

P E N N S Y L V A N I A

# Land and Water Trail Network Strategic Plan

2025-2029



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# Acronyms & Definitions

**BMPs:** Best Management Practices

**C2P2:** Community Conservation Partnership Program

**DCED:** Pennsylvania Department of Community and Economic Development\*

**DCNR:** Pennsylvania Department of Conservation and Natural Resources\*

**DHS:** Department of Human Services\*

**DMO:** Destination Marketing Organization

**DOH:** Pennsylvania Department of Health\*

**GIS:** Geographic Information Systems

**GTRP:** Greenways, Trails, and Recreation Program

**KTA:** Keystone Trails Association

**NST:** Natural Surface Trail

**MPO/RPO:** Metropolitan Planning Organization and Regional Planning Organization

**MTF:** Multimodal Transportation Fund

**PAOHV:** Pennsylvania Off-Highway Vehicle Association

**PEC:** Pennsylvania Environmental Council

**PennDOT:** Pennsylvania Department of Transportation\*

**PFBC:** Pennsylvania Fish and Boat Commission\*

**PGC:** Pennsylvania Game Commission\*

**PICL:** Pennsylvania Interscholastic Cycling League

**PRPS:** Pennsylvania Recreation and Park Society

**PROWAG:** Public Right of Way Accessibility Standards

**PSSA:** Pennsylvania State Snowmobile Association

**PTAC:** Pennsylvania Trails Advisory Committee

**RTC:** Rails-to-Trails Conservancy

**PRT:** Pennsylvania Recreational Trails Program

**TASA:** Transportation Alternatives Set-Aside Program

*\*Indicates Pennsylvania state agency*

## Definitions

**Motorized trails or recreation:** Used to describe all forms of motorized trail use and recreation on land

**OHV:** Off-Highway Vehicle - Used to describe motorized recreation or motorized recreational vehicles that are not snowmobiles

**Recreation Plan:** Pennsylvania Statewide Comprehensive Outdoor Recreation Plan (SCORP)

**Shared-use Trails:** These trails, sometimes referred to as multi-use trails, accommodate the needs of most users for walking and biking. However, some shared-use trails may also allow other users such as equestrians and snowmobilers. Rail-trails fall in this category.

**Single-use Trails:** These trails are designed, built, and managed for specialized trail users.

**Specialized Trail Users:** Trail users who have set design and management requirements unique to their use, such as equestrians, mountain bikers, and ATV riders.

**Specialized Trail User Groups:** Organizations who represent specialized trail users.

**Local Trail Providers:** Any organization that owns, manages, and/or builds trails.

**WeConservePA:** formerly the Pennsylvania Land Trust Association (PALTA)

# Message from the Secretary >>>>>

## Dear Pennsylvanians,

Trails have one thing in common: they connect us. From paved paths at local parks and rail trails between communities to water trails and state forest backpacking loops, trails bring us closer to the outdoors, to communities, and to each other. These are stressful, divisive times, and authentic connection between people and places has never been more important.

I'm proud of the diverse network of trails across Pennsylvania that improve people's lives and enhance communities, and I'm proud of the role DCNR and our partners have played in making this network a reality. The *2025-2029 Land and Water Trail Network Strategic Plan* builds on our long history of supporting trails and charts a path for the next four years.

DCNR remains committed to ensuring there is a trail within 10 minutes of everyone in Pennsylvania, and this plan outlines strategies—such as closing Priority Trail Gaps—to make that vision a reality. When everyone has access to trails regardless of where they live, it creates opportunities for more than just healthy outdoor recreation and quality time with loved ones; trails can also serve as vital transportation corridors that allow people to travel conveniently to work, school, a grocery store, or a friend's house. This plan highlights the importance safe connections between trails and communities, as well as safe road and rail crossings, so that people of all ages and abilities can use trails with a high degree of confidence and comfort.

This plan also prioritizes natural-surface trails, which are one of the cornerstones of Pennsylvania's \$19 billion outdoor recreation economy. Since the pandemic, activities like hiking and mountain biking have continued to grow in popularity, and Pennsylvania has an opportunity to position itself as a national leader in these types of trails. Robust, well-designed trail systems can be destinations that attract people and money to Pennsylvania—especially considering our proximity to large East Coast cities—while also giving young people a reason to stay here instead of moving away.

Two significant challenges we face are trail maintenance and capacity building for trail professionals and volunteers. Trails can be challenging to maintain without proper planning, design, construction, and - most importantly - well-trained staff and volunteers. This plan explores these challenges and offers potential solutions that will allow us to make greater investments in our trails and our people.

I look forward to working with our partners to implement the strategies in this plan and continue to expand




# Introduction & Executive Summary

Pennsylvania is a trail state. Over 14,000 miles of trails crisscross public and private lands in the Commonwealth, and each of them has a unique story of how they were created, by whom, and for what purpose. They lead to rocky outcroppings and meander along streams and through valleys, and they are all cared for by an immense network of organizations, municipalities and volunteers. When we can move freely through countryside or forest, or along urban networks of buildings and streetscapes, it creates a more stress-free environment where we are inclined to connect with each other, the ecology, and the unique history of the places and spaces we occupy. Pennsylvania's vision for trails is to develop a statewide land and water trail network that facilitates recreation, transportation, and healthy lifestyles for all.

The uses of trails are also changing. Hiking and walking are still the primary activity for trail users, but cycling (both gravel and mountain biking), equestrian activities, motorized riding, and the proliferation of paddling sports, not to mention electric-powered recreation, has created new user groups in outdoor spaces. Even though visitation has dipped from pandemic heights, trails are still loved so much there are challenges with crowding, parking, and ecological degradation such as erosion and habitat disturbance.

Trails are a distinct outdoor recreation asset for the Commonwealth. However, what encompasses someone's vision of a trail is changing. Terms like water trails, motorized trails, rail trails, machined trails, hiking trails, and natural surface trails (NST) are all

**Pennsylvania's vision for trails is to develop a statewide land and water trail network that facilitates recreation, transportation, and healthy lifestyles for all. >>>>>**

Since the last trail plan, now five years after the COVID-19 pandemic, trails continue to be one of the most sought-after outdoor experiences in communities all over Pennsylvania. Recreation enthusiasts continue to say, "more trails" and "close-to-home trails" when asked what will enhance their outdoor recreation experiences. Additionally, community and regional trail systems continue to be the highest investment priority among outdoor recreation amenities, and the public identifies trails as a quality-of-life asset on par with parks and greenspace.

part of the vernacular. This plan includes all types, but highlights differences, especially between graded and surfaced trails, which require engineered design and construction, and natural surface trails which lay lightly on the topography. The various types of NSTs might be point-to-point corridors (Appalachian Trail), destination networks (Trails at Jakes Rocks or Allegrippis Trails), park or forest trail networks, community trail networks, and trail-with-trail where multiple trail opportunities are developed in a common corridor. The lessons learned from Pennsylvania's trail building proficiency can help





meet demand for new trail networks alongside the graded and surfaced trails.

It is an exciting time as land and water trails progress towards more accessible and inclusive outdoors; but be it more trails, better trails, or a revisioning of trails, this plan sets a vision for investment, training, and programming in communities around the Commonwealth.

Stakeholder engagement and research is key to any planning process, and identifying key recreational trends along with trail assets and larger recreational research was key to developing the Land and Water Trail plan. Trail specific listening sessions with stakeholders and survey research was conducted as part of this planning process. Concurrently, the Statewide Comprehensive Outdoor Recreation Plan (SCORP) research process was taking place. SCORP undertakes a robust research process consisting of three surveys, stakeholder meetings, and spatial analytics. As such, the Trail Plan made use of research conducted for SCORP to further understand trail specific action steps.

Pennsylvania's new trail plan sets a five-year vision for state and local government, trail organizations, and user groups to enhance the trail experience for Pennsylvanians and visitors alike. The plan outlines four key goals and 26 action items that reflect current trail needs, challenges, and opportunities. This plan guides priorities to connect, build and maintain, promote, and create equitable trail systems.

## Trail Plan Goals

-  Connect land and water trails to people and the places they live, work, and visit
-  Build capacity for planning, designing, building, operating and maintaining sustainable trails
-  Promote trails and their economic, environmental, social, and health benefits
-  Support land and water trails for all people, user groups, and activities

While the Land and Water Trail Strategic Plan was developed by DCNR to remain eligible for the federal Recreational Trails Program, it is the Commonwealth's plan. Trails are unique outdoor assets built and maintained by a diverse set of people and organizations, not by any one official trail building agency such as DCNR. For better or worse, they are as eclectic and impactful as the people who work on them. This plan is for the people who spend both their professional and free time thinking about, working on, and enjoying trails. It is to equip Pennsylvanians in helping keep the Commonwealth a top trail state that serves the community well into the future.





Of the 222 responses there was a mix of trail types and user groups represented with multi-use and hiking trail managers being the largest represented group followed by an almost equal distribution of mountain biking, motorized, water, and equestrian trail managers. Non-profits and local municipal governments were the largest organizational structures represented. Survey questions and findings can be found in full in Appendix A, with some high-level takeaways listed below.

- Increased support for trail planning and development in underserved communities was identified as a top strategy for engaging more people in trails.
- Directional signage, wayfinding, and maps were identified as needed to enhance connections between two trails, between trails and community amenities, and to parks.
- There was a high emphasis placed on pedestrian infrastructure improvements such as at intersections and sidewalks to create safe access to trails.
- Trailhead parking, either improvements such as ADA or simply having more of it, was a high priority.
- Increasing the frequency of access points on water trails for non-motorized boaters was a high priority along with ensuring the access points were known (adequate information) and accessible (open to the public, not steep, etc.).
- Land and water trail users still enjoy having physical maps or guidebooks with information such as access points, amenities, history, and more.
- Trail managers report trails are located adjacent to many other amenities such as playgrounds, cafes, ice cream shops, brew pubs, convenience stores, and historic sites/cultural centers. Managers report limited overnight accommodations such as campsites, hotel/B&B, or hostel.
- Closing Priority Trail Gaps remains a high priority with both state and local support. The primary hurdle to closing trail gaps is the lack of property ownership, easement, or lease. Access to funding was the second obstacle for closing trail gaps, but significantly lower.

### Statewide Comprehensive Outdoor Recreation Plan (SCORP) Findings

Running concurrently with the Trail Plan was the SCORP, a five-year planning process encompassing all outdoor recreation required to remain eligible for Land and Water Conservation Fund grant dollars. Research from SCORP, consisting of three surveys and multiple stakeholder meetings, was also used to develop the 26 action items outlined in the Trail Plan. Trails showed up considerably as a top priority throughout SCORP research, but not without their own challenges.

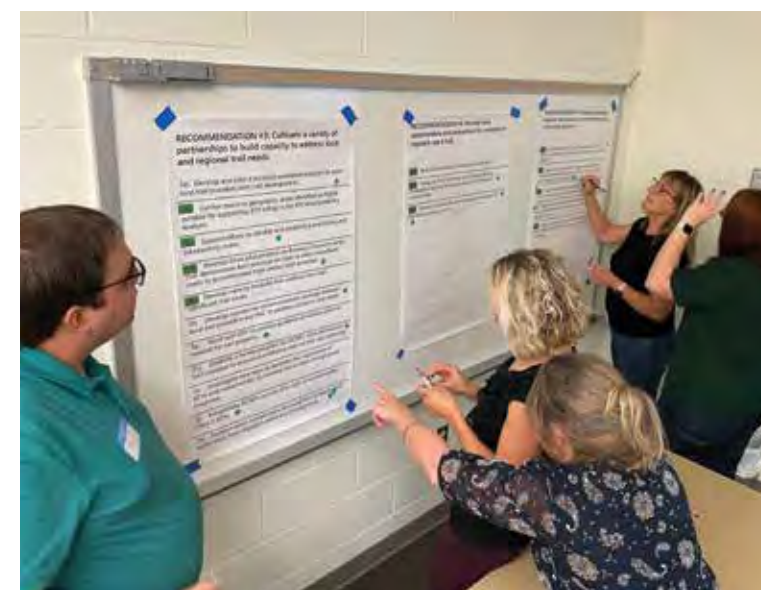
- Almost 60% of Pennsylvanians agreed that they could access a trail within 10 minutes of where they live.
- Some of the top outdoor activities done by Pennsylvanians are better on trails – walking/running, hiking/backpacking, paddling, cycling.
- Community or regional trail systems were identified as the highest priority for investment in recreational facilities over the next five years.
- Increasing accessible trail design such as Universal Access, ADA trails, and increased communication about trail features such as slope, surface type, available rest locations, and water are high priorities for trail users and managers alike.
- Walking/Running, Hiking/Backpacking, and Cycling on trails, gravel, or road is a top 10 activity amongst White, Black/African-American, Latino, and Asian communities.
- Land and water trail-based activities have some of the higher economic impacts with mountain biking, motorized trail users, horseback riders, and rail trail cyclists all in the group of higher spenders.
- “More trails” was the consistent refrain when enthusiasts were asked about the single most important thing that will support their outdoor recreation pursuits. More trails, trails close to home, safety on trails, and trail connections were all common requests from enthusiasts.



PICL's Teen Trail Corps contributes over 6,000 hrs of maintenance each year. One of the hundreds of volunteer groups that help maintain trails around the state.

### Greenways and Trails Summit Feedback

Lastly, at the later stages of the planning process, DCNR met with trail providers in the fall of 2024 at both the Western and Eastern Greenways and Trails summits. The goal was to receive feedback on draft priority areas of the plan with attendees able to provide written feedback throughout the conference. Trail providers were able to interact with staff at the DCNR table and make written



comments on what they would like to see in the updated 2025–2029 Land and Water Trail Plan. DCNR staff compiled these comments and synthesized them to help develop the four priority areas and 26 action steps outlined in this plan. Summit attendees identified:

- closing priority trail gaps and connecting trails to downtown business districts and other key places such as schools, libraries, parks, etc.
- creating safe on-road connections by improving road/trail crossings and creating traffic calming measures.
- finding trails through online maps and applications as a priority. Being able to filter trails by their activity type and points of interest along a trail.
- the need for building local networks of volunteers, technical expertise, and equipment sharing.
- a desire for dedicated funding for maintenance – both routine and long-term maintenance needs.
- a desire for marketing assistance such as creating trail month or trail week tool kits for businesses, municipalities, organizations, and other entities to promote trails in their community.

# Pennsylvania's Trail Providers & Advocates

Pennsylvania's conservation leadership grew out of its strong industrial past and learning firsthand from the consequences of associated ecological degradation. Early in the modern environmental movement, the Commonwealth preserved public lands for habitat and recreation for a public weary of the industrial landscape. That industrial heritage also made Pennsylvania a trail leader, building on the plethora of former rail lines turning them into trails throughout Pennsylvania's communities. Visionary leaders established early land and water trails for hiking, hunting, and fishing that have since grown to destinations for weekend getaways, daily commuting, and fun for the whole family. These efforts were, and still are, led by visionary people and organizations who see the potential of space and what it can mean for a community.

## Trail Clubs and Non-Profits

Many Pennsylvania trail providers are local volunteer-based organizations often without paid staff. Pennsylvania has approximately 150 non-profit trail related organizations embedded in communities around the state. They contribute a large amount of sweat equity to the development and maintenance of trails on all sorts of publicly accessible land. These organizations typically have limited funding with many holding events to raise funds as their primary budget strategy. However small or localized these organizations are, they are mighty. Several nonprofits like the [Capital Area Greenbelt](#) and the [Snow Shoe Rails to Trails Association](#) have celebrated over 25 years of successfully building and maintaining approximately 20 miles of trails.

## Municipalities and Counties

The interest in providing local trails continues to grow in Pennsylvania's 67 counties and 2,561 municipalities. Nearly every county has completed a greenway and trail plan and some like Lancaster, Lehigh, and Northampton counties have also completed active transportation plans. These planning efforts are considered the foundation for establishing trails and trail networks as they identify areas of need and opportunity in the context of larger development and conservation trends. It is also well documented that strong county involvement is a key factor in establishing successful trail initiatives. The 2025–2029 State Recreation Plan showed both recreation enthusiasts and recreation providers identified community and regional trails as one of the highest priorities for facility investment and maintenance. Another factor contributing to the role of municipal involvement is that the eligibility for funding to acquire, plan, and build trails requires municipal support/sponsorship. This means that any trail organization looking to secure funding for trail development requires working with their municipality.

## Statewide Non-Profit Organizations

Pennsylvania does not have one statewide organization that advocates for trails; it has many! WeConservePA is DCNR's trail education partner and organizes Pennsylvania's bi-annual Greenways and Trails Summit, coordinates funding for regional training, and manages the [Greenways & Trails website](#). Statewide groups such as PEC, RTC, and PRPS provide planning, design, and development expertise. Specialized trail user groups such as PICL, PAOHV, PSSA, KTA, Pennsylvania Equine Council, and more are great partners in providing educational resources, advocating for specific trail types, and helping to build capacity in the form of volunteer and donor bases for local trail management and development.

## Funding and State Agencies

Pennsylvania offers over 5 million acres of publicly accessible land for recreation, including local parks, state game lands, state parks and forests, and federal lands. These areas feature more than 14,000 miles of land trails and 29 designated state water trails, providing 2,300 miles of waterways and over 1,000 public access points. A key reason for this vast outdoor network is the work of state agencies that design, build, and maintain these resources.

The Department of Conservation and Natural Resources (DCNR) plays a central role. Its Bureau of Forestry manages over 5,700 miles of non-motorized trails and 276 miles of motorized trails across state forests. These often remote, rugged trails are ideal for low-density recreation and include 18 designated state forest hiking trails, two

national recreation trails, and one national scenic trail. Nine of these form major greenway corridors, each over 50 miles long and spanning multiple counties and forest districts.

DCNR's Bureau of State Parks oversees more than 1,500 miles of trails across 124 parks. These trails range from easy, accessible paths to challenging loop and destination hikes. All trails are open to hikers, while many support multi-use activities such as biking, horseback riding, and cross-country skiing. Trail signage clearly indicates permitted uses. Motorized use is rare in state parks, limited mostly to designated snowmobiling routes. Visitors with disabilities may use accommodations to access non-motorized trails, supporting inclusivity.

Outside of land management, DCNR's Bureau of Recreation and Conservation provides grant funding for trails through its Community Conservation Partnerships Program (C2P2) as well as leads statewide trail planning and implementation. Overall, C2P2 assists local governments and recreation and conservation organizations with funding for projects that plan, build, protect, and sustain public recreation. Specifically for trails, grants are available to support the acquisition, planning, development, rehabilitation, or maintenance of designated routes on land or water for motorized and non-motorized recreation activities.



Sideling Hill Trail Head is located at the Sideling Hill Service Plaza on the Pennsylvania Turnpike and guides visitors to the TOPP Trail.



Safe Harbor Trestle Bridge

## Funding and State Agencies (continued)

Recognizing the importance of the economic and communal benefits of outdoor recreation to the Commonwealth, Governor Josh Shapiro launched the Pennsylvania Office of Outdoor Recreation in 2023. The mission of the Pennsylvania Office of Outdoor Recreation is to unite, grow, and strengthen Pennsylvania's outdoor economy. The outdoor industry contributes \$19 billion to Pennsylvania's economy according to [2023 Pennsylvania Outdoor Economic Data](#) from the U.S. Department of Commerce Bureau of Economic Analysis.

The Department of Community and Economic Development (DCED) works to ensure Pennsylvania is a premier state to do business. Planning with local municipalities helps cultivate a resilient economy and invests in people and communities to build a strong Pennsylvania. Recreation planning, and trails specifically, plays a significant role in community wellbeing and DCED directly supports trail projects through two funding programs. Act 13 allocates funds from the Commonwealth Financing Authority for planning, acquisition, development and rehabilitation of recreation spaces. Second, the Multimodal Transportation Fund ensure that a safe and reliable system of transportation (including most trails) is available to the residents of the Commonwealth. In addition to supporting trail projects directly with grant funding, DCED supports PA's tourism economy with the Great American Getaway Grant that can be used to support collaboration between communities and tourism-related businesses to create unique regional travel experiences that showcase the best of Pennsylvania's trails.

PennDOT's mission to "enhance, connect and add value to our communities by providing a sustainable, equitable transportation system and quality services for all" makes them a vital player in the development of trails across Pennsylvania. PennDOT funding supports significant trail mileage in Pennsylvania. While there are several programs through PennDOT that can be used to support trails, the most common are the federal Transportation Alternatives Set-Aside (TASA) Program which emphasizes enhanced mobility for non-motorized on- and off-road users, and the Multimodal Transportation Fund (MTF) which focuses on enhancing community transportation assets and can be used for bicycle and pedestrian infrastructure improvements.

Pennsylvania Fish and Boat Commission (PFBC) supports fishing, boating, and other water-based recreation on natural bodies of water by stocking streams, providing access points, and keeping waters equitable and clean through regulation. PFBC also supports communities with several grant programs that provide funding to support its mission. For water trails in Pennsylvania, PFBC grant programs can support water access strategies and improvements on both public and private lands, education grant programs to support current and future boaters, and a few county specific watershed restoration and habitat improvement grants.

Beyond state agencies, several local partners provide funding assistance in trail planning and development.

Statewide and national organizations alike are necessary to supplement public funds coming from federal, state, or local government agencies. Based on DCNR grant awards over the last 7 years, there is a wide range of costs for building multi-use trails. Some can cost as little as \$25,000 per mile and others upwards of \$10 million per mile when a bridge, culvert, or other major infrastructure is needed. To build new trails, the average cost per mile is approximately \$1.1 million, with the median cost being \$694,000. A 2015 RTC study estimated that routine maintenance costs somewhere between \$1,000 and \$2,000 per mile with over 1/3 of that being vegetative management. The annual maintenance cost does not include major repairs or regularly scheduled bridge or tunnel inspections which can be costly. Partner non-profits such as WeConservePA, PRPS, RTC, and PEC can add some supplemental funding but significant funding is needed to build and maintain Pennsylvania's trail infrastructure.

The Transportation Improvement Program (TIP) is a federally mandated program of regional priority transportation projects intended to utilize federal funding,

state funding capital projects, and other regionally significant projects whether they are planning to use federal funding or not. TIP projects are prioritized by individual counties and reviewed by the Regional Technical Committee (RTC) comprised of state, county, and city planners, transit operators, citizen representations, and transportation related interest groups. Funding priorities are updated about every three years.

As mentioned above, a variety of federal, state, and local funding sources are available for trail planning and development. Private donations, sponsorships, bond funding, campaigns/fundraisers are other funding opportunities worth mentioning that may be pursued by trail providers.

The following table provides an overview of the statewide funding programs available. Links to each program's website are provided.

Table 1: Statewide Trail Funding Programs

FUNDING PROGRAM	Community Conservation and Partnership Program (C2P2)	Transportation Alternatives Set Aside (TA Set-Aside)	PennDOT Multimodal Transportation Fund	PA DCED & CFA Local Share Account (LSA) – Statewide	PA DCED & CFA Multimodal Transportation Fund (MTF)	PA DCED & CFA Greenways, Trails, and Recreation Program (GTRP)	Boating Facility Grants
<b>AGENCY</b>	PADCNR	PennDOT	PennDOT	PADCED/CFA	PADCED/CFA	PADCED/CFA	PFBC
<b>APPLICATION WINDOW</b>	Annual: January – April	Biennial	Annual: September – November	Periodic	Annual: March – July	Annual: May	Periodic
<b>FUNDING SOURCE</b>	State or Federal	Federal/IIJA	State	State	State	State	State
<b>MATCH REQUIREMENT (Grant/Match)</b>	50/50, 80/20 (PRT)	Design, engineering locally funded to serve as match	70/30	No Match Required	70/30	85/15	50/50
<b>FUNDING PARAMETERS</b>	\$500,000K max	Traditionally \$50K min/\$1.5Mil max. May exceed \$1.5Mil for “exceptional” projects	\$100K min/\$3Mil max	\$25K min/\$1Mil max	\$100K min/\$3Mil max	\$250K max	
<b>ELIGIBLE ACTIVITIES</b>	Planning, ROW Acquisition, Engineering/Design, Construction	Construction	ROW Acquisition, Engineering/Design (not to exceed 10% of award), Construction	Planning, ROW Acquisition, Engineering Design (not to exceed 10% of award), Construction	ROW Acquisition, Engineering/ Design (not to exceed 10% of award), Construction	Planning, ROW Acquisition, Engineering Design (not to exceed 10% of award), Construction	Planning, Acquisition, Construction, Expansion and Rehab of public boating facilities on Commonwealth waters.
<b>OTHER INFO</b>	Reimbursement program	Technical assistance may be available.	Reimbursement program	Application Fee	Application Fee	Application Fee	Eligible Projects: Boat ramps, bulkheads, courtesy floats, access roads, parking areas, restrooms, signs and landscaping.
<b>WEBSITE</b>	<a href="#">Community Conservation Partnerships Program Trail Grants</a>	<a href="#">Transportation Alternatives Program</a>	<a href="#">Multimodal Transportation Fund</a>	<a href="#">DCED LSA (Statewide)</a>	<a href="#">Multimodal Transportation Fund</a>	<a href="#">Greenways, Trails, and Recreation Program</a>	<a href="#">PA Boating Facility Grant</a>

Note: Information current as of 2025.

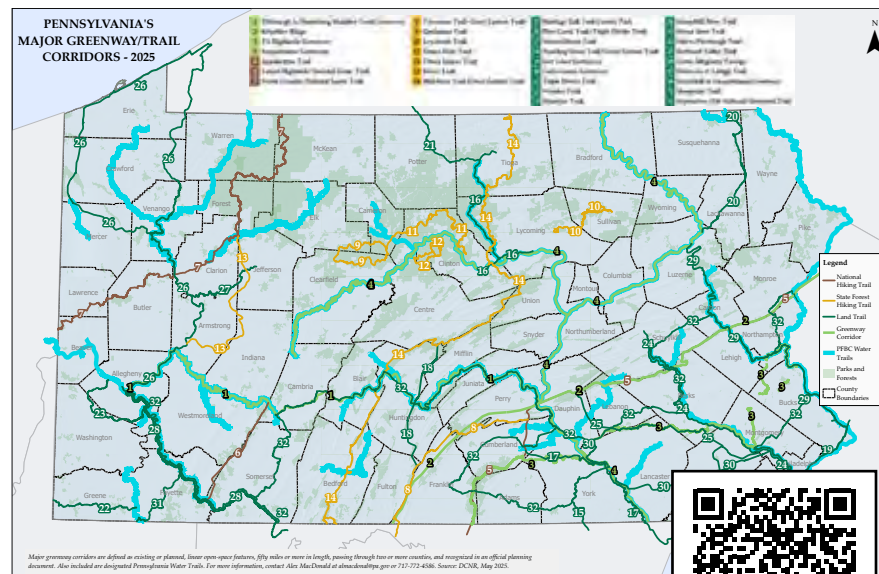
# Pennsylvania's Major Greenways & Priority Trail Gaps

Since 2001, DCNR has designated and maintained a map of statewide major greenways, defined as land or water-based greenways/trails that are at least 50 miles long, go through more than one county, and are identified in an official planning document. The purpose of the designation is to support the vision—birthed in 2001 with the release of [Pennsylvania Greenways: An Action Plan for Creating Connections](#)—of a statewide network of greenways, with major greenways serving as spines for regional and local greenways. The [map of major greenways](#) today includes 61 corridors, which includes three nationally designated hiking trails, seven State Forest Hiking Trails, four landscape-focused greenway corridors and the 29 Pennsylvania Water Trails. A large share of the attention, development activity, and funding are focused on the trails in the remaining major greenways, most of which are shared use and in various stages of development. These trails still require time and resources to realize their full development. Since 2020, the September 11th National Memorial Trail was designated as one of Pennsylvania's Major Greenways. This multi-state trail includes approximately 900 of its total 1,300-mile vision.

In order to support the development of major greenways and a connected network of trails that will one day result in every Pennsylvanian living within 10 minutes of a trail, DCNR continues to identify and evaluate [Priority Trail Gaps](#). Since 2009, DCNR has engaged directly with trail managers to collect data on trail gaps and is now partnering with the Pennsylvania Environmental Council to use their online mapping tool, the [Trail Implementation Manager](#), to collect data and monitor the progress of trail gaps. While there are many gaps and potential connections,

Priority Trail Gaps focus on Major Greenways or Regionally Significant Trails; connect two existing segments of trail or connects an existing trail to a state park, state forest, or key community; are 5 miles or less; and are along formalized trails with an official planning document. According to DCNR's data, at least 60 Priority Trail Gaps have been closed since 2009.

To further emphasize the need to close gaps, DCNR and the PTAC maintain a list of Pennsylvania's [Top 10 Trail Gaps](#). These projects are elevated from the list of Priority Trail Gaps and must meet the following additional criteria: will connect contiguous open miles of trails; require construction or rehabilitation of major infrastructure; have a large funding need, generally more than \$1,000,000; and require interagency coordination. The Top 10 Trail Gaps is a dynamic list; as gaps are completed, new gaps are nominated to fill the vacancy. Since the first list was published in 2014, seven Top 10 Trail Gaps have closed.



# Pennsylvania's Trail of the Year >>>>>

Each year, since 2014, the Pennsylvania Trails Advisory Committee designates a Trail of the Year. This aims to boost support for both large and small trails. It also raises awareness of Pennsylvania's statewide trail network. In honor of the achievement of being designated Trail of the Year, the award winner receives:

- a plaque for the trail
- an education grant to increase safety and environmental awareness on the trail
- a poster promoting the trail for statewide distribution
- a public celebration for the recognized trail

The online nomination period opens in the fall each year to the public.

# Trail of the Year



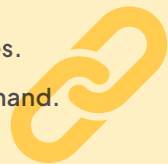
From top left clockwise: Mount Jewett to Kinzua Bridge, Trails at Jakes Rocks, Path of the Flood.

# Goals and Actions >>>>

The vision for Pennsylvania is to develop a statewide land and water trail network to facilitate recreation, transportation, community and economic development, and a healthy lifestyle for all people. This vision requires professionals, volunteers, landowners and managers, and the public to offer support in making it happen. Thankfully, Pennsylvania has a passionate volunteer and professional trail community who are making the Commonwealth the trail state that it is with over 14,000 trail miles on both public and private land, and 29 designated water trails. This same trail community has set an inspiring vision for the 2025–2029 Land and Water Trail Plan with goals and actions to enhance trail experiences; create more sustainable, maintainable, and equitable trail systems; close Priority Trail Gaps; promote the economic impact of trails; and more easily intersect trails with people’s daily lives.

## 1. Connect land and water trails to people and the places they live, work, learn and visit

- A. Develop clear and cohesive trail access between business districts or other points of interest on or near trails.
- B. Increase/improve signage for on-road users to get to a trailhead or water access points.
- C. Identify and address trail crossings at roadways, intersections, and railroads that need upgrades.
- D. Support appropriate size, location, and surface for trailhead/water access parking to meet demand.
- E. Close Priority Trail Gaps and Water Trail access gaps.



Efficient and safe travel is one of the modern marvels; however, it has unintended consequences. With busy highways bisecting neighborhoods, high speed travel, and priority given to vehicular traffic over pedestrians, people and communities can end up isolated with limited access to outdoor recreation. Safe and equitable pedestrian corridors are necessary for those who simply can’t afford to own and maintain a car. Making connections via trails between communities, downtown areas, and other community assets such as parks, schools and libraries is vital to the wellbeing of Pennsylvania communities.



As seen in the 2024 Trail Providers Survey results, an increase in trail signage and wayfinding was the second highest response to “What will encourage land and/or water trail access/engagement to more people and a broader community?” Like our road networks, people want to feel confident that they know where they are going.

Signage that communicates trail directions, amenities located along trails, mile markers, and other such information is helpful for users to see how their daily space is connected to others via pedestrian networks instead

of roadways. Kids are great at finding off-road networks as they traverse space. Partially due to their adventurous spirit and partially because they are not in vehicles, kids envision the connection to spaces in unique ways. For the rest of us, trail signage is necessary when we venture off the well-worn road.



Further, when trail providers were asked, “What are the most important transportation improvements to making safe, accessible connections between existing sections of trails, community parks, and movement within a community”, the top two survey results were trailhead parking and pedestrian intersection improvements.



Identifying and improving unsafe road crossings where trails intersect busy roadways is vital for connectivity. In 2024, 11 road crossings, including safety signage and ADA access, were installed along the Knox & Kane Rail Trail in Clarion and McKean counties. These improvements enhanced safety at numerous trail crossing and added the benefit of alerting drivers to the trail’s presence – just possibly enticing a driver to join the trail users next time instead. PennDOT and local emergency responders can be good partners to identify and address trail crossings that need to be upgraded and made safer.



## 2. Build capacity for planning, designing, building, operating and maintaining sustainable trails

- A. Support regional coordination to plan, build and manage trails.
- B. Establish a statewide fund devoted to trail maintenance and emergency repairs.
- C. Ensure long-term maintenance and public access of publicly funded trails.
- D. Develop a program and training module for trail maintenance.
- E. Develop educational materials regarding permits, agreements, approvals, etc. commonly required for trail projects.
- F. Support an online forum and mentorships to assist local trail providers with technical assistance for trail development.
- G. Ensure that all designated water trails have engaged and active management.



Throughout Pennsylvania, land and water trails are managed by a mix of dedicated volunteers, nonprofits, and government agencies. This diverse support system is a strength, but also a challenge. Trail design, development, and maintenance are often approached locally and independently, making regional or statewide coordination difficult. To build sustainable, connected trail networks, a more centralized effort is needed to support the passionate communities that make these trails possible.



**Median cost of \$694,000 per mile to build multi-use trails. This is less than 1/3 the cost of building new roadways.**

Many trail systems span multiple municipalities or even counties. Regional coordination among stakeholders is critical to advancing these networks. Establishing regional trail authorities can streamline management, improve funding access, and guide land acquisition. The Regional Trail Corporation, which manages part of the Great Allegheny Passage, is one successful model. Another is the Industrial Heartland Trails Coalition, which is working to develop a 1,500-mile trail system that will stretch across 51 counties in four different states.

Trail maintenance is a top concern for providers across the state, and while agencies like PennDOT, DCNR, DCED, and PFBC fund large-scale repair projects, they generally do not support routine needs like bridge inspections or invasive plant control. A dedicated maintenance fund would help subsidize these ongoing costs that are currently burdensome for the smaller non-profit trail groups. Additionally, comprehensive

maintenance plans can help organize short- and long-term priorities, track backlogs, and guide volunteer recruitment and training.

Another key obstacle is navigating regulatory processes. Questions about permitting such as, “what’s required, how to obtain it, and how long it takes” often lack clear, consistent answers. This uncertainty varies by jurisdiction and can stall trail development. Continued technical assistance and interagency collaboration are essential for simplifying these complexities.

Strong partnerships and sustained support are critical to keeping Pennsylvania’s trail networks active, safe, and accessible. Trails not only offer recreation and connection to nature, but also support local economies and conservation. By working together and sharing resources, local, regional, and statewide trail providers can ensure these valuable assets endure and benefit communities for generations to come.

## 3. Promote trails and their economic, environmental, social, and health benefits

- A. Create a marketing toolkit for visitor bureaus, tourism agencies, trail organizations, local governments, and local businesses.
- B. Conduct regional or trail specific economic impact studies.
- C. Aid trail business connections through business advocacy organizations.
- D. Support educational and outreach efforts that foster health and wellness on trails.
- E. Reinforce trail town planning and assessment for local municipalities.



As trails continue to play a vital role in enhancing quality of life, attracting visitors, and fueling economic development, it is essential to take a strategic approach to their growth and sustainability. Pennsylvania’s trail network is not only a cherished recreational resource, but also a powerful economic engine. By investing in initiatives such as enhanced marketing, economic impact analysis, business engagement, public health outreach, and community planning, the state can fully realize the benefits of its outdoor recreation assets.

According to the Pennsylvania Office of Outdoor Recreation, the state’s outdoor recreation economy is a \$19 billion dollar industry. Trails are a cornerstone of this economy, supporting a range of activities including hiking, biking, ATV, and horseback riding. Research from the Statewide Comprehensive Outdoor Recreation Plan (SCORP) highlights that trail users—particularly mountain bikers, ATV/OHV enthusiasts, and equestrians—are among the highest spenders in outdoor recreation annually. These users contribute significantly to local economies through their expenditures on travel, lodging, dining, gear, and services.

To maximize the potential of Pennsylvania’s trails, a comprehensive and adaptable marketing toolkit can be developed and made available. This toolkit could serve visitor bureaus, tourism organizations, trail groups, local governments, and small businesses by offering customizable content such as high-quality images, social media templates, brochures, event planning resources, and messaging guides. By unifying and elevating the marketing of trails across the state, communities can attract more visitors, generate tourism revenue, and deepen public engagement.

Additionally, conducting regional and trail-specific economic impact studies can provide tangible evidence of the benefits trails bring to local economies.

Deciding how best to use land and invest in infrastructure can be difficult without clear ROI studies. Local trail impact studies can quantify direct and indirect spending related to trail use, including retail purchases, hospitality services, and equipment rentals. For example, natural surface trail destinations such as Jakes Rocks (2024 Pennsylvania Trail of the Year) are growing in demand as mountain bikers, alongside other trail users, look for exciting outdoor recreation opportunities. A 2025 Trust for Public Land study reports that mountain biking tourists spend an average of \$416 per visit to a riding area. The Kingdom Trails network in Vermont estimates 94,000 visitors annually generating \$10.3 million in economic activity. Armed with this kind of data, stakeholders can be better positioned to advocate for continued investment in trail infrastructure, demonstrating a strong return on investment to funders, policymakers, and the public.

Forging stronger connections between trail systems and local businesses is also critical. Business advocacy organizations can help facilitate partnerships between trail managers and small business owners, encouraging services such as shuttle transport, bike rentals, guided tours, and trail-friendly dining options. These partnerships not only enhance the visitor experience but also stimulate economic growth in surrounding communities. Lastly, trails are essential tools for improving public health and wellness which in turn improves community economic wellbeing. Statewide outreach and educational efforts can promote the physical and mental health advantages of walking, hiking, and cycling. Studies suggest that those living less than a mile from a trail get on average 45 minutes more exercise a week. Collaborations with healthcare providers, schools, and community groups can not only encourage residents to use trails as part of a healthy lifestyle but also be partners in building publicly accessible trails on their lands.

#### 4. Support land and water trails for all people, user groups, and activities

- A. Support on-road directional signage, protected bike lanes, and other traffic calming measures when trails share active roadways that make connections.
- B. Support efforts for specialized trail user groups to define and identify vulnerabilities and opportunities that relate to their unique trail systems.
- C. Increase capacity for trail planning and development in underserved communities.
- D. Support standard trail information and signage for consistency of trail experiences and improve accessibility.
- E. Increase safety outreach, education programs and guided nature events, especially for first time users.
- F. Support progressive trail experiences, such as trail-with-trail systems, that help improve and diversify the user experience.
- G. Increase the number of adaptive trail and water facilities, and access to adaptive equipment.
- H. Ensure the appropriate application of accessibility standards and guidelines.
- I. Evaluate opportunities to plan and implement overnight OHV, equestrian, and cycling routes.



Tension often exists in public spaces, and recreational areas are no exception. This occurs when users seek different experiences—cyclists on shared-use trails or boaters opting for human-powered over motorized watercraft. In Pennsylvania, it’s vital to support the diverse ways people recreate and ensure these activities remain welcoming and accessible to all.

As adaptive and affordable technology evolves, access to land and water trails increases, placing more demand on recreational systems. In recent years, affordable innovations have expanded outdoor participation. E-bikes, for instance, have become significantly more affordable, with mid-range models dropping below \$2,000 and budget options below \$1,000. Similarly, kayaks, canoes, and stand-up paddleboards (SUPs)—especially inflatable SUPs—have grown in popularity due to their convenience and affordability. To accommodate this rising demand, trail managers must ensure trails of varying difficulty are available, and that information on authorized use is easy to find, promoting both safety and enjoyment.

The 2024 SCORP survey identified key barriers to outdoor recreation, including safety concerns, environmental hazards, and lack of companionship. Offering close to home progressive trail designs—such as looped or trail-with-trail systems—can help groups with mixed abilities recreate together. Guided events and “try-it” opportunities, like river sojourns or youth mountain-bike “try-it” rides, also help new users feel more comfortable and supported. When guided



experiences aren’t available, effective signage becomes critical. Water access points should include safety signs, proper equipment guidelines, and possibly QR codes linking to educational videos. Similarly, land trails should have signs noting slope, surface, length, and other technical details to inform users of the trail’s difficulty and accessibility.

Finally, connecting people to trail networks where they feel safe and welcomed requires coordination between towns and recreation providers. Many trails intersect with, or run alongside public roads, making safety infrastructure crucial. Providing safe routes and pedestrian pathways with visible signage for motorists enhances both safety and awareness of trail presence. While printed and digital trail guides exist, on-network signage showing nearby access points, mile markers, and local amenities increases users’ confidence. Knowing where they are and how to exit the trail if needed fosters a sense of security and encourages ongoing participation in outdoor recreation.

#### Implementation Matrix

##### 1. Connect land and water trails to people and the places they live, work, learn and visit

Action Steps	Implementation Ideas	Key Partners
A. Develop clear and cohesive trail access between business districts or other points of interest on or near trails.	<ul style="list-style-type: none"> <li>Install on-trail and trailhead signage that shows mileage to the nearest town or access point.</li> <li>Establish consistent signage that is focused on providing the best user experience and welcome trail users into communities.</li> <li>Support the development of local trail maps with points of interest and mileages clearly shown.</li> </ul>	<b>Water Trail Managers and Watershed Associations; Regional and Local Conservation &amp; Recreation Organizations; Counties/Municipalities; Local Trail Providers; Economic Development Organizations; Heritage Areas; Conservation Landscapes</b>
B. Increase/improve signage for on road users to get to a trailhead or water access points.	<ul style="list-style-type: none"> <li>Work through the PA Tourism Signing Trust to install Tourism Oriented Directional Signage (TODS) to identify trailheads and water access areas.</li> <li>Promote TODS program materials and training.</li> </ul>	<b>PennDOT; Water Trail Managers and Watershed Associations; Local Trail Providers; Economic Development Organizations; Heritage Areas; Conservation Landscapes</b>
C. Identify and address trail crossings at roadways, intersections, and railroads that need upgrades.	<ul style="list-style-type: none"> <li>Develop a multi-agency strategy to identify, prioritize and address existing non-compliant highway crossings.</li> <li>Provide trainings on the permitting and design of road and railroad trail crossings.</li> <li>Coordinate highway projects with future trail needs and existing crossings requiring upgrades.</li> <li>Develop a guidance document for working with railroads on trail crossings.</li> </ul>	<b>DCNR; PennDOT; Local Trail Providers; Municipalities/Counties; PA Public Utilities Commission; MPOs/RPOs; Regional and Local Conservation &amp; Recreation Organizations</b>
D. Support appropriate size, location, and surface for trailhead/water access parking to meet demand.	<ul style="list-style-type: none"> <li>Develop case studies to illustrate approaches to shared use parking with adjacent properties (banks, churches, schools, businesses).</li> <li>Assess parking supply and demand for various vehicle and trailer sizes.</li> <li>Improve online parking information for various user types, vehicle types, and trailer sizes.</li> </ul>	<b>DEP; DCNR; PFBC; Water Trail Managers and Watershed Associations; Local Trail Providers; Public Transit Authorities; Counties/Municipalities; Regional and Local Conservation &amp; Recreation Organizations</b>
E. Close Priority Trail Gaps and Water Trail access gaps.	<ul style="list-style-type: none"> <li>Complete more Priority Trail Gaps by focusing resources on feasibility studies, property due diligence, and funding for land acquisition.</li> <li>Initiate outreach to communities where high recreation need, water trail access gaps and public land intersect.</li> </ul>	<b>PFBC; Water Trail Managers and Watershed Associations; Regional and Local Conservation &amp; Recreation Organizations; Local Trail Providers</b>

Implementation Matrix (continued)		
2. Build capacity for planning, designing, building, operating and maintaining sustainable trails		
Action Steps	Implementation Ideas	Key Partners
A. Support regional coordination to plan, build and manage trails.	<ul style="list-style-type: none"> <li>Support the establishment of regional trail authorities, organizations or initiatives.</li> <li>Encourage the use of shared online mapping tools to support regional trail planning.</li> </ul>	<b>DCED; Local Trail Providers; Water Trail Managers and Watershed Associations; Municipalities/Counties; Statewide/Nationwide/Specialized Organizations; Conservation Landscapes; MPOs/RPOs; DMOs; Economic Development Organizations;</b>
B. Establish a statewide fund devoted to trail maintenance and emergency repairs.	<ul style="list-style-type: none"> <li>Establish baseline and projected funding needs.</li> <li>Establish an interagency group to evaluate approaches to establishing a fund.</li> </ul>	<b>PEMA; DCED; Water Trail Managers and Watershed Associations; Statewide/Nationwide/Specialized Organizations; Local trail Providers</b>
C. Ensure long term maintenance and public access of publicly funded trails.	<ul style="list-style-type: none"> <li>Develop BMPs for mitigating severe weather impacts on trails.</li> <li>Identify the most resource intensive maintenance needs, develop fact sheets that demonstrate innovative solutions.</li> <li>Develop maintenance plan templates for a variety of trail types.</li> <li>Require and incentivize maintenance plans for publicly-funded trail projects.</li> <li>Explore partnerships to better help maintain water trails.</li> </ul>	<b>DCNR; PennDOT; Local Trail Providers; Municipalities/Counties; PA Public Utilities Commission; MPOs/RPOs; Regional and Local Conservation &amp; Recreation Organizations</b>
D. Develop a program and training module for trail maintenance.	<ul style="list-style-type: none"> <li>Create a maintenance and construction certification program for trail volunteers.</li> <li>Update existing Pennsylvania trail manuals.</li> <li>Evaluate existing standard training programs and support their use.</li> </ul>	<b>PFBC; DCNR; Statewide/Nationwide/Specialized Organizations; Regional and Local Conservation &amp; Recreation Organizations; Water Trail Managers and Watershed Associations</b>
E. Develop educational materials regarding permits, agreements, approvals, etc. commonly required for trail projects.	<ul style="list-style-type: none"> <li>Create fact sheets, flowcharts, and FAQs outlining permit processes for trails and water access facilities.</li> <li>Offer workshops on permit applications at Greenways &amp; Trails Summit and other locations.</li> </ul>	<b>DEP; PennDOT; PFBC; DCNR</b>
F. Support an online forum and mentorships to assist local trail providers with technical assistance for trail development.	<ul style="list-style-type: none"> <li>Utilize GreenwaysandTrails.org as the central repository for trail training, education, and information.</li> <li>Create knowledge exchange opportunities such as listservs, online forum, or others utilizing existing online platforms.</li> </ul>	<b>DCNR; Water Trail Managers and Watershed Associations; Statewide/Nationwide/Specialized Organizations</b>
G. Ensure that all designated water trails have engaged and active management.	<ul style="list-style-type: none"> <li>Reach out to convene current water trail managers.</li> <li>Recruit partners to manage currently unmanaged water trails or those needing assistance.</li> <li>Update maps and contact lists for water trail managers.</li> </ul>	<b>DCNR; PFBC; Water Trail Managers and Watershed Associations; Statewide/Nationwide/Specialized Organizations</b>

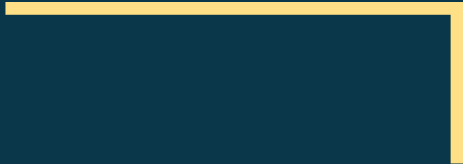
Implementation Matrix (continued)		
3. Promote trails and their economic, environmental, social, and health benefits		
Action Steps	Implementation Ideas	Key Partners
A. Create a marketing toolkit for visitor bureaus, tourism agencies, trail organizations, local governments, and local businesses.	<ul style="list-style-type: none"> <li>Create “trail month” celebration materials that can be used by organizations, to share the social, economic, and environmental benefits of trails.</li> <li>Assist in developing trail infographics with impact data to showcase regional/local benefits of trails.</li> </ul>	<b>DCNR; Water Trail Managers and Watershed Associations Water Trail Managers; Statewide/Nationwide/Specialized Organizations; Local Trail Providers</b>
B. Conduct regional or trail specific economic impact studies.	<ul style="list-style-type: none"> <li>Work with local universities, business organizations, to conduct economic impact studies.</li> <li>Establish baseline economic data for trails that are conceptual or under development.</li> <li>Partner with local or regional business organizations to secure matching funds to conduct studies.</li> </ul>	<b>DCNR; DCED; Conservation Landscapes; Heritage Areas; Water Trail Managers and Watershed Associations; Statewide/Nationwide/Specialized Organizations; Regional and Local Conservation &amp; Recreation Organizations; DMOs; Economic Development Organizations</b>
C. Aid trail business connections through business advocacy organizations.	<ul style="list-style-type: none"> <li>Host a series of workshops for trail specific business.</li> <li>Support locally developed toolkits that help businesses become trail friendly and promote consistent messaging.</li> <li>Connect trail businesses to the Outdoor Business Alliance.</li> </ul>	<b>PFBC; DCED; DCNR; Economic Development Organizations; Local Trail Providers</b>
D. Support educational and outreach efforts that foster health and wellness on trails.	<ul style="list-style-type: none"> <li>Continue partnerships that implement river sojourns.</li> <li>Connect with existing public health advocacy efforts to promote trail use.</li> <li>Support health and wellness programs such as Walk Works, Park RX, and forest bathing.</li> <li>Connect with health care, aging and disability advocacy groups.</li> </ul>	<b>DHS; Dept. of Aging; DOH; Water Trail Managers and Watershed Associations; Statewide/Nationwide/Specialized Organizations; Health Providers and Foundations; Municipalities/Counties; Local Trail Providers</b>
E. Reinforce trail town planning and assessment for local municipalities.	<ul style="list-style-type: none"> <li>Support the expansion of existing planning programs that guide communities on how to capitalize on and enhance connections to trails.</li> <li>Explore a marketing designation for municipalities who have gone through planning processes.</li> </ul>	<b>DCED; Conservation Landscapes; Heritage Areas; Statewide/Nationwide/Specialized Organizations; DMOs; Economic Development Organizations; Municipalities/Counties</b>

Implementation Matrix (continued)		
4. Support land and water trails for all people, user groups, and activities		
Action Steps	Implementation Ideas	Key Partners
A. Support on-road directional signage, protected bike lanes, and other traffic calming measures when trails share active roadways that make connections.	<ul style="list-style-type: none"> <li>Support Active Transportation planning in communities with trail gaps.</li> <li>Identify opportunities for piloting on-road solutions to connect trails.</li> </ul>	<b>PennDOT; PFBC; Municipalities/Counties; Statewide/Nationwide/Specialized Organizations; Water Trail Managers and Watershed Associations</b>
B. Support efforts for specialized trail user groups to define and identify vulnerabilities and opportunities that relate to their unique trail systems.	<ul style="list-style-type: none"> <li>Update the inventory of water access points and allowable uses.</li> <li>Support forums focused on specific trail user groups.</li> <li>Identify natural surface trail deserts for a variety of user groups.</li> </ul>	<b>PFBC; DCNR; Local Trail Providers; Regional and Local Conservation &amp; Recreation Organizations; Statewide/Nationwide/Specialized Organizations; Municipalities/Counties; Water Trail Managers and Watershed Associations</b>
C. Increase capacity for trail planning and development in underserved communities.	<ul style="list-style-type: none"> <li>Support small-scale planning efforts focused on community consensus building.</li> <li>Provide resources to develop conceptual plans and cost estimates that allow communities to pursue funding opportunities.</li> <li>Assist small projects that enhance connection to and visibility of trails.</li> <li>Finance pop-up implementation.</li> </ul>	<b>DCNR; DCED; Conservation Landscapes; Heritage Areas; Local Trail Providers; Municipalities/Counties</b>
D. Support standard trail information and signage for consistency of trail experiences and improve accessibility.	<ul style="list-style-type: none"> <li>Develop standard sign templates and universal symbols based on the Accessibility Guidelines for Outdoor Developed Areas.</li> <li>Establish a standard nomenclature and symbology for trail signage and data.</li> <li>Develop best practices and templates for signage at Water Trail Access sites.</li> <li>Expand river signage for water trail users.</li> <li>Expand educational and interpretative signage for social, ecological, and historical significance.</li> </ul>	<b>DCNR; Local Trail Providers; PA Water Trails Partnership; Water Trail Managers and Watershed Associations</b>

Implementation Matrix (continued)		
4. Support land and water trails for all people, user groups, and activities		
Action Steps	Implementation Ideas	Key Partners
E. Increase safety outreach, education programs and guided nature events, especially for first time and novice users.	<ul style="list-style-type: none"> <li>Support, promote, and host a combination of river and land sojourns that encourage inclusive participation, teach safety and skills, welcome new and diverse users, and incorporate meaningful community engagement.</li> <li>Expand safety and new user in-person programming on public lands and water trails.</li> <li>Share water safety videos at Water Trail Access locations (via QR codes on signage).</li> <li>Develop educational materials emphasizing safety and demystifying the outdoors.</li> <li>Establish small (micro) funding opportunities for grassroots (or small-scale) efforts to focus on encouraging new trail users.</li> </ul>	<b>DCNR; PFBC; DHS; Dept. of Human Services; Statewide/Nationwide/Specialized Organizations; Municipalities/Counties; Water Trail Managers and Watershed Associations</b>
F. Support progressive trail experiences, such as trail-with-trail systems, that help improve and diversify the user experience.	<ul style="list-style-type: none"> <li>Identify and support planning for new efforts that intermingle multiple trail experiences.</li> <li>Establish guidance on design considerations for progressive skilled trails.</li> <li>More easy and accessible loop trails.</li> </ul>	<b>DCNR; Statewide/Nationwide/Specialized Organizations; Regional and Local Conservation &amp; Recreation Organizations; Local Trail Providers; Municipalities/Counties</b>
G. Increase the number of adaptive trail and water facilities, and access to adaptive equipment.	<ul style="list-style-type: none"> <li>Develop resources like story maps and videos to highlight and promote adaptive water trail access.</li> <li>Develop resources for planning and building various types of adaptive trails.</li> <li>Increase availability for adaptive recreation equipment</li> <li>Support adaptive recreational programs/events.</li> </ul>	<b>DCNR; PFBC; Statewide/Nationwide/Specialized Organizations; Health Providers and Foundations; Local Trail Providers</b>
H. Ensure the appropriate application of accessibility standards and guidelines.	<ul style="list-style-type: none"> <li>Expand current accessibility resources and information assisting trail developers to navigate PROWAG.</li> <li>Create decision making flow chart to assist trail providers in determining the appropriate accessibility considerations for specific trail and water trail projects.</li> </ul>	<b>DCNR; Health Providers and Foundations</b>
I. Evaluate opportunities to plan and implement overnight OHV, equestrian, and cycling routes.	<ul style="list-style-type: none"> <li>Support the establishment of overnight accommodations and related amenities to reinforce Pennsylvania as the Great American Getaway.</li> <li>Support the establishment of well-vetted routes/networks for gravel riding and bikepacking that adhere to best practices for sustainability, community connections and exceptional user experiences.</li> </ul>	<b>DCNR; MPOs/RPOs; DMOs; Conservation Landscapes; Heritage Areas; Statewide/Nationwide/Specialized Organizations</b>

Key Partner Table	
Key Partner Groupings	Example Partners (not an exhaustive list)
<b>State Departments and Bureaus</b>	PA Department of Environmental Protection (DEP); PA Department of Conservation and Natural Resources (DCNR); PA Department of Transportation (PennDOT); PA Department of Community and Economic Development (DCED); Department of Aging (DOA); Department of Health (DOH); Department of Human Services (DOHS); PA Emergency Management Agency (PEMA); PA Game Commission (PGC); PA Fish and Boat Commission (PFBC)
<b>Statewide/Nationwide/Specialized Organizations</b>	Pennsylvania Environmental Council (PEC); Pennsylvania Parks and Forest Foundation (PPFF); WeConservePA; PA Downtown Center; The Nature Conservancy; PA State Snowmobile Association (PSSA); The Maintenance Institute; Rails to Trails Conservancy (RTC); Pennsylvania Recreation and Park Society (PRPS); American Trails; Pennsylvania Off-Highway Vehicle Association (PAOHV); Pennsylvania Interscholastic Cycling League (PICL); International Mountain Bike Association (IMBA); Keystone Trails Association (KTA); Equine Council; etc.
<b>Regional and Local Conservation &amp; Recreation Organizations</b>	Circuit Trails Coalition; Delaware Highlands Conservancy; Susquehanna Greenway Partnership; Pittsburgh Parks Conservancy; Bicycle Coalition of Philadelphia; Pittsburgh Bike Coalition; Wildlands Conservancy; etc.
<b>Land Trusts</b>	Central PA Conservancy; Western PA Conservancy; Northcentral PA Conservancy; Land Trust Alliance; Merrill W. Linn Land and Waterways Conservancy; Brandywine Conservancy; Audubon PA; etc.
<b>Pennsylvania and National Heritage Areas</b>	Allegheny Ridge Corporation; Delaware and Lehigh National Heritage Corridor; Endless Mountains Heritage Region; Lackawanna Heritage Valley; Lincoln Highway Heritage Corridor; Lumber Heritage Region of Pennsylvania; National Road Heritage Corridor; Oil Region National Heritage Area; Pennsylvania Route 6 Alliance; Rivers of Steel National Heritage Area; Schuylkill River National and State Heritage Area; Susquehanna National Heritage Area
<b>Pennsylvania Conservation Landscapes</b>	Kittatinny Ridge; PA Wilds; Laurel Highlands; South Mountain; Susquehanna Riverlands; Schuylkill Highlands; Lehigh Valley Greenways; Pocono Forest and Waters
<b>Water Trail Managers and Watershed Associations</b>	USFW; PA Water Trails Partnership; Tookany/Tacony-Frankford Watershed Partnership; PA Organization for Watersheds & Rivers (POWR), etc.

Key Partner Table (continued)	
Key Partner Groupings	Example Partners (not an exhaustive list)
<b>Local Trail Providers</b>	Cumberland Valley Rails-to-Trails; Armstrong Rails to Trails Association; Friends of Cresheim Trail; Anthracite Outdoor Adventure Area; Friends of the Riverfront; etc.
<b>Municipalities/Counties</b>	Parks and Rec Departments; County Planning Departments; Local Law Enforcement
<b>Economic Development Organizations</b>	Downtown Districts; Main Streets; Chamber of Commerce; Economic Development Organizations
<b>Destination Marketing Organizations</b>	Visitors Bureaus; Tourism Boards; Tourism Authorities
<b>MPOs and RPOs</b>	Metropolitan Planning Organizations; Rural Planning Organizations
<b>Charitable Foundations</b>	Local, Regional, and National Foundations
<b>Health Providers and Foundations</b>	Hospitals, Primary Care Physicians; Health Clinics; Medical Associations; Mental Healthcare Providers; Centers for Independent Living; Community and Conversion Health Foundations; Abilities in Motion; Treatment Centers; etc.
<b>Educational Institutions</b>	K-12 Public Schools; Colleges and Universities; private and charter schools; etc.
<b>Other</b>	PECO Energy; PA Public Utility Commission; Southeastern PA Transportation Authority (SEPTA); etc.



Pennsylvania  
Department of Conservation  
and Natural Resources