“Pennsylvania Greenways – An Action Plan for Creating Connections”

2001
Greenspace + Parkway = Greenway
Multiple Benefits of Greenways:

- environmental stewardship
- alternative transportation
- enhanced recreation
- economic development
- community revitalization

Charles Little,
Greenways for America

“To make a greenway is to make a community.”
Pennsylvania’s Largest Greenway

- 500 miles
- 22 counties
- 70 towns
- 1301 islands

Susquehannock State Park
500 miles of:
• Vibrant towns
• Riverfront parks
• Walking trails
• Biking trails
• Water trails
• Conserved lands
• Clean water

Vision:
The connected walking, biking, and water trails, unique river towns, and conserved lands of the Susquehanna Greenway improve the quality of life for the people who share it. The Susquehanna Greenway enhances the economic vitality of the communities that foster it, and preserves the natural resources of the 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.
500 miles of:
• Vibrant towns
• Riverfront parks
• Walking trails
• Biking trails
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Vision:

Strategic Initiatives:
• Revitalizing River Towns
• Improving Walking / Biking Trails
• Improving Parks, River Access
• Conserving Natural / Cultural Resources
• Signing Branding & Promoting
• Drinking water for 6,000,000 people
• 50% of water for the Chesapeake
• Wildlife habitat
• Recreation
• Scenic beauty
• Power generation
Susquehanna RiverWalk to Jersey Shore/Pine Creek Trail
Improving Biking and Walking Trails

Biking Opportunities in the Susquehanna Greenway
Middle Susquehanna
Revitalizing River Towns

Selinsgrove

Lewisburg

Northumberland

Danville
North Branch Canal Trail and River Access Remediation to Recreation – trailhead parking lot at site where Montgomery Sewer Plant will be torn down in 2015. Trail corridor owned by Lycoming and Union counties.

Community Environmental Project.
Montgomery to Allenwood Trail and River Access

Remediation to Recreation – trailhead parking lot at site where Montgomery Sewer Plant will be torn down in 2015

Trail corridor owned by Lycoming and Union counties.

Community Environmental Project
Connecting Northumberland, Snyder and Union Counties
Water Trails

Captain John Smith Chesapeake National Historic Trail
National Park Service | Chesapeake Bay Office

Captain John Smith Chesapeake National Historic Trail
Original Trail
New Connecting Trail
Historic Components

CAPTAIN JOHN SMITH CHESAPEAKE NATIONAL HISTORIC TRAIL CONNECTING OR SIDE TRAIL DESIGNATION
An Application for the Susquehanna River Connecting Trail

Trish Carethers
Program Director
Susquehanna Greenway Partnership
201 Parsonage Road
Lewisburg, PA 17837
(570) 522-7259
tcarethers@susquehannagreenway.org

Joel Dunn
Executive Director
Chesapeake Conservancy
410 Severn Ave., Suite 403
Annapolis, MD 21403
(443) 521-3640
jdunn@chesapeakeconservancy.org

“...But to proceed, 60 of those Susquehannocks came to us with shoes, Bever, Arrows, Targets, beads, Swords and Tobacco pipes for presents. Such great proportioned men are seldom seen, for they seemed like Giants to the English, yea and to the neighbours, yet seemed of an honest and simple disposition...”

-Captain John Smith
Central Susquehanna Valley Thruway
Central Susquehanna Valley Thruway
Connecting Riverfront Parks
Millersburg Kiosk
The North Branch Canal

In 1826 Daniel Montgomery, for whom the town of Danville was named, was elected president of the Board of Canal Commissioners. The North Branch Canal was surveyed in 1826-27, with construction of the canal between Northumberland and Nanticoke beginning in 1828. The first water was turned in during 1832 opening up a new transportation corridor.

At Danville the canal veered away from its normal place along the river to the center of town close to where the Montgomery family had mills. At one time Mill Street merchants advertised their business as north or south of the canal. Both cargo and packet boats, which had sleeping and dining accommodations, traveled the canal attracting local residents and visitors to the dock with the sounding of a conch horn announcing their arrival. In 1849 more than 5,000 people greeted the troops returning home in packet boats from the War with Mexico.

The use of anthracite coal in the iron furnaces in Montour County and the rolling of the first T Rail for building railroads at the Montour Iron Works on October 8, 1845, contributed significantly to the success of the North Branch Canal. Thousands of tons of coal were shipped from the Wyoming coalfields to produce the rails, which in turn were shipped to markets by canal boats pulled by mules traveling at 4 miles per hour. Ironically, as railroads were built, they became the preferred method of transportation, leading to the demise of the canal system.

North Branch Canal near Danville

www.susquehannagreenway.org