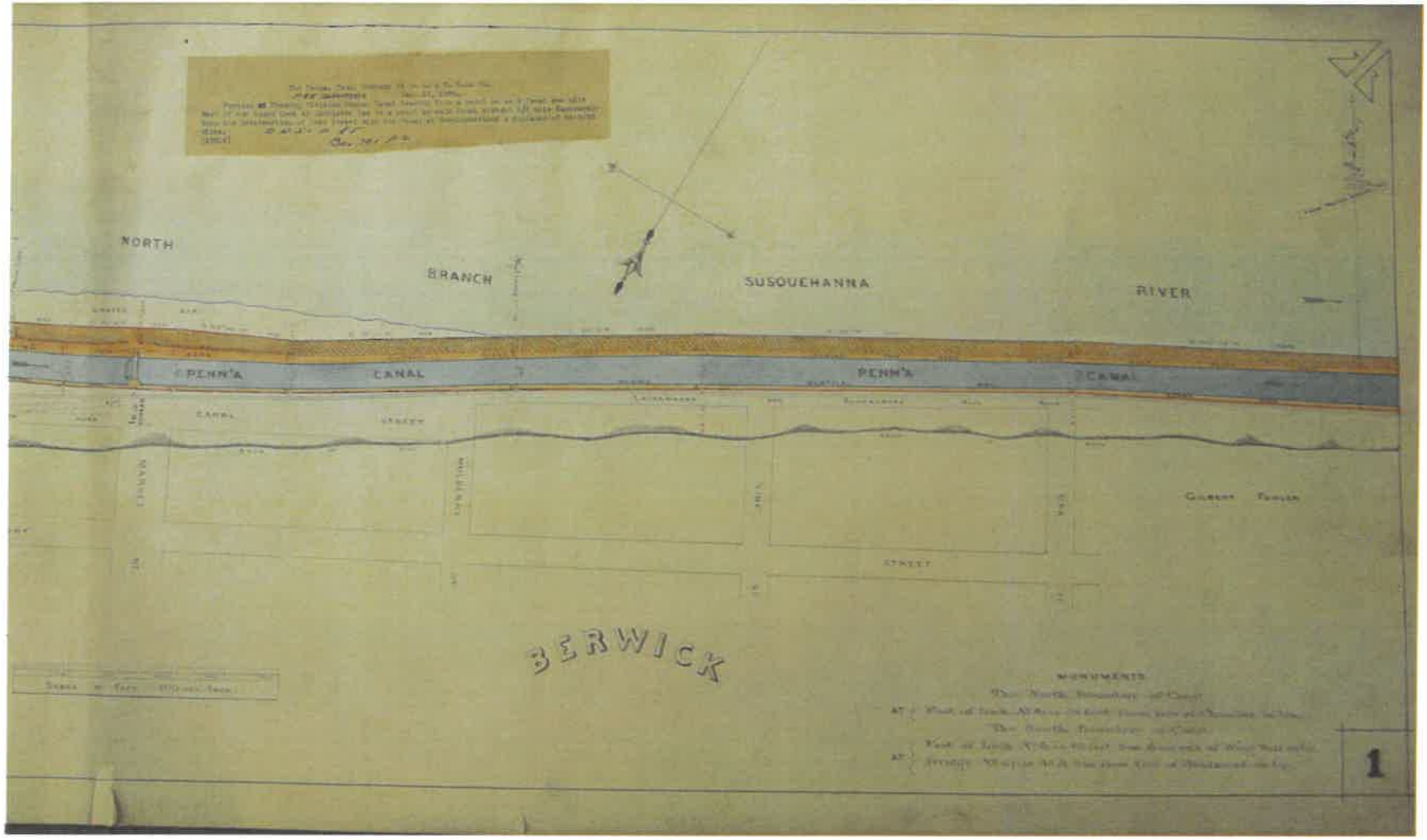
Figure 2-3 - VALUE OF STRUCTURE, 1990 AND 2000

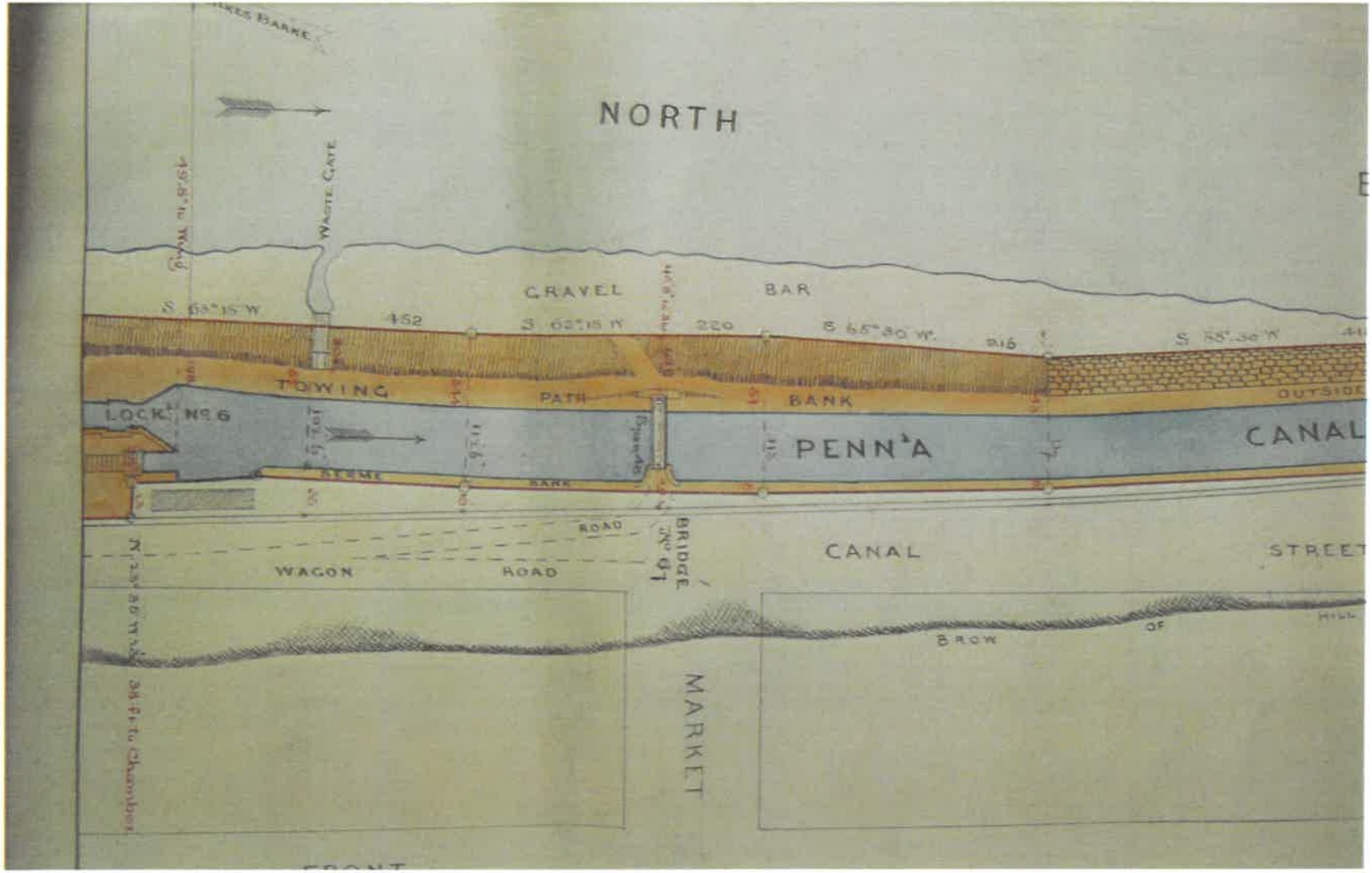


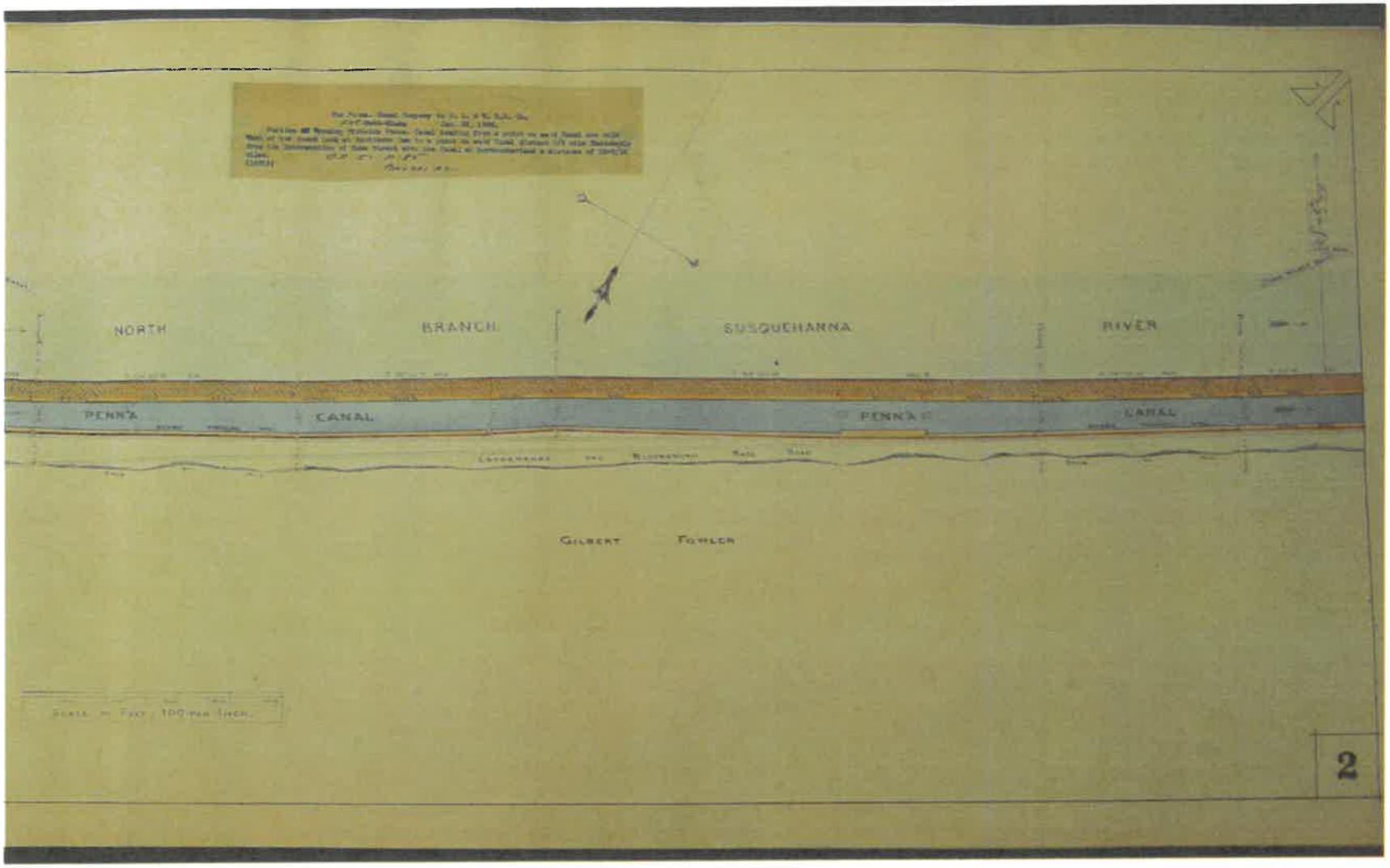
1878 Canal Survey - Berwick Area Maps

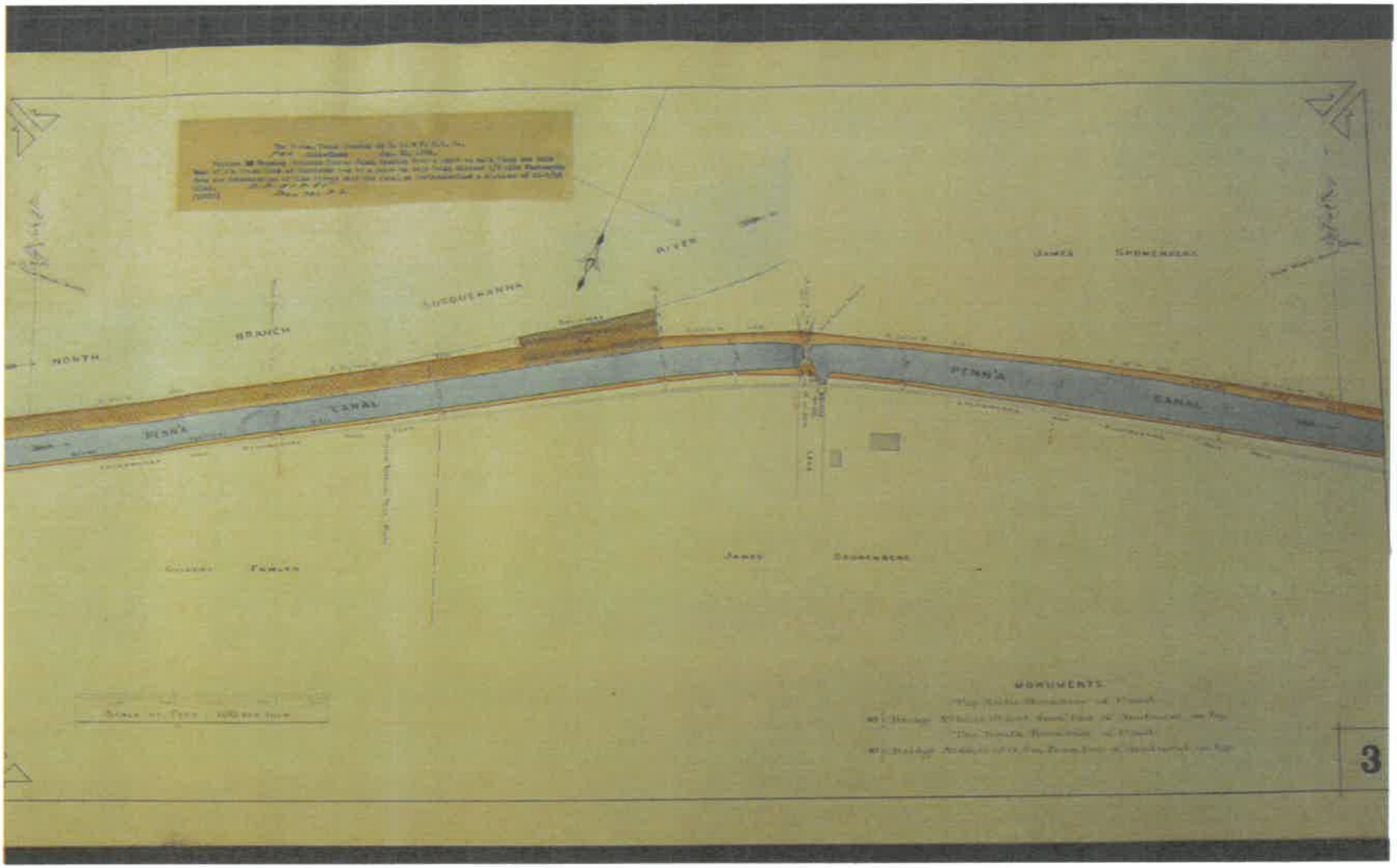


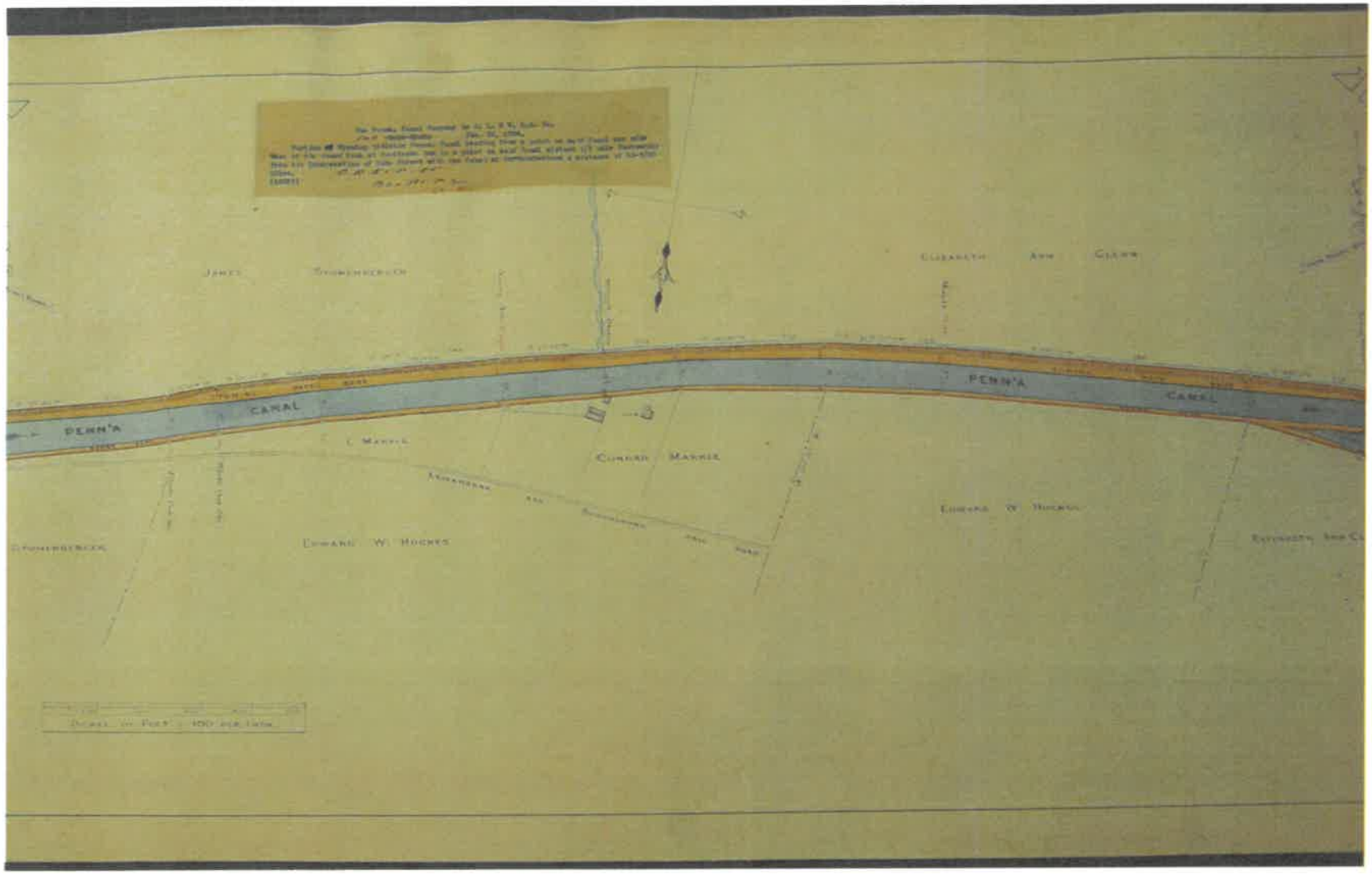

CANAL
STREET
R.R. STATION
N. 60° 40 E
126.0'
ENGINE SHED
LOCK HOUSE LOT
LOCK HOUSE
PENN'A CANAL Co
WATER WAY
LOCK
Nº 6
PENN'A
TOWING PATH BANK
TOOL HOUSE
BRANCH
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50
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SCALE OF FEET: 50 PER INCH.

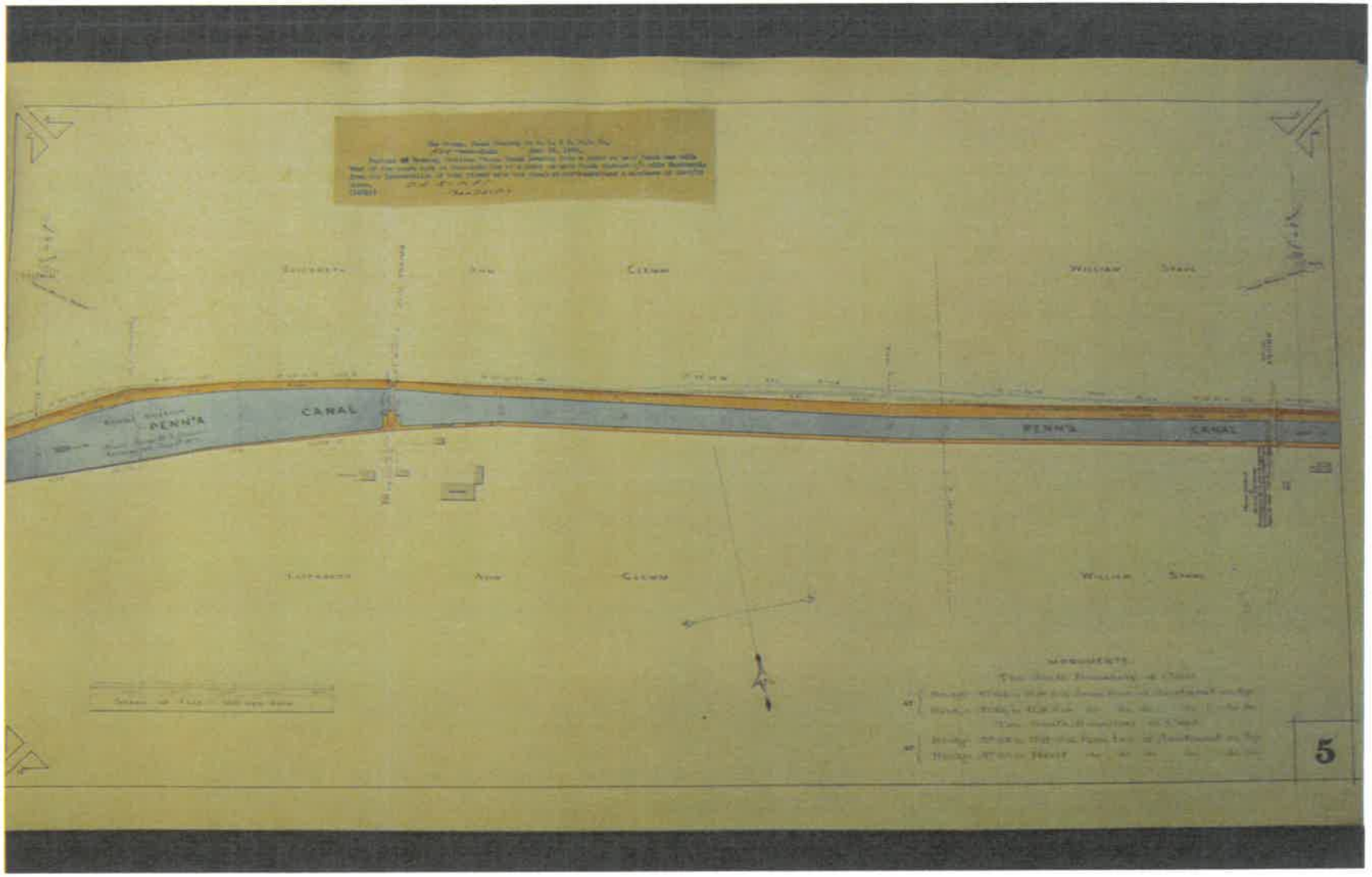

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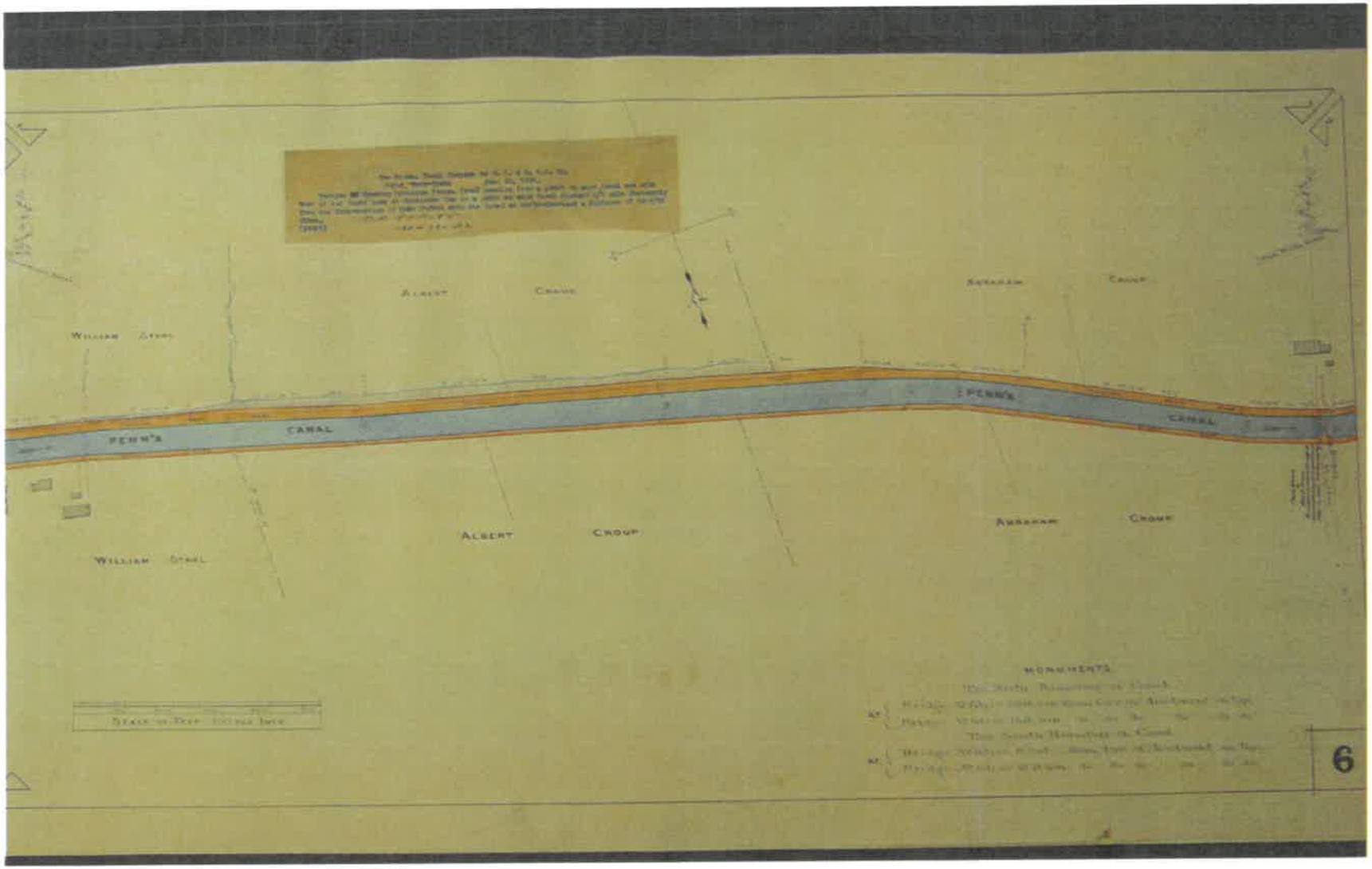

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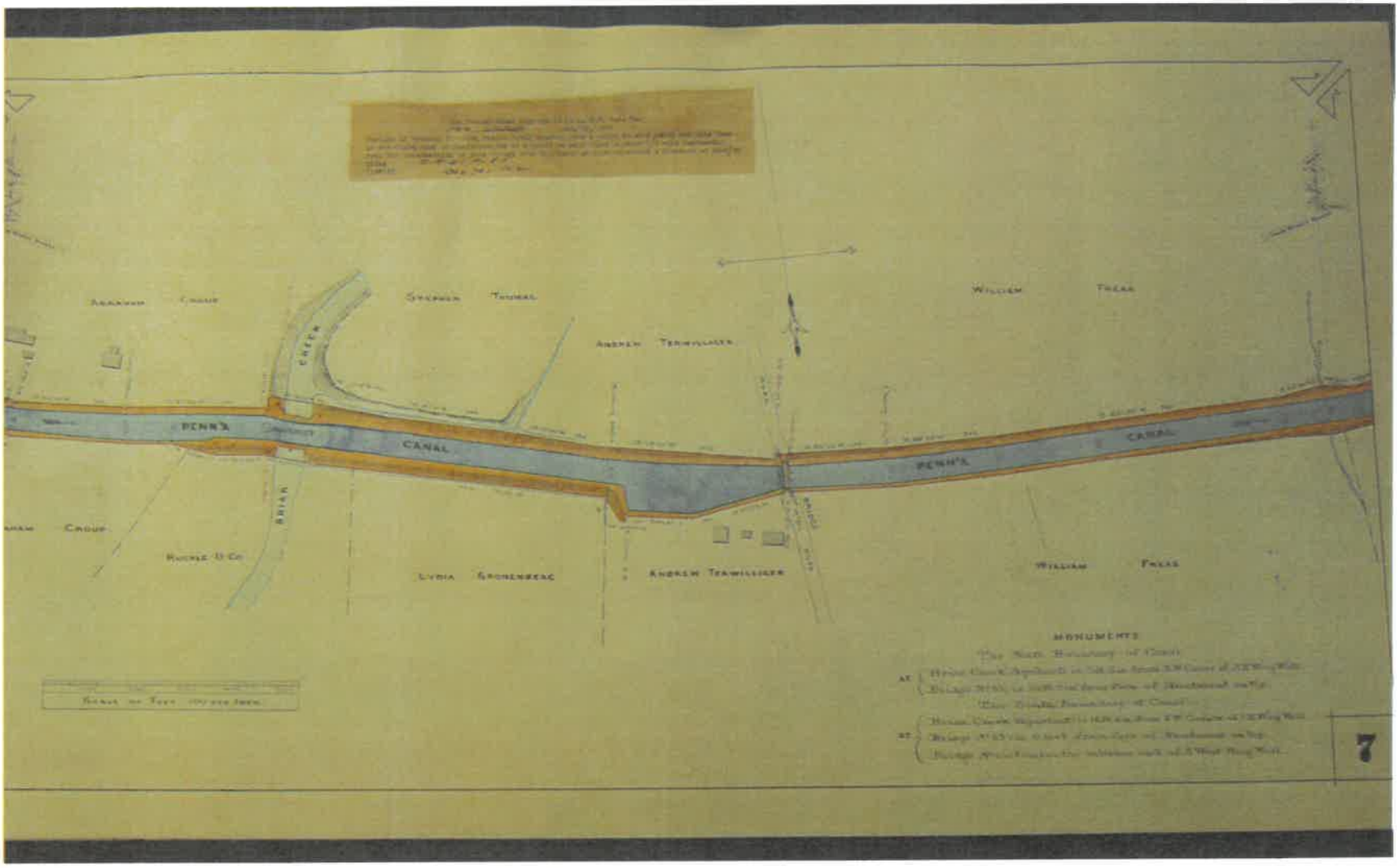

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Universal Design -ADA Access - From Landscape Architecture Magazine



Parks can be made accessible for people of all abilities while protecting the natural world.

By Thomas J. McCarthy, ASLA

IN THE MID-1990s, after investing in universal access features across the state park system in Massachusetts, it became clear that the people for whom they were designed were not using them very much. Failing to find hard data or studies in other states to corroborate our sense of what was happening in our parks, we debated internally about why people weren't taking advantage of these features. Were some of the parks too far away? Were our media announcements failing to reach the target audience? Did our existing improvements fall short?

To replace the guesswork, we developed a survey and conducted informal focus groups. Our research underscored what we already knew: that people with disabilities were not comfortable in outdoor environments because, historically, these areas were hard to navigate and inhospitable to them.

In 1996, the Massachusetts Department of Conservation and Recreation established the Universal Access Program to make every park accessible to people of all abilities. The challenge was formidable enough given the number of sites—more than 400 parks and recreational facilities—but we also wanted to preserve the quality of recreational experiences for existing visitors. Providing universal access outdoors has traditionally involved altering the landscape in some way, which conflicts with protecting public open space from overuse and overdevelopment.

In striving to meet both challenges, this program has reversed the usual paradigm of adapting the landscape to the user. By merging landscape architecture and adaptive design, we have adapted the user to the landscape. As a result:

- Every year, an estimated 4,000 visitors with special needs enjoy a variety of low-impact, high-satisfaction sports and activities year-round in Massachusetts state forests and parks. This is four times the number who visited before this model was in place.
- We have sliced the annual budget for accessible recreation in half.
- The state park system has institutionalized universal accessibility as a core principle.

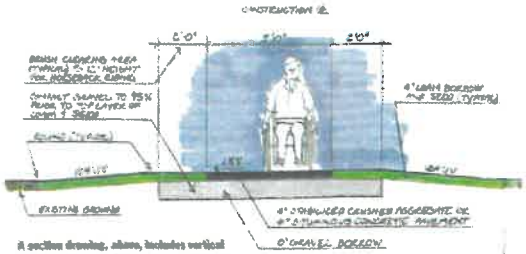
Learning about how our program arrived at this new model may prove useful to other public landscape architects.



A park visitor easily traverses a stabilized gravel trail in a wheelchair, top. A trailhead kiosk, above, gives key information about what trail users can expect before they begin.

Defining Universal Experience in Outdoor Recreation

After the passage of the Americans with Disabilities Act, the commonwealth of Massachusetts initially approached creating accessibility in the usual way—by building curb cuts, ramps, bathrooms, picnic sites, and so on. Several years and hundreds of thousands of dollars later, it became clear that, although these measures eventually would meet minimum physical requirements, many barriers would remain. For example, most people could enter a park and use the bathroom, but not everyone could use its picnic tables, trails, and rivers—unless there was a way to personalize the experience of outdoor recreation for people with disabilities.



A section drawing, above, includes vertical clearance for multiuse trails. A plan for the Savoy Mountain State Forest in Charlemont, Massachusetts, below, locates accessible features along a low-effort route.

I began working as a landscape architect consultant to the Massachusetts state parks in 1986. In the late 1980s and early 1990s I designed several accessible recreation sites as part of larger park improvement projects. I had had polio as a child, and I use crutches and leg braces to get around. With the advent of the Americans with Disabilities Act, parks officials and others often asked me questions about accessibility





improvements, perhaps because they assumed I had an intuitive sense of what other people with disabilities needed. This was not the case, but it put me in a position where I was able to learn a lot very quickly.

One of the things I learned was that you cannot build 100 percent accessibility into outdoor recreation in its purest form. It was at that point that the department began to form the idea of developing a multifaceted office that would incorporate accessible design, equipment, and programming. I developed a conceptual model for a program incorporating these elements and began to lobby for its creation. In 1996 the Universal Access Program came into being, and I was hired as its director.

Because each individual has unique requirements for assistance, we soon realized that we needed to come up with a flexible, bead-based, hands-on system. We also had to be able to evaluate needs quickly and make suitable adaptations for each person. These basics pointed the way to an innovative, experience-based system with minimal disturbance to sensitive environments.

First, we formed an interdisciplinary team to share skills and ideas. During an unstructured process we broke out the individual components of each type of recreation and summarized them as a universal experience concept for that activity. From there we could identify the physical requirements.

For example, we defined the paddling experience in terms of freedom of movement and connection to the natural world. Physically, the first step to getting everyone on the water is designing and building an accessible boat launch or put-in, but for many people, access to paddling equipment and the act of getting into the boat pose additional hurdles. We defined the hiking experience as one of independent locomotion. Wide, level, smooth trails offer independence for many people with disabilities, but this experience is different than traveling on traditional hiking trails.

Three key realizations led us to the next step:

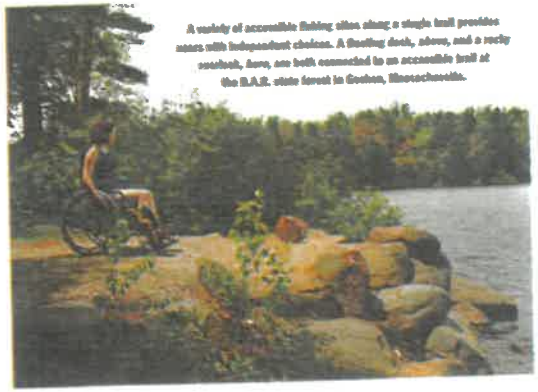
- Ramps, curb cuts, and typical route improvements associated with buildings were only the entry points for accessible recreation.
- To achieve the kinds of experiences we had identified, we needed to recruit staff with skills and expertise outside mainstream recreation management.
- Our team needed to include potential users of the park system and specialized outfitters who work with people with diverse abilities.

How to Meet Visitor Expectations

Next, we needed to better understand what visitors wanted and expected when they went to a particular park. The expectations of people who already use the parks vary with the setting, requiring design sensitivity to environmental and cultural surroundings. Just as backcountry hikers object to widening and regrading a challenging trail, kids at a city playground don't want to use different equipment than everybody else.

In the 1980s, the U.S. Forest Service developed a helpful tool, the Recreation Opportunities Spectrum (ROS), to help designers and recreation managers navigate social and environmental expectations in different outdoor settings. ROS lays out guidelines for a continuum of accessibility-related development, with urban parks at the most-developed end of the spectrum and remote and natural places at the opposite end.

Another planning tool is universal design—designing products and environments to be usable by all people without the need for adaptation. Both of these concepts continue to guide us in weighing potential alterations for accessibility.



A variety of accessible fishing sites along a single trail provides users with independent choices. A floating dock, above, and a rocky riverbank, here, are both connected to an accessible trail at the D.A.R. state forest in Goshen, Massachusetts.





Bulkhead matting creates a route to the water's edge that's manageable even sand. This plastic product, Mobi-Mat, is an easy-maintenance alternative to concrete beach ramps in appropriate situations.

Two fledgling fields have also contributed to the program's success: adaptive recreation equipment design and inclusive outdoor adventure recreation. A growing number of providers in these fields use the state's undeveloped public lands for their livelihood.

Adaptive recreation equipment finds its place in the overlap of medical equipment and recreation gear. It incorporates the concepts of universal design and also accommodates specific disabilities in a general way. For instance, a hand cycle adapts a conventional bicycle to allow someone with paraplegia to ride a bike. An adult tricycle provides a more stable ride for people who have trouble with balance.

Inclusive outdoor adventure recreation is experiential, provided by outfitters or similar vendors who tailor outdoor adventure programs to groups that include participants with special needs. Through the use of adaptive recreation equipment and the right attitude and skills, these programs offer typical kayaking, cycling, and hiking trips for groups of people with varying abilities.

Designing a Geographical Strategy

The state park system operates five management regions based on location and size. We identified five to 10 parks across the state based on their inherent accessibility by virtue of topography, existing improvements, access to public transportation, the variety of activities available, and proximity to population centers. Each of the five management regions would contain a central, highly accessible hub, or "focus park," which could be reached within a reasonable drive from any location in the region. Each focus park would offer a variety of accessible activities.

At the same time, we developed a plan for satellite parks that would radiate from the focus parks. Each of these would provide basic accessibility, that is, accessible routes from parking areas, accessible bathrooms, and one or two accessible recreation activities. This satellite system would continue expanding until all feasible facilities offered access to people of all abilities.

The program team then needed to decide which activities to make accessible in each park. In areas that were already developed we selected picnicking, fishing, camping, boating, swimming, and other activities. These would require some improvements for accessibility, but

because of the settings, the physical changes lay within the range of the existing users' expectations. We envisioned that people with disabilities would take part in these activities independently.

Design standards provided minimum guidelines for grades, cross slopes, and maneuvering space. Early in the process we decided that we would regard any design standards as what they were: minimum requirements. Our goal was to create the highest and best experience, which meant exceeding the standards, sometimes significantly. For example, Massachusetts requires 5 percent of the picnic sites at a park to be accessible. We developed a policy that whenever possible, only accessible picnic tables would be purchased within the park system, and, whenever possible, picnic sites would be made accessible. In a few parks (chiefly in urban and other highly developed areas), more than 50 percent of the picnic sites are now accessible. In more remote or forested areas, we deliberated on a site-by-site basis, weighing the benefits of more picnic sites against ease of access and negative aesthetic impacts. We always ask, "Will these changes alter the nature of this place?" Even when the answer is yes, we still tend to exceed minimum requirements to get people past the entry point.

Another factor that has helped to move accessibility forward was a commitment to accept risk—primarily financial—in the design process. Using public funds to design innovative features and processes, sometimes with new methods and materials, came with the risk of failing in a very public way, which would be viewed as embarrassing and wasteful, thereby imperiling future improvements. We have failed occasionally, but risk taking has also led to our chief successes. For example, to reduce the amount of permanent hardscape on paths and trails, our team used a construction technique that layers three fine grades of gravel. This produces a firm, stable, and natural-appearing surface without the need for stabilizing agents. In another case, we have replaced many of our little-used (and unsightly) concrete beach ramps with low-profile rubberized mats extending right into the water. These changes have proven to be aesthetically pleasing, cost saving, and environmentally protective over time.





UNIVERSAL DESIGN

The Adaptive Equipment Breakthrough

While we were doing focus groups asking people with disabilities about their park usage, a boom was under way in the design of adaptive recreation equipment. A host of exciting new products sparked new ideas about ways to attract people with disabilities to outdoor recreation. Whereas our early focus had been on independent recreation, we began to think in terms of "assistive recreation," which provides training and hands-on assistance to people so they can make full use of the adaptive recreation equipment. For many people, this assistance is crucial.

Our first venture into adaptive equipment was to buy several accessible rowing shells. This followed a major land purchase and new landscape design on the banks of the Connecticut River in western Massachusetts. Rowing crews from area colleges used the site to train for competition. Traditionally, people had reached the river on a crude riverbank trail. By acquiring more riverfront land, we were able to design a new route to a series of accessible rowing docks. At the time this also was a state-of-the-art environmental design because it provided more flood storage, stabilized the riverbank, and enhanced the beauty of the riverfront.

Buying the accessible rowing shells prompted our staff to reach out to University of Massachusetts rowers, who used one of the river access areas and showed an interest in the accessible shells. This is how able-bodied UMass students got involved in developing our first accessible rowing program, including assisting rowers who needed help getting out on the water or learning to row. With their help, we launched the program in 1997, and it continues to serve scores of people with disabilities, from novices who want to experience getting out on the river to serious athletes training for competition.

Encouraged, we started incorporating adaptive equipment into the accessibility strategy for the entire state park system. In another example, we began purchasing hand cycles for the state's rail-trail system and placing them with concessionaires at no cost. By contract, the concessionaires agree to maintain and rent the hand cycles at standard rates, thus providing an inclusive, mainstream cycling venue.

Accessibility standards represent the lowest common denominator for the person with a disability. Always exceed the minimum requirements.

Our adaptive equipment also includes beach wheelchairs, which are extremely popular at all swimming areas. At our larger beaches more than 10 balloon-tired wheelchairs are available, and on hot days all are in use. They come in a variety of makes and styles, and we try them all.

The beach chairs and other adaptive equipment eliminate the need to alter the





landscape. For example, trails chairs—wheelchairs of heavy-duty construction—allow people with mobility impairments to travel on standard hiking trails. Other examples include sit-skis for cross-country skiing, sit-skates and hockey sledges for ice skating, kayaks, canoes, tandem bicycles, standard tricycles, and large baby joggers.

Over the past decade, equipment purchases for all these activities have totaled about $30,000 per year, on average. Compare this with the $100,000 it takes to build a half-mile accessible trail. Permanent beach access and swim ramps cost even more, including design and permitting. True, the equipment comes with storage, maintenance, and staffing costs, but most of these expenses have been easily rolled into operating budgets for our facilities. With the life expectancies of typical capital improvements ranging from 10 to 20 years, substituting adaptive recreation equipment, whenever possible, to achieve the same goals makes solid sense. These significantly lower capital expenditures have expanded the variety of accessible recreation experiences and yielded customer satisfaction, positive public relations, and reduced environmental impact. While we cannot completely eliminate permanent site improvements, this approach has enabled us to open the outdoors to people of all abilities faster than construction alone would have allowed.

Recruiting and Training Staff

Observing that using adaptive equipment and taking part in traditional outdoor activities are not always intuitive for people who haven't done these things before, the team began to develop introductory programs, hoping that people who enjoyed the first guided experience would return on their own. In the beginning we tried using volunteers to lead the introductory outings, but after considerable effort to train them, 30 percent of the trainees dropped out after the first year.

As it turned out, our rowing program provided an alternative model. By then an enthusiastic student was running that program on a per-diem contract. We began to train her and other per-diem staff to run other introductory programs in kayaking, cycling, sit-skiing, and sit-skating. This marked the beginning of our programming component, which really closed the circle in creating an accessible park system.

Faced with fiscal constraints, the Universal Access Program could not fully staff the adaptive-recreation programs in the field. Using the rowing program as a model, we continued contracting with field leaders based on daily rates, negotiated individually. Many of them trained through the in-house program for park and other agency employees. It gradually became clear that the Universal Access Program was becoming a job market for this specialized group.

Over time, some of the leaders formed their own small nonprofit organizations with missions similar to that of our program. These groups offered a high-quality means to deliver our existing programs and to offer them in other parts of the state. They have provided a consistent base of trained employees, auxiliary equipment





and transportation, program planning, and management assistance. Because several of these entrepreneurs began their careers in the Universal Access Program, they understand how to meet the needs of its clientele. In short, they have been key partners in helping to expand our programming and carrying capacity with a minimum investment of funds and staff time.

Partnerships Spark Growth

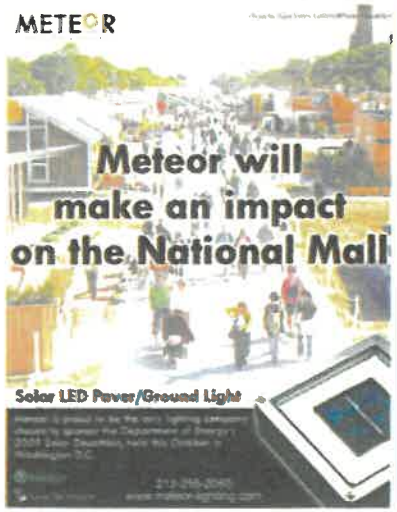
We have also crafted agreements with organizations that provide traditional recreation to the general public. We share equipment, recreation sites, staff resources, and skills that add an accessible component to the offerings of the partner organization.

Recently, for instance, we developed a new sailing program in Boston by partnering with Community Boating Inc., which has taught sailing to the general public for 70 years. The organization had



Accessible Recreation Basics

- **Accessibility standards and building codes represent the lowest common denominator for the person with a disability. Always exceed minimum requirements.**
- **When developing outdoor recreation opportunities try to never lose sight of the experience you are attempting to make available. The visitor's experience is more important than getting from point A to point B in the most efficient way.**
- **Design for all five senses. Visitors might have only one or two senses available as their primary connection to the outdoors.**
- **Adopt healthy skepticism when something is flagged as being "too precious" to alter. It is almost always possible to save what needs to be saved while creating accessibility.**
- **Get close to the resource. Finding ways for everyone to be able to get out from the overlook, touch the pines and spruces, and feel the texture of the earth and leaves on the ground is a challenge. The goal is to bring the immediate environment close to the visitor who cannot easily get to it.**





a limited adaptive-sailing program and wanted to expand it. We provided funds to adapt several more sailboats, along with seed money for staff time, media, and administrative support. This very popular program completed its second season this past September, delivering sailing opportunities to people of all abilities almost every day of the season.

Using this model, we have forged other partnerships with federal agencies, public and private foundations, colleges, and universities. In these collaborations the Universal Access Program creates the critical paths for funding through contractual agreements and grant partnerships, provides specialized professional outdoor recreation programs, and designs access to public open space that respects natural resources. The success of this programming has been immediate and underscores the need for more supported recreation.

The Universal Access Program celebrates its 12th anniversary this year. Although there is still much to do to create a truly accessible system, thousands of people with disabilities took part in programs in our state and urban parks this past year, and thousands more visited parks independently and took advantage of the accessibility that is now woven into our recreation environments.

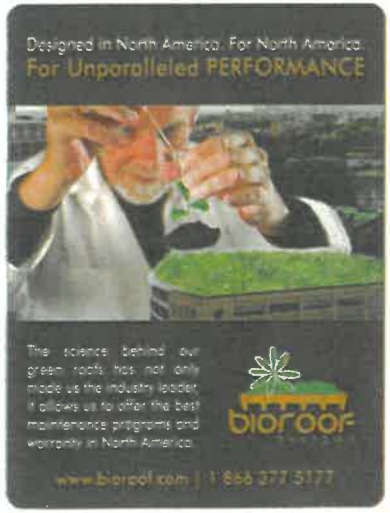
Get close to the resource. Finding ways for everyone to get wet from the waterfall, touch the pines and spruces, and feel the texture of the earth and leaves on the ground is a challenge.

At the moment, people with disabilities, along with their families and friends, represent 15 to 20 percent of the potential tourism market in Massachusetts. As the word gets out, innovations in adaptive equipment continue, and baby boomers age, we expect our parks to become destinations for people of all abilities, who come knowing they can, perhaps for the first time, experience the joy of the outdoors.

Thomas J. McCarthy, ASLA, is director of the Universal Access Program in the Massachusetts Department of Conservation and Recreation.

Resources

- *Accessibility Guidebook for Outdoor Recreation and Trails, Forest Service Recreation Accessibility Guidelines* and related publications by the USDA Forest Service can be downloaded at *www.fs.fed.us/recreation/programs/accessibility*.
- *Inclusive Outdoor Recreation for Persons with Disabilities: Personal and Activities*, by Donald R. Snyder, Anne Rothschadl, and Marcy Marchello; Enumclaw, Washington: Idyll Arbor Inc., 2006.
- National Center on Accessibility (trails research), *www.ncaonline.org*.
- *Universal Access to Outdoor Recreation: Design Guide*, by Plat Inc., Limited Sea Reach, and USDA Forest Service; Berkeley, California: Mig Communications, 1993.



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Geisinger Counties Map

