

MOUNT UNION LINEAR RAIL PARK PHOTOGRAPHS AND RENDERINGS

BEFORE: Mount Union Pennsylvania Avenue Blight



A swath of blight grew through the center of Mount Union Borough since the mid-1950's when the brickyards closed and the railroad shut down, bringing an image of neglect and hazards to this three block section of Pennsylvania Avenue.

In 2013, the East Broad Top Railroad Preservation Association purchased the railroad to run freight and tourist trains on the rails. In the past two years, several million dollars in public and private investment rehabilitated the tracks and created a new rail car repair business. The private sector owner secured DCNR C2P2 funds for the purpose of developing the linear rail park identified in the borough's 1989 Strategic Development Plan.

DURING: Linear Rail Park Development

In Spring of 2015, the East Broad Top Railroad Preservation Association began to construct the park by installing a paved walking trail. This fall, a decorative fence will be installed to separate pedestrians from the train tracks. Trees, benches and lighting will also be installed this fall, funded by private funds and a \$250,000 PA DCNR Community Conservation Partnership Program grant.



AFTER: Linear Rail Park Today

At right, newly installed sod creates green space, in place of the pot hole filled parking lot seen above. The community supports this public-private partnership. Mount Union Volunteer Fire Company and municipal authority volunteered man hours and water to help the sod take in the park. Trains are parked on the tracks for the first time since the 1950's. The walking path at right will be create a loop with borough sidewalks located above the retaining wall, creating a two tiered walking loop. Future plans include installation of interpretive signs, art that reflects area history, and potentially small pieces of rail themed play equipment.

Plans are also in place to rehabilitate the train tracks to Huntingdon County's primary industrial site, the Riverview Business Center.



Washington Street

Improvements at Washington Street are on the park side of the intersection only and include two curb cuts, one pedestrian track crossing, and sidewalk along the eastern side of Washington Street only. The park does not extend to the block on the western side of Washington Street.



Division Street

Improvements at Division Street include curbs and sidewalks on both sides of the intersection, as well as 4 accessible curb cuts, and 2 pedestrian track crossing treatments.

current conditions of west side of intersection



current conditions at east side of intersection



Wide view of whole intersection during walking path construction taken from upper level of walking trail loop.

Franklin Street

Improvements requested at Franklin Street involve only that side of the intersection that is part of the park. (west side of the intersection only). The eastern side of this intersection is not part of the linear rail park. Requested improvements include sidewalk, curbs and 2 accessible curb cuts, and a pedestrian track crossing.



At Franklin Street intersection, trail walkers are currently deposited hazardously into the street and must walk in traffic to reach the upper loop of the trail. This is particularly dangerous at this intersection, which does not have a clear line of sight as motorists must turn right, or left, at the Franklin Street intersection. Baby strollers and those with limited mobility would be in danger without a sidewalk and curbing at this intersection.



The Historical Society has offered kiosk space for the long-term display of interpretive signage educating the public on this historic transportation corridor.

LINEAR PARK RENDERINGS

