



Connecting Communities to the Susquehanna

Susquehanna River Sports Park

Nature-Based Sustainable Economic Development at Lake Augusta

PROJECT PROFILE

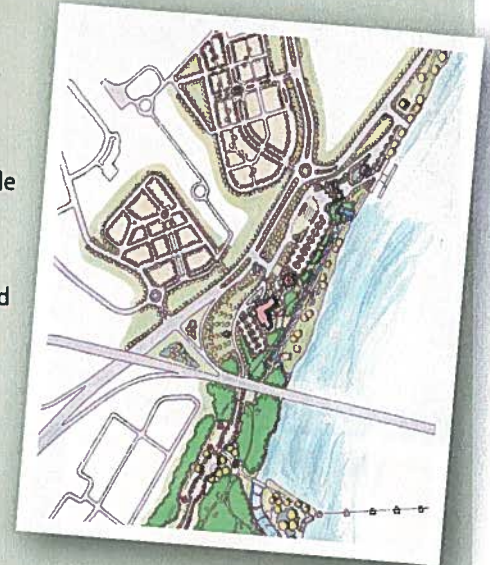
A plan for a boathouse, rowing center, riverfront park, hotel and visitors center

Our Vision

With its connected walking, biking, and water trails, unique river towns, and conserved land, the Susquehanna Greenway improves the quality of life for the people who live near it, enhances the economic vitality of the communities that foster it, and preserves the natural resources of the Susquehanna River itself. The Greenway helps to protect our water quality, encourages healthy lifestyles, and inspires stewardship and civic pride in places where people love to live, work, play and visit.

PROJECT BACKGROUND

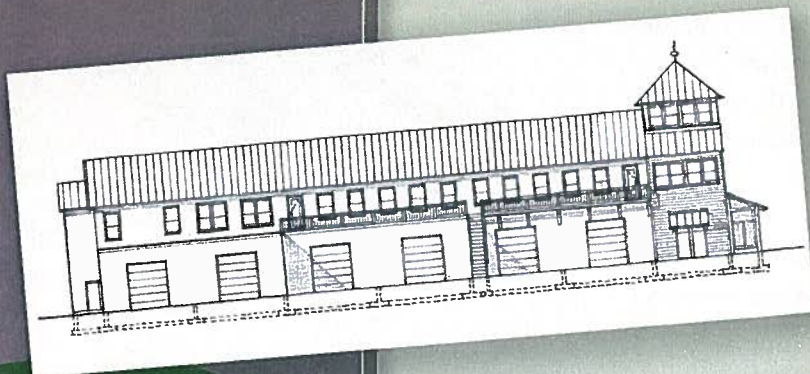
The Susquehanna River is an underutilized and underappreciated resource offering great opportunity to revitalize the river towns of the Middle Susquehanna Region. In particular – Lake Augusta (the lake formed by the inflatable fabric dam) has not realized its potential as a recreational destination and catalyst for economic development. The proposed Susquehanna River Sports Park seeks to create a destination recreational park that will attract locals and visitors to the benefit of the local economy.



PROJECT DESCRIPTION

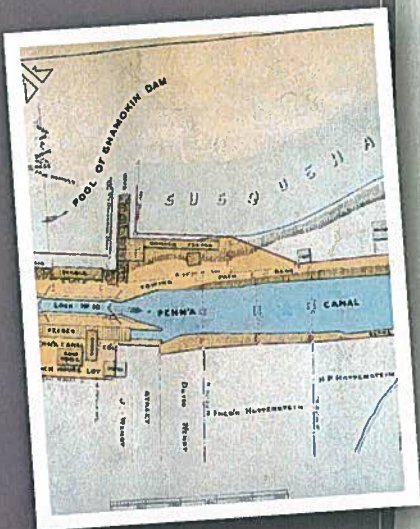
The Susquehanna River Sport Park (SRSP) concept has several key components. At the heart of the concept, is the boathouse; however, from the beginning it was recognized that for the boathouse to be successful, it needed to be part of an integrated and comprehensive plan for the riverfront. The selected Monroe Township site is of sufficient size and possesses resources that allow for a large-scale and diverse concept plan to be developed for the Susquehanna River Sports Park. The SRSP concept includes the following elements:

- Site Access and Route 11-15 Highway Corridor Enhancements
- The Boathouse
- Visitors Center
- Restaurant
- Hotel
- Riverfront Recreation and Canal Park
- Lake Augusta Gateway
- Susquehanna Greenway Connections
- New Bike/Pedestrian Trails and River Access



LET THE RIVER BE YOUR GUIDE

The Susquehanna Greenway Partnership is a leading champion for the Susquehanna River Watershed. We advocate for public and private efforts to connect people with our natural and cultural resources, and promote a sustainable and healthy environment.



For more information or to become a sponsor contact:

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Susquehanna



PROJECT GOALS

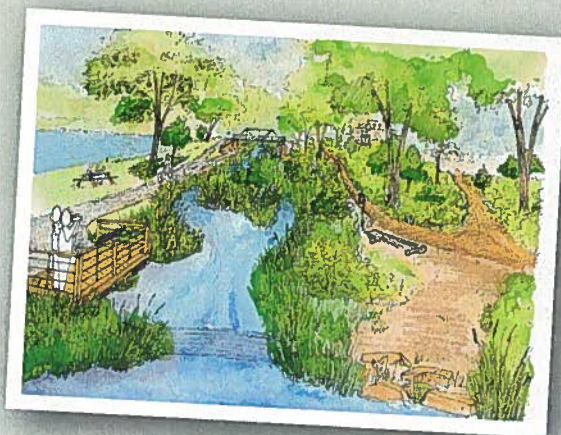
The following goals have been established. The Susquehanna River Sports will:

- Bring new economic vitality to the Region by creatively developing an under-used property at the heart of Lake Augusta into a public rowing venue that attracts national level training and competition events to the Region as well as high-caliber talent to the rowing programs of Bucknell and Susquehanna universities.
- Create a beautiful and memorable gateway, hotel and visitor's center to the Middle Susquehanna Region.
- Build an important and central component of the Susquehanna Greenway by linking Northumberland, Union and Snyder counties, as well as Shamokin Dam, Monroe Twp., Northumberland, and Sunbury with a new riverfront park, river access, boathouse, historic canal park, fabridam, dam portage and fish passage.
- Initiate an era of regional coordination and collaboration – comprehensively planning and sensibly developing the full potential of Lake Augusta.
- Spur community involvement in the re-design of the Route 11/15 highway corridor – creating a scenic parkway that will accommodate current and future traffic volumes while integrating roadside landscaping, scenic pull-offs, park access and integration of multiple modes of transportation.
- Increase physical activity of area residents by providing a venue for running, walking, biking, rowing and boating.
- Interpret the history and environment of the site, river and Region.
- Allow the Central Pennsylvania Rowing Association to continue to grow and thrive with inclusive programs for adults, youth and those with special needs. Allow Regional secondary schools to develop rowing programs – expanding recreation options (competitive and non-competitive) for students.
- Contribute to the Region's quality of life, helping to attract and retain high-skill and high-paying jobs.



PROJECT PARTNERS

- PA DCNR
- SEDA-COG
- Susquehanna Greenway Partnership
- Bucknell University
- Susquehanna University
- Central PA Rowing Association
- Snyder County
- Shamokin Dam Borough
- Monroe Township
- Greater Susquehanna Valley Chamber of Commerce



pennsylvania
DEPARTMENT OF CONSERVATION
AND NATURAL RESOURCES



Bucknell
UNIVERSITY

Susquehanna
UNIVERSITY

SUSQUEHANNA GREENWAY & TRAIL AUTHORITY

OVERVIEW

The Susquehanna Greenway Partnership wanted to gain an understanding on the advantages of creating an authority to construct and maintain trails within the Susquehanna Greenway. A total of ten trail ownership structures were researched and evaluated. Creating an authority that would own the majority of the trails systems provides a number of key advantages:

- Liability and insurance issues would be reduced for the counties/municipalities.
- Consistent management oversight would be provided to the trail systems in the region through the proposed SGTA.
- Expenses would be reduced through the extensive use of volunteers.
- Maintenance costs would be reduced through opportunities for equipment-sharing (large and small).
- Access to funding; a regional trail organization would be able to secure more resources to leverage larger funding from state and federal funding than a local trail organization would. A regional trail organization could also secure significant grant funding from regional foundations and corporations for significant regional trail projects.
- A regional trail organization is not political, and therefore is not impacted by political changes in county and state government.
- The authority could provide specialized professional inspection and maintenance oversight, which aids in the reduction of costly repairs due to neglect or inadequate routine maintenance.

MAINTENANCE

Maintenance and operation costs average about \$1,500 per mile per year; however, utilizing volunteers can help keep the maintenance costs lower. Since the proposed SGTA would rely heavily on volunteers, the maintenance number was reduced to \$800 per mile. Five main maintenance options were reviewed.

- **Authority or Commission Performs All Maintenance:** The organization that owns the trail is in charge of maintenance and uses its own staff and resources.
- **Third-Party Contractors:** The organization would contract out with a third party to handle all maintenance.
- **Volunteers:** Almost all of the organizations that were researched utilized volunteers for some aspect of trail planning, constructing, and maintaining.
- **Organization Has Agreement with Local Municipalities:** For large multi-municipal trails, this option allows the local municipality to maintain its own portion of the trail.
- **Authority as Owner, Providing Oversight, Inventory, and Trail Tender Support:** Authority provides maintenance oversight for trail tenders, ensuring there are adequate trail tenders and that work is being completed to set standards.

For more information contact:

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SUSQUEHANNA GREENWAY & TRAIL AUTHORITY

POTENTIAL COUNTY COST SHARING OPTIONS

The study provided a number of cost sharing options that include the following:

- **Equal Shares:** Each county participating has an equal contribution.
- **Population:** Each member-county's contribution is based on the population percentage of the county compared to the total region.
- **Trail Miles:** The percentage of trail miles for each county was derived from dividing the individual county miles by the total trail miles for all counties.
- **Combination of Population and Trail Miles:** The population percentages and the trail miles percentage for each individual county was averaged to obtain the combination of population and trail miles percentages.
- **County Share and In-Kind Services:** The maximum in-kind contribution allowed is 50% of the county's total contribution of maintenance costs. Some potential in-kind costs include county staff hours, municipal staff hours, donation of materials and supplies, or equipment sharing.

POTENTIAL FUNDING SOURCES

- PennDOT
 - Transportation Alternatives Program (TAP)
 - Multimodal Transportation Fund (MTF)
- PA Department of Community and Economic Development (DCED)
 - Greenways, Trails and Recreation Program (GTRP)
 - Multimodal Transportation Fund (MTF)
- Act 13 of 2012 Funds
- PA Department of Conservation and Natural Resources (DCNR), (C2P2)
 - Circuit Rider Program
 - Community Recreation and Conservation Program
 - Rails-to-Trails Program
 - Pennsylvania Recreational Trails Program
- Hotel Tax (Act 142 of 2000)
- Business Sponsorship

ECONOMIC BENEFITS

Trails and greenways affect the local and national economies in positive ways, from encouraging tourism, urban development, community improvements and better health to increasing property values, jobs, investment opportunities, and general consumer spending. The Outdoor Industry Foundation published a detailed study in 2006 that found that "Active Outdoor Recreation" contributes \$730 billion annually to the U.S. economy, supports 6.5 million jobs, and generates \$88 billion in annual state and national tax revenue. Active recreation is defined as bicycling, trail activities, paddling, snow sports, camping, fishing, hunting, and wildlife viewing.