

# Appendices



# Appendix A: Additional Resources

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## ADDITIONAL RESOURCES

The following is a list of resources with additional information related to establishing a greenways network. Resources for Establishing the Greenways Network

1. Goldstein, Debra Wolf. (2002). *Using Conservation Easements to Preserve Open Space: A Guide for Pennsylvania Municipalities*.  
<https://elibrary.dcnr.pa.gov/PDFProvider.ashx?action=PDFStream&docID=1737127&revision=0&docName=Using+Concervation+Easements+to+Preserve+Open+Space&nativeExt=pdf&PromptToSave=False&Size=1052163&ViewerMode=2&overlay=0>
2. Pennsylvania Act 153 of 1996, text.  
<https://www.legis.state.pa.us/cfdocs/legis/li/uconsCheck.cfm?yr=1996&sessInd=0&act=153>
3. Pittsburgh, PA. (2024). *Greenway Planning Program*. <https://www.pittsburghpa.gov/Business-Development/Planning/Planning-Programs/Greenways>
  - a. Resource Guide.  
[https://www.pittsburghpa.gov/files/assets/city/v/1/dcp/documents/2911\\_greenways\\_resource\\_guide\\_small.pdf](https://www.pittsburghpa.gov/files/assets/city/v/1/dcp/documents/2911_greenways_resource_guide_small.pdf)
  - b. Policy Guide.  
[https://www.pittsburghpa.gov/files/assets/city/v/1/dcp/documents/2913\\_greenways\\_policy\\_guide\\_small.pdf](https://www.pittsburghpa.gov/files/assets/city/v/1/dcp/documents/2913_greenways_policy_guide_small.pdf)
4. Rails to Trails Conservancy. (2022). *Trails and Utilities*. <https://www.railstotrails.org/trail-building-toolbox/utilities/>

### Design Guideline Examples

1. Greenway Alliance. (2023). *East Coast Greenway Design Guide*. <https://greenway.org/design-guide>
2. Mid-Ohio Regional Planning Commission. (2021). *Central Ohio Greenways: Urban Greenway Design Guide*. <https://www.morpc.org/wordpress/wp-content/uploads/2021/10/Urban-Greenway-Design-Guide-Final.pdf>
3. Minneapolis, MN. *Street Design Guidance*.  
[https://sdg.minneapolismn.gov/application/files/5116/1256/7845/3.4I\\_Neighborhood\\_greenways\\_full\\_greenways.pdf](https://sdg.minneapolismn.gov/application/files/5116/1256/7845/3.4I_Neighborhood_greenways_full_greenways.pdf)
4. United States Department of Agriculture- National Agroforestry Center. *Conservation Buffers: Design Guidelines for Buffers, Corridor, and Greenways*.  
<https://www.fs.usda.gov/nac/buffers/index.html>
5. Whitmarsh Township, PA. (2007). *The Whitmarsh Township Greenway Plan: Appendix 3*.  
<https://whitmarshtwp.org/DocumentCenter/View/209/E-Appendix-3-Greenway-Design-Standards-PDF>
6. Zebulon, NC. (2021). *Section 8: Greenway Design Standards*.  
[https://www.townofzebulon.org/sites/default/files/uploads/public-works/2021-05-27\\_toz\\_greenway\\_standards.pdf](https://www.townofzebulon.org/sites/default/files/uploads/public-works/2021-05-27_toz_greenway_standards.pdf)

# Appendix B: Related Plans and Documents Summary Report

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## RELATED PLANS AND DOCUMENTS SUMMARY REPORT

### CRANBERRY TOWNSHIP GREENWAYS STUDY

Cranberry Township, Butler County, Pennsylvania

June 4, 2024; updated August 2024

### INTRODUCTION

Cranberry Township has undertaken a Greenways Study to better understand the potential to develop a connected greenways network, with the intention of preserving open space for recreation, non-motorized connectivity, and environmental conservation. While Cranberry is the driving force behind this study, natural resources and desired connections do not end at municipal boundaries. Understanding the resources and planned efforts in surrounding communities, the larger region, and the State of Pennsylvania as a whole is critical to coordinating efforts and facilitating a more successful long-term process. Therefore, reviewing related plans and documents is an important part of informing the Cranberry Township Greenways Study.

The following is a Summary Report of the related plans and documents reviewed. All existing documents from Cranberry Township were reviewed, as well as any available documents from neighboring communities. In this case, neighboring was generally defined as directly sharing a boundary with Cranberry Township. Not all of the neighboring municipalities have relevant plans or documents available. Regional and statewide plans were also reviewed as part of this report. A complete list of the documents reviewed is included below:

- The Cranberry Plan- Shaping Cranberry Township (2009)
- Cranberry Plan Update 2016: Shaping Cranberry Township (2016)
- Bicyclist and Pedestrian Connections Plan (2011)
- Comprehensive Recreation and Open Space Plan (2012, 2024)
- Redevelopment Study of Cranberry Township's Commercial Core, Executive Summary (2023)
- Plan Marshall Township (2022)
- The Township of Pine Performance Workbook: Implementable Comprehensive Plan and Comprehensive Recreation Plan (2016)
- Adams Township Comprehensive Plan (2013)
- Forward Township Comprehensive Plan (2022)
- Jackson Township Comprehensive Plan (2017)
- New Sewickley Township Comprehensive Development Plan (2013)

## Related Plans and Documents Summary Report

### Cranberry Township Greenways Study

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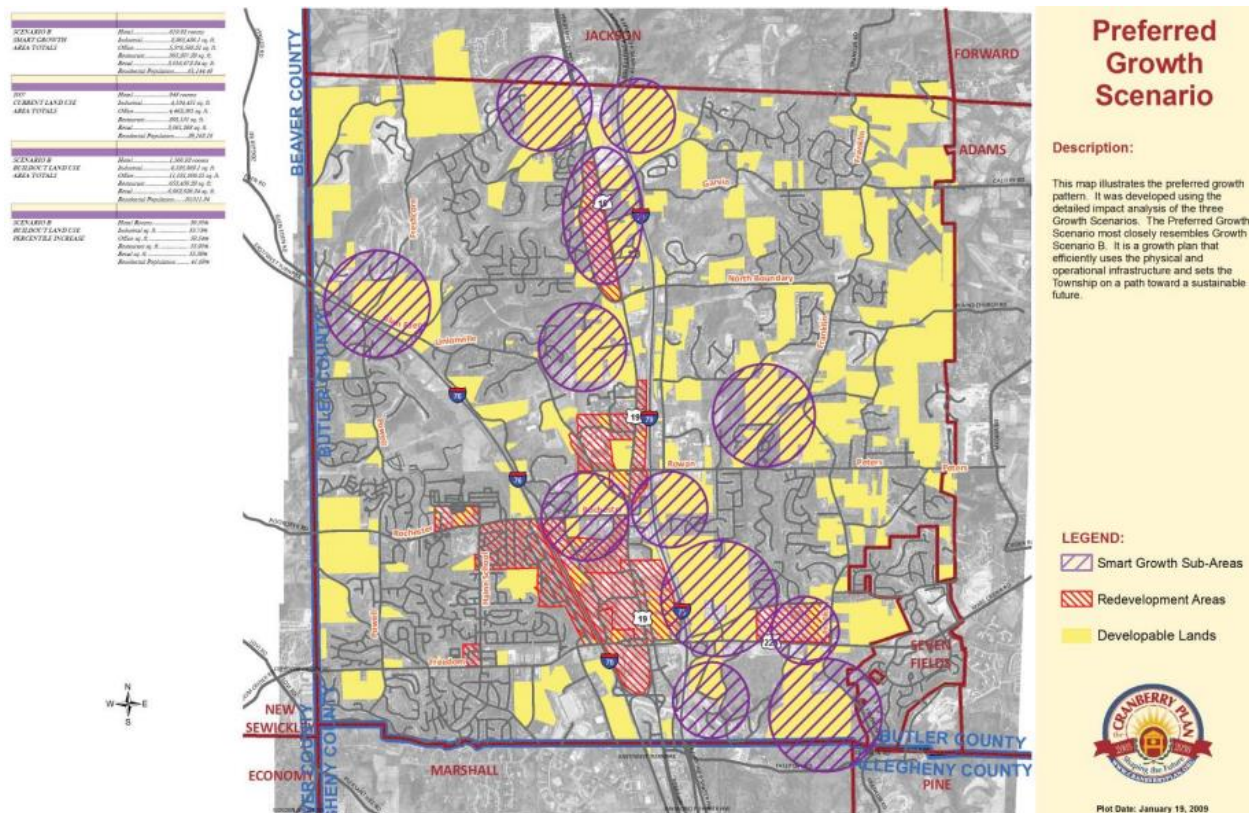
- Butler County Comprehensive Plan: A Land Use and Growth Management Plan for Butler County Pennsylvania (2017)
- Butler County Comprehensive Recreation, Park, & Open Space Plan; Greenways & Trails Plan; and Alameda Park Master Site Plan Update (2014)
- Butler County Mobility Plan
- Regional Active Transportation Plan for Southwestern Pennsylvania (2019)
- The Commodore Perry Regional Trail: A Multi-Municipal Collaboration (2017)
- Pennsylvania Greenways: An Action Plan for Creating Connections (2001)
- Pennsylvania Statewide Comprehensive Outdoor Recreation Plan: Recreation for All, 2020- 2024 (2020)
- Pennsylvania Land and Water Trail Network Strategic Plan, 2020- 2024 (2020)
- Relevant Cranberry Township ordinances and existing implementation programs, like the Missing Link Program, will be reviewed in a later phase of the study.

## CRANBERRY TOWNSHIP

### The Cranberry Plan- Shaping Cranberry Township (2009)

The Cranberry Plan- Shaping Cranberry Township is the Township’s core comprehensive plan. This plan sets forth a vision for the Township, focusing on growth management and a preferred growth scenario. The map below illustrates the preferred growth scenario, highlighting potential smart growth sub-areas, redevelopment areas, and developable lands. The plan also establishes policy recommendations and action items in the following areas

- Transportation and Mobility
- Housing
- Land Use
- Economic Development and Redevelopment
- Culture and Diversity
- Cranberry Town Center
- Civic Involvement and Communications
- Parks and Recreation
- Natural Resources and Open Space
- Community Facilities
- Governance
- Regionalism
- Sustainability



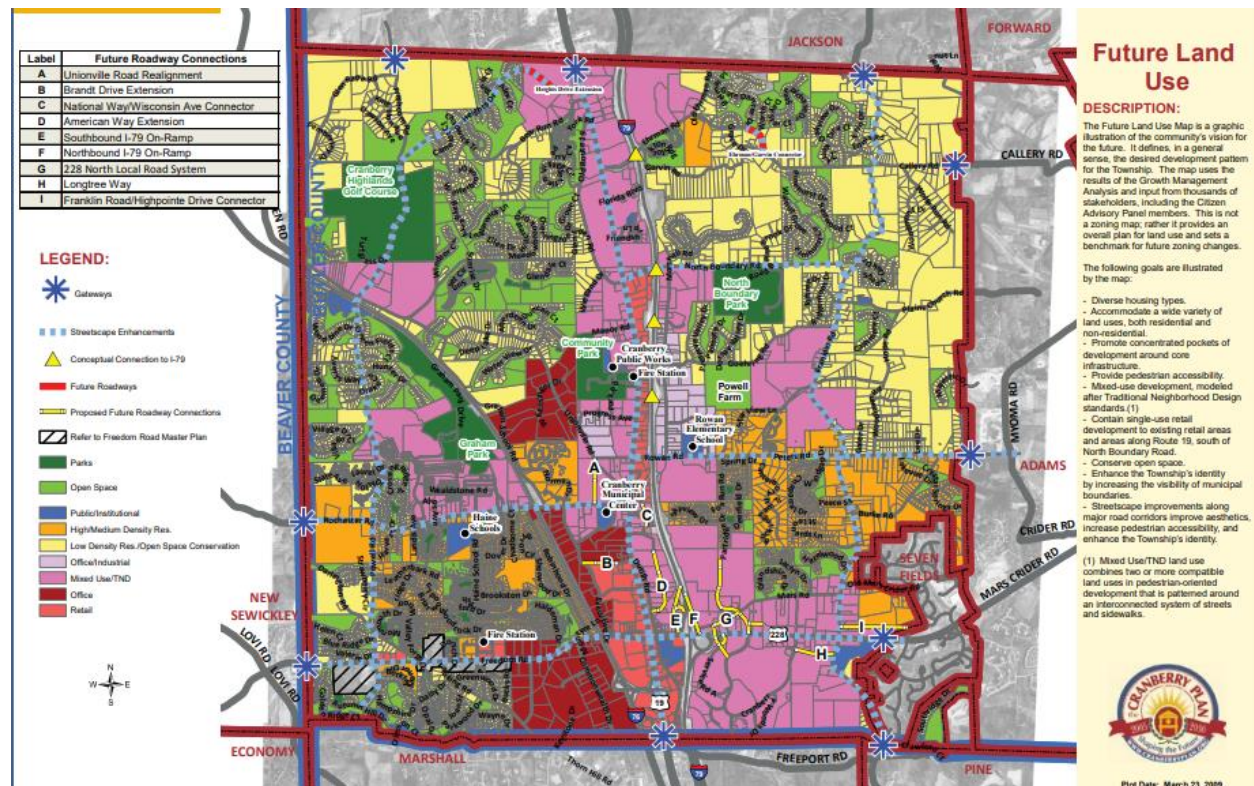
# Related Plans and Documents Summary Report

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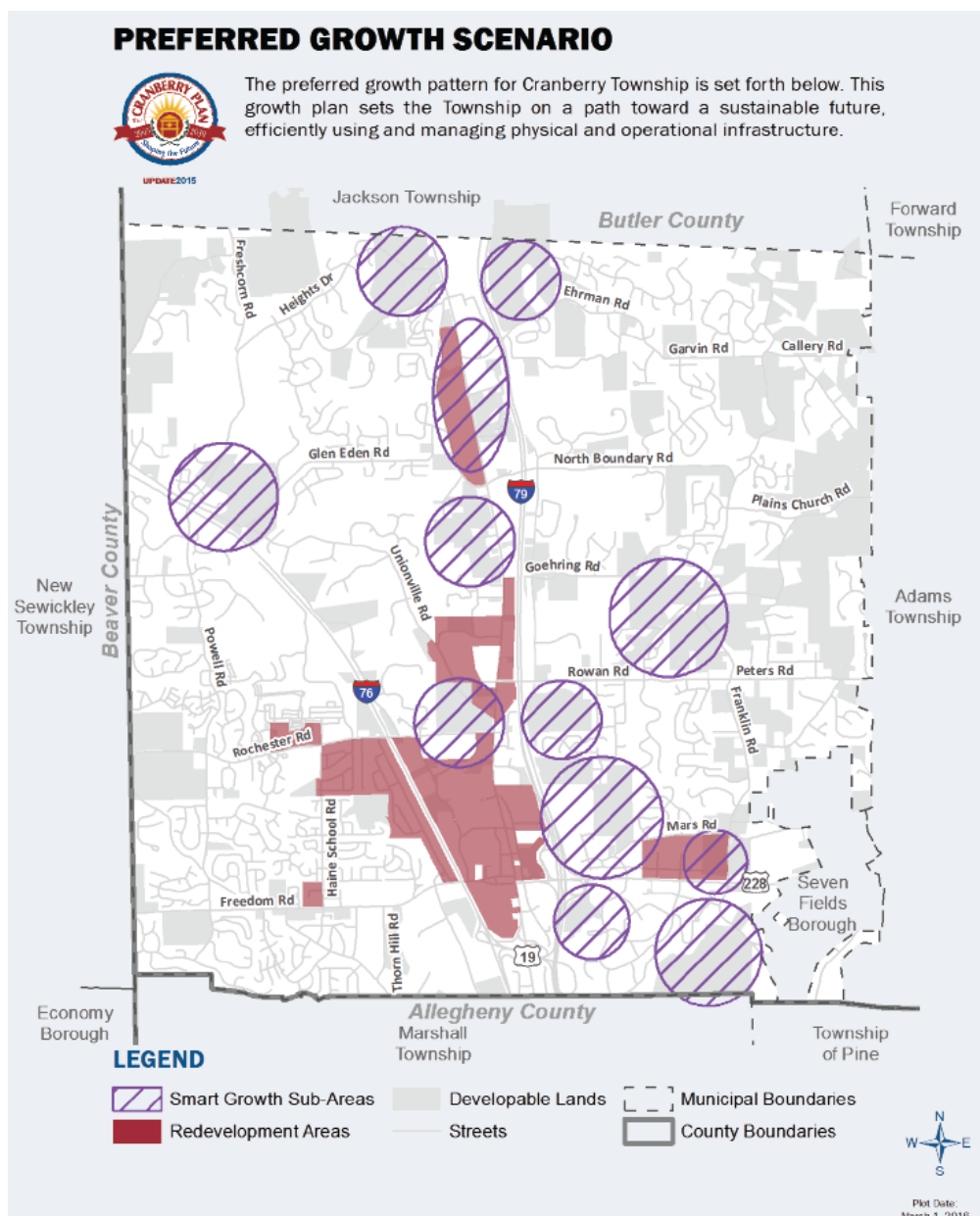
In keeping with the requirements of the Pennsylvania Municipalities Planning Code (PA MPC) the 2009 plan also establishes the future land use (FLU) map, shown below. The FLU map is a graphic representation of the vision for future, especially future growth and development. Cranberry Township FLU incorporates parks and open space throughout the community, representing obvious opportunities for greenways to be developed, utilizing and connecting these outdoor recreational spaces. The map also highlights proposed gateways to the community and intended streetscape improvements. While these may not have originally been intended to represent potential greenways opportunities, these proposed projects represent opportunities to incorporate and connect to greenways. The streetscape projects shown follow major corridors and represent opportunities for connectivity through the Township. These projects are an opportunity to develop new non-motorized infrastructure, as well as adding new landscaping and other natural elements, creating both physical and visual connections to greenways.





### Cranberry Plan Update 2016: Shaping Cranberry Township (2016)

The 2016 Cranberry Township Comprehensive Plan update, builds on the 2009 plan, outlining a vision for the future of the Township based on timely trends and experienced patterns. This vision is again structured around a preferred growth scenario, which highlights Smart Growth Sub-Areas, Redevelopment Areas, and Developable Lands. This map is very similar to the 2009 plan, does less to highlight developable lands, instead focusing on redevelopment and smart-growth opportunities. These areas can be seen in the map below:



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Implementation of Cranberry's vision is broken down in the Plan's fourteen chapters, each of which include goals, strategies, and implementation progress. Each of the fourteen chapters is listed below, with additional details about how relevant topics relate to the Greenways Study:

- **Transportation and Mobility:** This chapter focuses on improving connectivity and mobility for all modes of transportation. The goal is to provide a variety of transportation options, in part through the improvement of non-motorized infrastructure, within the Township and connecting to the surrounding region. Implementation of a connected greenways network would help to fulfill all of these goals.
- **Housing:** Housing goals generally focus on diversifying the housing stock and maintaining high property values, and are not directly related to the development of a greenways network. However, this Study will provide additional information about how access to greenways can increase property values.
- **Land Use:** The Township's land use goals are generally intended to promote density and development patterns that contribute to a high-quality of life for residents, including balancing development with environmental protection. This section also highlights the incorporation of pedestrian connections between land uses, as part of the implementation of Smart Growth principles. Again, the implementation of a connected greenways network can integrate with these concepts to help implement the overall vision.
- **Economic Development and Redevelopment:** This section integrates many strategies for economic development, several of which relate to maintaining an overall high quality of life to attract and retain residents/ knowledge workers. Greenways contribute to these objectives, creating desirable and active connections.
- **Civic Involvement and Communications:** This chapter calls for creating a public image with consistent design and aesthetics, signaling to residents and visitors that they are in Cranberry Township and contributing to the area's sense of place. It also calls for ongoing community outreach through many forms, including public events and the promotion of volunteerism. As an element incorporated throughout the Township, connecting activity nodes, the greenways network would provide opportunities to promote a consistent public image, as well as opportunities for the public to engage with the spaces during events. Both of these things would promote a sense of pride in the community, helping to encourage volunteerism, which may or may not focus on helping to maintain the greenways network.
- **Parks and Recreation:** This section specifically highlights implementation of the Recreation and Open Space Plan, listed below.
- **Natural Resources and Open Space:** Greenways are directly connected with the preservation of open space and natural resource protection. The determination of potential areas for establishing greenways will be strongly related to both of these elements.
- **Community Facilities:** This chapter generally focuses on administrative facilities and operations, not the addition of facilities like greenways.

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- **Regionalism:** This section generally promotes continuing to advocate for an encourage regional approaches and solutions. Coordination with surrounding municipalities to create regional greenways connections would play into this overall goal.
- **Governance:** The goals of this chapter focus on Township administration, which plays a role in the implementation of the greenways network. However, objectives listed are not directly related to the goals of this study.
- **Culture and Diversity:** This section promotes building on existing cultural assets to establish the Township as a cultural hub. The incorporation of greenways can facilitate the preservation of existing historical and cultural resources, while connecting and integrating new opportunities.
- **Cranberry Town Center:** This chapter calls for the creation of a Town Center, incorporating non-motorized access; human-scale design elements; and the incorporation of existing cultural and historical opportunities like public art and local landmarks. All of these things will contribute to creating a sense of place generally experienced in a Town Center. The incorporation of greenways can help contribute to this sense of place by incorporating these elements.
- **Public Safety:** While not specifically mentioned in the Plan, the creation of greenways can promote public safety by creating safe, separated infrastructure for non-motorized transportation, and by serving as community gathering places during natural disasters.
- **Sustainability:** Implementation of the greenways network may help to implement goals for sustainability like the integration of community gardening and urban agriculture, enhancing alternative transportation to improve air quality, promoting community health, implementing Smart Growth principles, and creating of general culture of sustainability in the Township.

### Bicyclist and Pedestrian Connections Plan (2011)

The Bicyclist and Pedestrian Connections Plan is an outcome of the Township's 2009 Comprehensive Plan. The overall goal of the plan is to expand local non-motorized mobility and connectivity by expanding the bicycle and pedestrian network. The Plan proposes a series of roads that are suitable for the creation of an on-street bike route network. The Plan also proposes a series of off-road trails. Both of these non-motorized infrastructure types may be integrated into the larger, interconnected greenway network. The Plan also proposes specific design elements, which will be reviewed in relation to the Greenways Study implementation plan and updated or adopted as appropriate.

## Comprehensive Recreation and Open Space Plan (2012, 2024)

Cranberry Township's Comprehensive Recreation and Open Space Plan was originally adopted in 2012. An update is currently in the review process. The Executive Summary has been reviewed as part of this report.

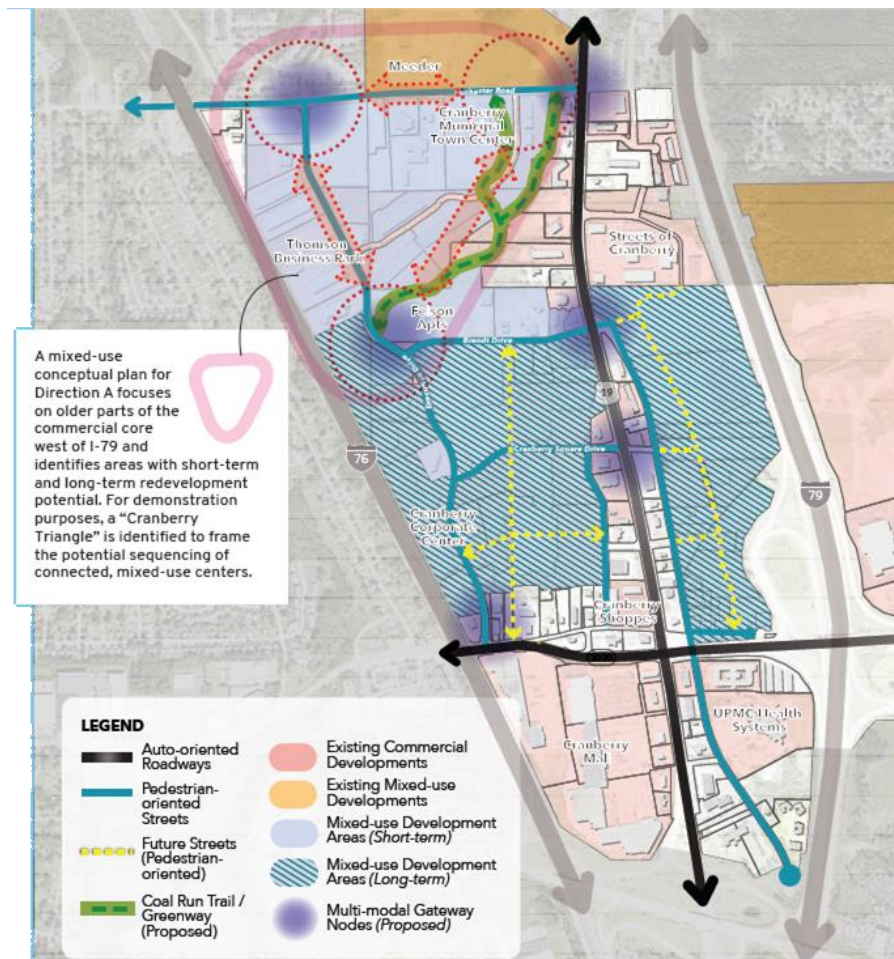
The Plan is based on four core principles:

- **Community Engagement:** We envision a community united by shared experiences, forging connections through various recreational activities. By encouraging participation, feedback, and collaboration, we will build an environment where everyone feels heard, valued, and empowered to shape the future of our parks and recreational offerings.
- **Preservation and Sustainability:** We are committed to being good stewards of the environment, preserving the natural beauty of our parks and green spaces for generations to come. Our sustainable practices will promote conservation, safeguard wildlife habitats, and mitigate our ecological impact, creating a harmonious balance between urban life and nature.
- **Health and Wellness:** Promoting physical and mental well-being is at the heart of our vision. We strive to provide accessible fitness opportunities, sports programs, and recreational activities that inspire active, healthy lifestyles, enhancing the overall quality of life for our community members.
- **Cultural Enrichment and Education:** We believe that parks and recreation should be platforms for cultural exchange and personal growth. By offering diverse educational programs, arts and cultural events, and recreational workshops, we aim to foster creativity, empathy, and lifelong learning.

The Cranberry Township Greenways Study's vision is clearly consistent with these principles and will help to implement the objectives of the Recreation and Open Space Plan.

### Redevelopment Study of Cranberry Township's Commercial Core, Executive Summary (2023)

The Redevelopment Study focuses on the potential redevelopment of Cranberry's commercial core, which is located along State Route 19. The Study outlines existing relevant trends in the Township, including some of the highest population growth in the region; the diversification of the housing stock; growth as a regional employment center; and retail resiliency throughout the pandemic. The Study outlines two potential options for redevelopment. The first is status quo, in which the Township takes a less active role and assumes that the continuation of existing, positive trends will continue naturally, versus the second option, which is strategic redevelopment, in which the Township would play an active role in shaping the commercial core's redevelopment. In the strategic redevelopment option, enhanced non-motorized transportation facilities are proposed, like pedestrian oriented streets and the Coal Run Trail/Greenway. Additional mixed-use development is proposed, redeveloping older areas of the core. This overall vision, shown in the graphic below, plays upon many of the themes of this Greenways Study by creating connected, actively useable, and economically enhanced spaces that incorporate natural systems.



## NEIGHBORING MUNICIPALITIES

### [Plan Marshall Township \(2022\)](#)

Marshall Township's Comprehensive Plan is organized into four "Key Issues,":

- **Rt. 910 Traffic & Land Use:** This section recommends the recreation of a "safe, viable, and pleasant separated east-west route for non-motorized traffic." The exact route is not prescribed by the plan, but does represent a potential opportunity for connection in the future.
- **Sense of Place:** This section highlights the potential to invest in and redevelop Warrendale as a destination in Marshall Township. Located directly south of Cranberry Township, this may create an opportunity for regional connectivity, in the larger "nodal" greenways network.
- **Green Space & Future Development:** This section recommends the formal establishment of a green corridor network, which may represent opportunities for regional connectivity and collaboration, especially given the proposed connections along State Route 19/ Perry Highway.
- **Recreation & Connectivity:** This section again recommends the expansion of non-motorized facilities, which may represent potential for regional connectivity and collaboration.

### [The Township of Pine Performance Workbook: Implementable Comprehensive Plan and Comprehensive Recreation Plan \(2016\)](#)

Joined into a single "workbook," Pine Township's Comprehensive Plan and Recreation Plan are available in a single document, with four "Key Issue" sections:

- **Connectivity and Trails:** While strategies in this section mainly focus on connections within Pine Township, the overall demand for trails and non-motorized connectivity may represent potential for regional connectivity. The Plan lays out planned connections to State Route 19, which may open opportunities for regional connectivity along this major north/south corridor. Additional goals to connect the Township with North Park and the Rachel Carson Trail may represent additional regional connectivity opportunities.
- **Community Character and Appearance:** This section highlights the Township's goal to maintain the region's rural character, consistent with Cranberry's goal to balance development with the maintenance of its historically rural character.
- **Parks & Recreation:** This section focuses on improvements to Township specific infrastructure, but does show some potential future parkland acquisition areas, although not directly connected to Cranberry Township.
- **Public Infrastructure:** This section focuses on improvements to Township specific infrastructure.

Seven Fields Comprehensive Plan (2013)

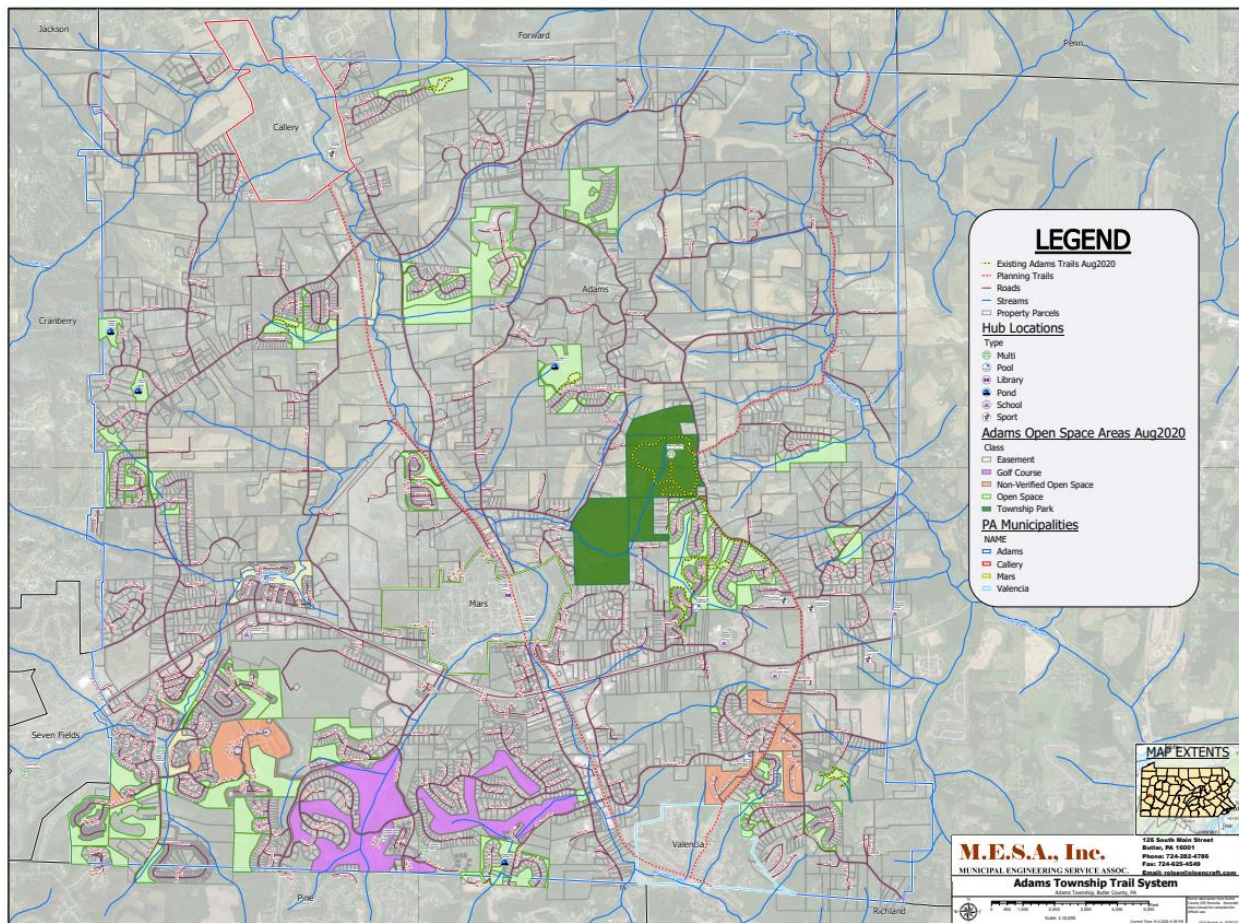
The Seven Fields Borough's Comprehensive Plan highlights several key issues and core components. The most relevant being Regional Relationships, which highlights the Borough's goals to foster coordination with surrounding municipalities, especially related to the development of connector trails and greenways, as well as recreational facilities. The Future Land Use Map, included below, includes open space and indicates some potential opportunities for connection with Cranberry Township.



### Adams Township Comprehensive Plan (2013)

The Adams Township Comprehensive Plan prioritizes the preservation of the rural environment while preparing to address regional development pressures. While Cranberry Township has experienced more significant growth and development, both communities seek to balance elements of the region's historically rural character by prioritizing the preservation of appropriate open space while at the same time identifying areas for desirable development.

Separate from the Comprehensive Plan, Adams Township has also documented their trail network and open space areas, as of August 2020. The map is included below. A full size version of the map can be accessed at the following link- [202037C Adams-Trails-System\\_2020-1.pdf \(adamstwp.org\)](https://adamstwp.org/202037C_Adams-Trails-System_2020-1.pdf)





### Forward Township Comprehensive Plan (2022)

The Forward Township Comprehensive Plan outlines four main goals, with a horizon year of 2035. Only the first goal is directly related to the goals of this Greenways Study. The goal is included below:

- In 2035, Forward Township retains a rural character of wide open, productive spaces, countryside residences, and small town neighborhoods. There are three types of community character in the township:
  - Large, connected open spaces across agricultural and other green industries.
  - Rural neighborhoods of low-density residential, small-scale commercial and industrial, and civic development.
  - Pockets of moderate density, suburban-style development, served by public water and sewer utilities, adjoining Evans City, Connoquenessing, and Callery.

The desire to maintain the rural character of the area is consistent with the vision for the Greenways Study. Forward Township's plan also goes on to spell out some ways in which the development of greenways and regional collaboration may be beneficial for accessing funding, like the Unconventional Gas Well Impact Free (Act 13), which imposes a fee on gas well drillers and sets a portion of those proceeds aside for projects like greenway rehabilitation, and PennDOT Multimodal Transportation Funds, which will consider transportation projects that incorporate greenway development.

### Jackson Township Comprehensive Plan (2017)

The Jackson Township Comprehensive Plan has four main goals. Goals 4 and 5 directly relate to the regional implementation of greenways and trails. These goals and associated objectives, relevant to this Greenways Study, have been included below:

**Goal 4.** Foster and sustain opportunities to broaden funding sources and for regional cooperation that, in turn, sustain the long term fiscal viability of the Township to deliver services and maintain infrastructure.

**Objective.** Identify and plan for regional recreational opportunities and projects within the PROS Plan.

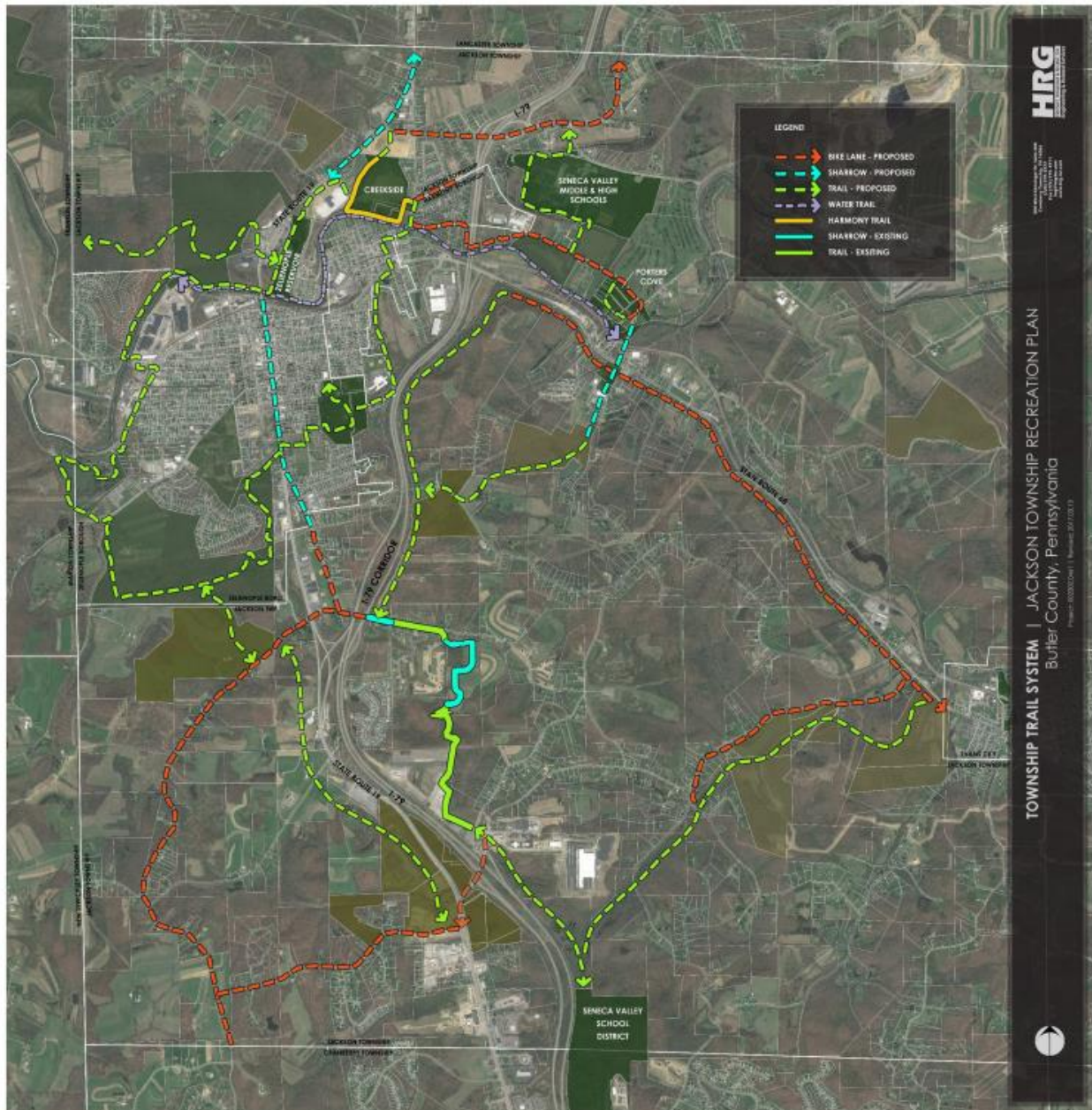
**Objective.** Evaluate opportunities for joint purchasing of materials with neighboring municipalities.

**Objective.** Evaluate, plan, and implement opportunities for regional cooperation and delivery of services as such opportunities arise.

**Goal 5.** Provide for pedestrian and bicycle connectivity between residential plans, commercial centers, institutional centers, and open space.

**Objective.** Identify Key Trail Connections within the Regional Trail concept and as conveyed in the PROS Plan and provide for the preservation and

The Plan's Transportation Chapter also includes a map of planned non-motorized infrastructure, with a proposed bike lane and trail leading directly into Cranberry Township. The map is included below.



### [New Sewickley Township Comprehensive Development Plan \(2013\)](#)

New Sewickley Township's Comprehensive Plan includes goals and objectives for the following areas:

- Transportation
- Community Utilities and Facilities
- Socio-Economic
- Housing
- Education
- Land Use
- Environmental
- Historic
- Administrative

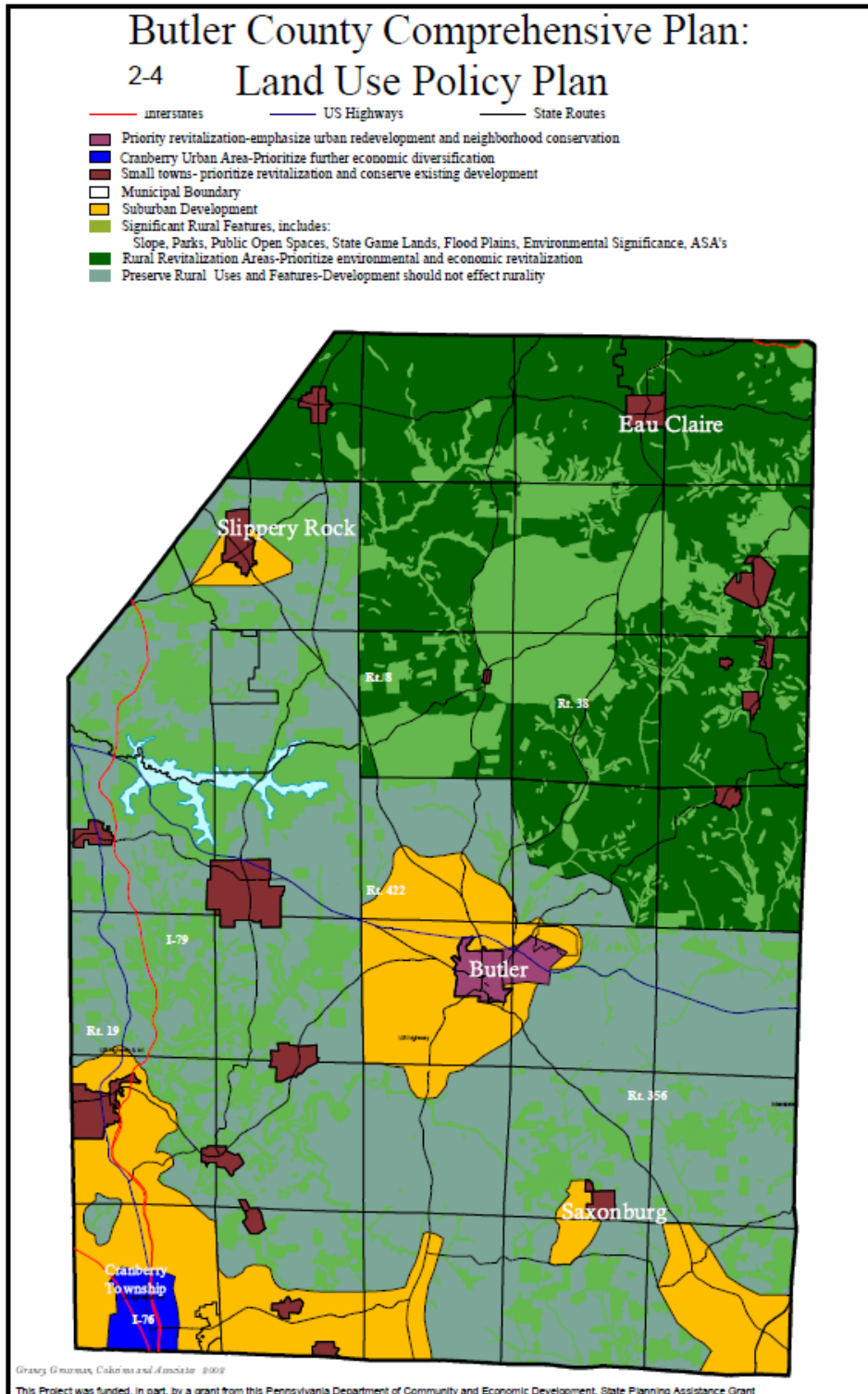
While none of the goals or objectives specifically relate to greenways or trail development, several generally point to an overall desire to maintain open space and preserve natural features. Land use strategies are generally oriented toward maintaining open space and the Township included acquiring additional space for active and passive recreation as a community resource. This Plan does not directly motivate regional collaboration for the implementation of its goals and objectives.

## **BUTLER COUNTY**

### **[Butler County Comprehensive Plan: A Land Use and Growth Management Plan for Butler County Pennsylvania \(2017\)](#)**

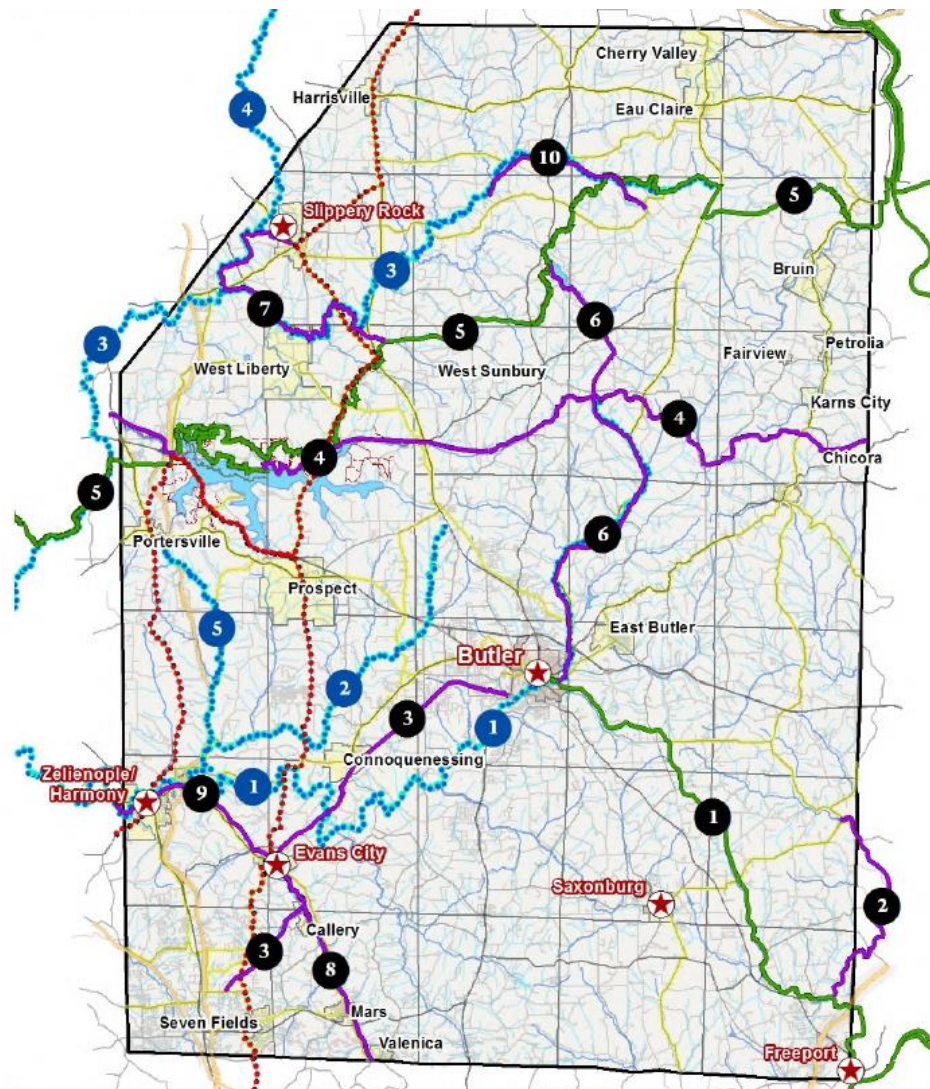
The Butler County Comprehensive Plan is structured around ten (10) priority areas. Priority 1: Basic Growth and Development highlights the County's goal to balance preservation of open space and the region's existing rural character, with growth and development. Priorities 3 and 4: Planning Implementation at the County and Local Level highlight the need for coordination between local planning efforts and the regional vision and prescribes generalized future land use policies for the County. These designations can be seen in the map on the following page.

Cranberry Township's designation to "Prioritize further economic diversification," does not preclude the preservation of open space and development of greenways, which have clear economic benefits for an area and may be interconnected with commercial development. Priority 6: Trail Systems and Greenways directly motivates the implementation of the County's Greenways and Trails Plan, discussed below. Finally, Priority 7: Land Conservation promotes the conservation of appropriate lands as open space, to help preserve the natural environment and the area's rural character. The remaining priority areas do not directly connect with this Greenways Study's vision.



### Butler County Comprehensive Recreation, Park, & Open Space Plan; Greenways & Trails Plan; and Alameda Park Master Site Plan Update (2014)

This conglomerate plan directly recommends the implementation of conservation and recreation greenways and is clearly connected with the vision for the Cranberry Greenways Study. This plan makes explicit recommendations for the establishment of greenways within Cranberry Township, primarily the Butler Cranberry Trail. This proposed shared-use path would begin near the interchange with Interstate 79, picking up the former Pittsburgh, Harmony, Butler, and New Castle Railway, eventually traveling up to enter the City of Butler from the west. This trail would not only represent a recreational opportunity but also an alternative transportation link, by connecting several regional municipalities to each other, as well as larger regional transit options. The plan for all of the greenways and trails proposed by this project is included in the graphic below:



## Butler County Mobility Plan

The Butler County Mobility Plan outlines goals, objectives and proposed projects to improve mobility for all modes of transportation throughout Butler County. The Plan does not suggest any non-motorized projects for Cranberry Township, so direct project connections between the Mobility Plan and Greenways Study are limited. However, the Plan does propose overall goals consistent with the intent of the Study:

- **Goal 1.** Maintain and improve existing transportation infrastructure to provide safe, convenient, and reliable circulation.
- **Goal 2.** Focus on operations and safety collectively to improve countywide mobility and congestion for existing and future year conditions.
- **Goal 3.** Establish and implement new access management areas, connectors, and marginal access roads to accommodate anticipated future year growth, development, and needs.
- **Goal 4.** Work with local, state, and federal official to provide enhanced mobility through adequate infrastructure and congestion management projects with regional benefits.
- **Goal 5.** Encourage multi-jurisdictional coordination to create partnerships and establish greater purpose and need of available funding opportunities.

## REGIONAL

### Regional Active Transportation Plan for Southwestern Pennsylvania (2019)

This Plan was developed on behalf of the Southwestern Pennsylvania Commission (SPC), which is the Metropolitan Planning Organization (MPO) and Local Development District (LDD) for the ten (10) county region of Southwestern Pennsylvania. The organization's mission is to direct the use of state and federal transportation and economic development funds allocated to the region.

The Regional Active Transportation Plan establishes a regional vision for active transportation and lays out an implementation plan to achieve it. The Plan's overarching active transportation goals include:

- **Goal 1.** Strengthen communities
- **Goal 2.** Improve transportation safety and security
- **Goal 3.** Enhance multimodal accessibility and connectivity
- **Goal 4.** Improve public health and enhance the environment

The plan also has three overarching policy goals:

- Revitalization and redevelopment of existing communities is a priority.
- Transportation and development choices will prioritize safe and secure multimodal and intermodal networks for people and goods.
- The region's infrastructure system will be designed to protect and enhance public health and the environment.

## Related Plans and Documents Summary Report

### Cranberry Township Greenways Study

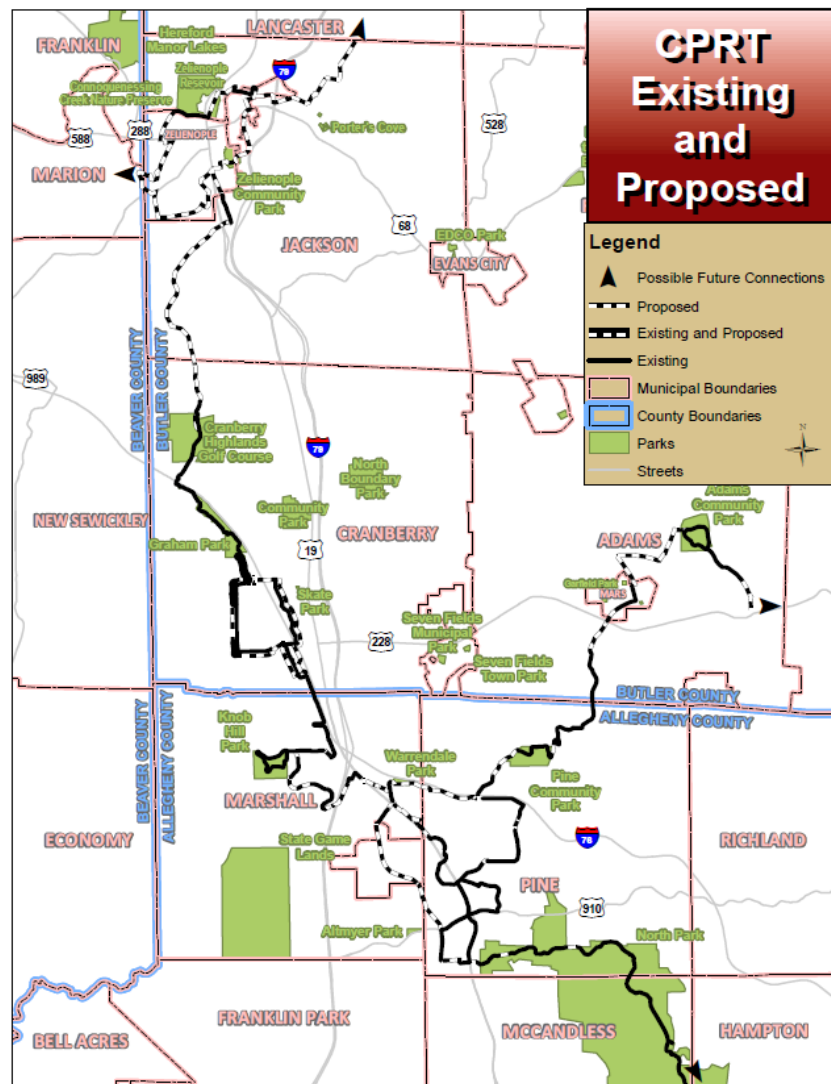
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The overall goals and objectives of this Plan reflect the interconnected nature of active transportation. While the Plan only specifically mentions greenways in relation to funding sources, the overall goals are consistent with the vision for Cranberry's greenway network. Connectivity, including the use of recreational open space and trails, as well as the larger desire for public and environmental health, clearly align with the goals of this Greenways Study. The clear consistency between the Regional Active Transportation Plan and the Greenways Study may be beneficial when eventually seeking implementation funding.

### The Commodore Perry Regional Trail: A Multi-Municipal Collaboration (2017)

This regional trail plan was created through coordination between the Township of Pine, Marshall Township, the Borough of Bradford Woods, Adams Township, Cranberry Township, and Jackson Township. The Plan's focus is the implementation of the Commodore Perry Regional Trail, a multi-municipal regional trail system, with the primary goal of improving non-motorized transportation in the region. The trail runs primarily north-south and parallels State Route 19, and is comprised of existing and planned infrastructure. The primary route serves as a major north-south connector for non-motorized transportation, while the secondary network adds east-west connections. The Plan outlines goals and strategies for each municipality involved, in order to leverage existing planned projects and coordinate for future implementation. The vision for the trail's path can be seen in the map to the right:



## STATEWIDE

### [Pennsylvania Greenways: An Action Plan for Creating Connections \(2001\)](#)

The Pennsylvania Greenways Plan, while somewhat out of date, still lays a valid framework for developing a statewide greenways network. The Plan's original horizon year was 2019, and a great deal has been done to implement the goals of the plan, but there is still work left to do. The Plan has four goals, listed below:

- **Goal 1:** Plan and Establish Greenway Connections
- **Goal 2:** Create a Greenways Organization Framework
- **Goal 3:** Provide Funding for Greenways
- **Goal 4:** Provide Technical Assistance and Outreach

This Greenways Study is most directly related to the implementation of Goal 1. The vision for the creation of a connected system of greenways in Cranberry, with regional connections beyond the Township's borders, directly relates to this goal and its objectives. All six of the objectives associated with Goal 1, which have significant overlap with the vision for this study, are listed below:

- **Objective 1. "Hubs and Spokes"—A Statewide Network of Greenways:** Establish a statewide greenways network of "hubs" (parks, forests, game lands, conservation areas, historical, cultural and recreational sites, communities, etc.) and "spokes" (connecting corridors such as land and water trails, natural corridors, etc.) that includes greenways of statewide significance, as well as local and regional greenway networks.
- **Objective 2. Greenway Plans—Greenprints for Growth:** Promote the development of "greenway plans" by county and local governments as an integral part of their comprehensive planning and implementation efforts, encouraging them to link greenway concerns with programs that address sound land use, community revitalization, recreation needs, and open space protection.
- **Objective 3. Places for All People:** Increase opportunities for diverse populations to enjoy greenways across rural, suburban, and urban landscapes, including motorized and non-motorized recreational users, persons with disabilities, and all cultural and ethnic groups.
- **Objective 4. Pennsylvania Wellness:** Actively involve the health and wellness community in greenways to promote physical activity and mental wellness in the Commonwealth.
- **Objective 5. Alternative Transportation:** Develop a trails system that provides transportation alternatives to the automobile and is part of a comprehensive multi-modal transportation system.
- **Objective 6. Natural Resource Protection:** Promote strategically located greenways that protect the Commonwealth's natural resources and environmental quality.



## Related Plans and Documents Summary Report

### Cranberry Township Greenways Study

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#### [Pennsylvania Statewide Comprehensive Outdoor Recreation Plan: Recreation for All, 2020- 2024 \(2020\)](#)

Planning for outdoor recreation is a top priority for Pennsylvania's Department of Conservation and Natural Resources (DCNR). The Statewide Outdoor Recreation Plan provides a five-year blueprint for state and local governments and other providers on how to best deliver and invest in outdoor recreation. The plan offers recommendations and action steps following five priority areas:

- Health and Wellness: Promoting Healthy Living Through Outdoor Connections
- Recreation for All: Ensuring Equity in Access to Pennsylvania's Outdoors
- Sustainable Systems: Protecting and Adapting Our Resources
- Funding and Economic Development: Elevating Outdoor Recreation
- Technology: Using New Tools to Improve Engagement

This plan specifically encourages increased access to outdoor recreation opportunities and motivates the use of the statewide plan as a guide for local planning efforts. This plan is currently being updated for the 2025 to 2029 horizon.

#### [Pennsylvania Land and Water Trail Network Strategic Plan, 2020- 2024 \(2020\)](#)

This document was created as a companion to the Statewide Recreation Plan. The plan provides an update since the 2014 Pennsylvania Trails Plan and outlines new priorities and action steps for land and water trails moving forward. The Plan's priority areas include:

1. Close priority trail gaps in Pennsylvania's statewide land and water trail network with the overall goal of having a trail within 10 minutes of every Pennsylvanian.
2. Coordinate state and federal funding and programs to leverage maximum investment in priority trail projects.
3. Cultivate a variety of partnerships to build capacity to address local and regional trail needs.
4. Provide more opportunities and connections for everyone to regularly use a trail.
5. Establish and expand regional trail networks to connect communities and community assets.
6. Maintain and improve existing land and water trails and related infrastructure.
7. Promote Pennsylvania's trails and their economic, environmental, and health benefits.

Priorities 3, 4, and 5 directly relate to the Greenways Study's overall vision to improve overall quality of life by increasing access to trails and outdoor recreation space, like the envisioned connected greenway network for Cranberry Township.

## KEY TAKEAWAYS

Through the review of this extensive list of related plans and studies, the following key takeaways were identified:

- The development of a connected greenways network is consistent with most of the Township's goals for the future. The incorporation of this network would only enhance the Township's vision for the future as established by the Comprehensive Plan and the Recreation and Open Space Plan.
- The development of a greenways network with regional connections beyond Cranberry Township borders is consistent with the goals of most neighboring communities. There are clear opportunities for collaboration, coordination, and connection.
- Regional and statewide goals are also consistent with the implementation of a greenways network within Cranberry Township. The execution of this study contributes to the DCNR's goal to have local governments plan for implementing trails and greenways that are consistent with the State's overall goals to increase access to non-motorized transportation and outdoor recreation.

These takeaways will help to inform the next phases of the Cranberry Township Greenways Study. Consideration will be given to the potential connections identified and ensuring consistency with overarching goals. This will play a role in the eventual implementation and funding of the greenways network.

# Appendix C: Linkages Case Study

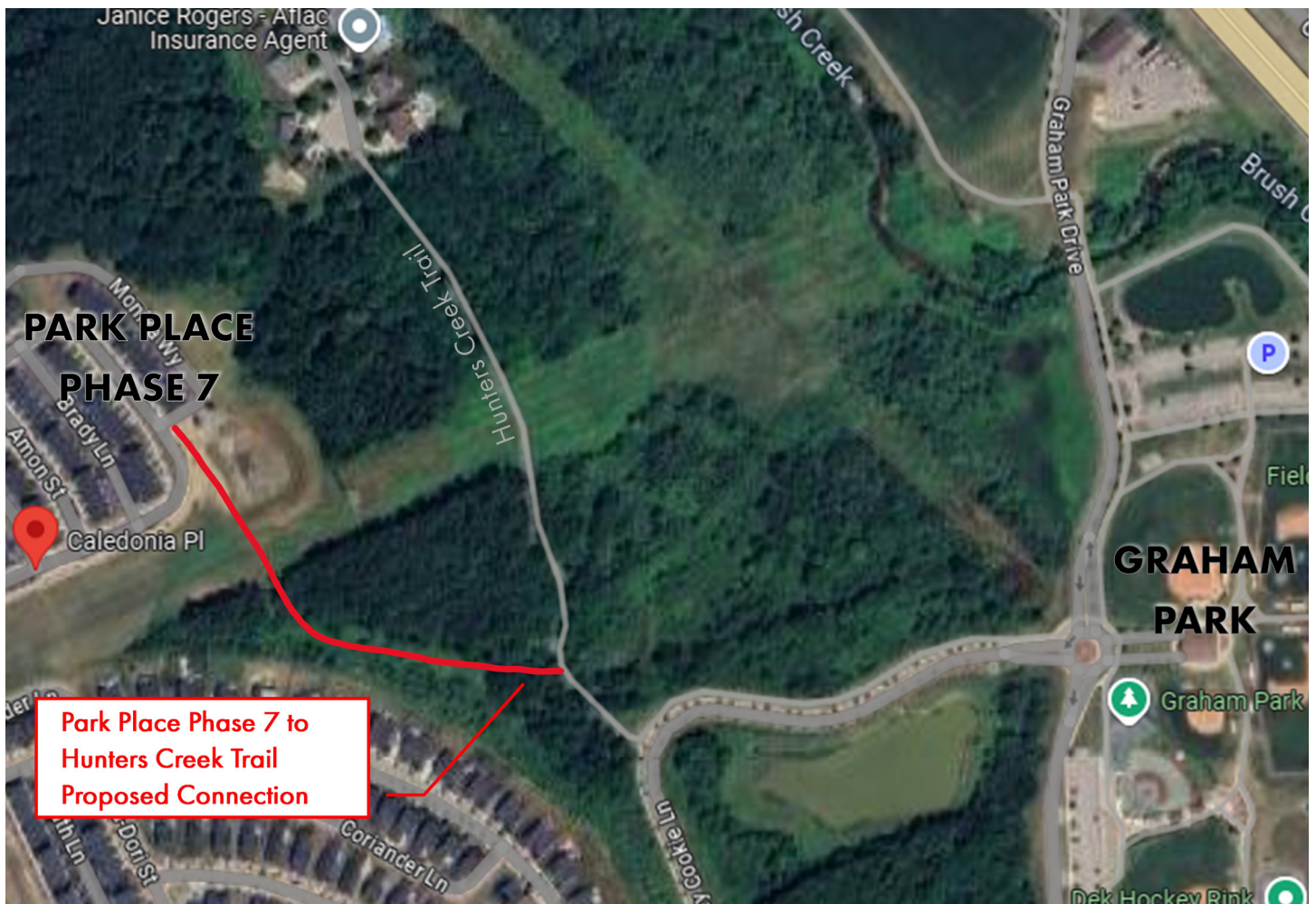
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### Park Place Phase 7 to Graham Park Linkage Case Study

The image below depicts a potential connection from Park Place Phase 7 to Graham Park, via the Hunters Creek Trail. The alignment shown is only intended to be illustrative. When/if this connection is implemented, the actual path may vary. However, the purpose of this illustration is not to depict a specific design for a proposed project. Instead, the goal of this case study is to provide an example of how next steps may be taken in implementing linkages that contribute to the larger greenways network.

The Park Place Phase 7 HOA reached out to the Township about making this proposed connection. The goal was facilitating access from the development to Graham Park. Existing connections require residents to go through the previous Park Place development phases, a very indirect path. This connection via Hunters Creek Trail would be more direct and more viable for users unable to take the longer walk, like young children, older adults, and those with certain health or mobility limitations.

The Township reviewed this request and found it to be favorable for both the neighborhood and the Township



by creating a desirable path to a significant community destination. The benefit of this trail is enhanced by its intersection with the Brush Creek Greenway, as proposed by this study. But more than just a desirable connection was needed to facilitate this process. The HOA also offered to commit funds to the implementation of the trail, a key to the feasibility of implementing this connection.

With committed funds, the implementation process can move forward. Next steps include reaching out to the power company to discuss the feasibility of the locating the trail in this area, given that it would need to cross the power easement, indicated by the strip of grassy land below Park Place Phase 7, running perpendicular to Hunters Creek Trail. Additionally, a Pedestrian and Bicycle Trail Memorandum of Understanding will need to be signed by the Park Place Phase 7 HOA and the Township, including a clause specifying that the HOA has committed funds for the project- a total of \$20,000 in \$4,000 installments over five years. This has established the partnership between the HOA and the Township for the implementation of a desired link in the greenways network.

Park Place Phase 7 is not the only HOA that has or can establish this type of agreement with the Township or the future conservation organization. Facilitating processes like these will require the Township to document an established process for this type of partnership, outlining the general timeline and necessary touchpoints, in addition to initial contact and signing of the memorandum of understanding. The process will also need to be posted and communicated to HOAs and developers so they are aware that forming these partnerships is an established option moving forward.