

## V. Appendices

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### C. Opinion of Probable Cost

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Opinion of Probable Cost of Construction				
	Phase	Segment Reach	Interim/Ultimate Trail Alignment	Cost of Construction
<b>Huntingdon County</b>				
	1	Lower Trail to Huntingdon	Interim	\$125,000
	2	Huntingdon to Mifflin Co. Line (Mt. Union)	Interim	\$190,000
	3A	Huntingdon to Mill Creek	Ultimate	\$1,825,000
	3B	Mapleton to Mt. Union (Fire Trail)	Ultimate	\$975,000
	4 or 5	Lower Trail to Petersburg	Ultimate	\$4,350,000
	4 or 5	Petersburg to Segment 3A(Huntingdon)	Ultimate	\$3,920,000
	6	Segment 3A (Mill Creek) to Segment 3B (Mapleton)	Ultimate	\$1,460,000
<b>Huntingdon County Subtotal</b>				\$12,845,000
<b>Mifflin County</b>				
	1	Lewistown to McVeytown	Interim	\$225,000
	2	McVeytown to Huntingdon Co. Line (Mt. Union)	Interim	\$165,000
	3A	McVeytown to Lockport Rd./Rt. 22	Ultimate/Partial Interim	\$660,000
	3B	Victory Park (Juniata River Trail) to Middle Rd./Loop Rd.	Ultimate/Partial Interim	\$395,000
	4A	Mt. Union to Newton Hamilton	Ultimate	\$2,410,000
	4B	Victory Park (Juniata River Trail) to Middle Rd./Aqueduct Dr. (Strodes Mill)	Ultimate	\$2,080,000
	5A	Newton Hamilton to Riverside Dr. (Ryde)	Ultimate/Partial Interim	\$1,615,000
	5B	Segment 4B (Middle Rd. /Aqueduct Dr.) to Segment 3A (Sandbeach Rd.)	Ultimate	\$2,575,000
	6	Segment 5A (Riverside Dr. in Ryde, PA) to Segment 3A (McVeytown)	Ultimate	\$1,470,000
<b>Mifflin County Subtotal</b>				\$11,595,000
<b>Total</b>				<b>\$24,440,000</b>



Mainline Canal Greenway / 9/11 National Memorial TRAIL											
Huntingdon County, Pennsylvania											
PRELIMINARY OPINION OF PROBABLE COST - BY TRAIL SEGMENT											
Prep'd by:   Laird LA Tel. 814-312-1798 for Campbell Thomas & Co - 1504 South Street - Philadelphia PA 19146-1636 - Tel:215-545-1076 - Fax 215-545-8397											
Revision Date: <b>December, 2018</b>											
	Reach of Trail		Work Elements	Quantity	Units	Quantity	Units	Cost/Unit	Extension	TOTALS	
PHASE 1	Lower Trail at Alfarata to Huntingdon On-Road Temporary Signed Route (Route 4014- begin at existing Lower Trail trailhead in Alfarata to 4th Street/Penn St., Huntingdon)		Rt. 4014 (Main Street): LT trailhead to Rt. 4004 (Barree Rd.)	0.82	MI	4340	LF	10,000	8,220		
			Alexandria Urban Streets: Barree Rd. to Bridge St./Main St. (Rt. 4005)	0.82	MI	4311	LF	10,000	8,165		
			Route 4005 (Main St/Alexandria Pike): Bridge St. to Route 26 (Pennsylvania Ave.)	6.41	MI	33845	LF	10,000	64,100		
			Route 26 (Pennsylvania Ave.): Alexandria Pike to 4th St.	0.90	MI	4747	LF	10,000	8,991		
			4th Stree: (Pennsylvania Ave. to Penn Street, Huntingdon (Penn St. at Rt. 22)	0.06	MI	326	LF	10,000	617		
			Crossing Enhancements at Rt. 22/522	1.00	LS	1	LS	35,000	35,000		
			Optional: Expand/Upgrade Existing Trailhead Parking Lot at Lower Trail & Riverside Park, Huntingdon	1.00	LS	2	LS	15,000	30,000		
				9.01					Subtotal	\$125,093	
PHASE 2	Huntingdon to Mifflin County Line On-Road Temporary Signed Route (4th Street/Penn St., Huntingdon to Mifflin County Line at Kistler)		Penn Street: 4th St. to Route 22 (William Penn Hwy.)	0.89	MI	4682	LF	10,000	8,867		
			Route 22: Penn St to Pike Run Dr. (Old Route 22), Ardenheim	1.91	MI	10085	LF	10,000	19,100		
			Pike Run Dr. (Old Route 22): Route 22 to T444 (Main St.)/Smokers Hill Rd.	1.57	MI	8289	LF	10,000	15,699		
			T444 (Main St.): Route 22 at Smokers Hill Rd. to Route 22 south of Mill Creek	2.13	MI	11250	LF	10,000	21,307		
			Route 22: Main St. to Route 655 (Oriskany Rd.)	0.29	MI	1550	LF	10,000	2,936		
			Route 655 (Oriskany Rd.): Route 22 to Route 22 just west of Thousand Steps.	2.44	MI	12883	LF	10,000	24,400		
			Route 22: Route 655 (Oriskany Rd.) to Route 747 (N. Jefferson St.)	2.51	MI	13252	LF	10,000	25,098		
			Route 747 (N Jefferson St.): Route 22 to existing trail on E. Pennsylvania Ave. Downtown Mt. Union	0.64	MI	3390	LF	10,000	6,420		
			Existing E. Pennsylvania Avenue Multi-Use Trail (N. Jefferson to N. Franklin St.)	0.28	MI	1470	LF	10,000	2,784		
			Logging Rd. 44018: N. Franklin St. to Mifflin County Line/ Juniata River	0.33	MI	1750	LF	10,000	3,314		
			Crossing Enhancements at Rt. 22/522	1.00	LS	1	LS	35,000	35,000		
			Bike/Ped Enhancements on bridge over Juniata River (Kistler Rd. 2026)	1.00	LS	1	LS	35,000	25,000		
			Optional: Expand/Upgrade Existing Trailhead Parking Lot at Blair Park, Huntingdon, Mapleton Riverside Park, and Mt. Union Boat Launch	1.00	LS	3	LS	15,000	45,000		
				12.99					Subtotal	\$189,926	
		PHASE 3	3.A Huntingdon to Mill Creek (Ultimate Alignment) Penn. St./Standing Stone Creek to Mill Creek at Route 22/Smokers Hill. Rd by utilizing Old Rt. 22, the First Energy corridor, Ardenheim Cottage Rd./Jacobs Crossing Rd./Pike Run Dr. (Old Rt.22)/Glen Burk Dr. (Old Rt. 22) to Route 22 Crossing at Smokers Hill Rd.	SEGMENT 13	NEW Bridge crossing Standing Stone Creek (Emergency & Maint. Vehicle Access)	1.00	LS	120	LF	2,000	240,000
ON OLD RT 22 (Standing Stone Cr. to Numers Hollow Rd. at Rt. 22 & RR Underpass)	1.11				MI	5876	LF	500,000	556,439		
NEW Multi-use trail on First Energy (Numers Hollow Rd. to Ardenheim Cottage Rd.)	1.08				MI	5696	LF	500,000	539,394		
SEGMENT 14	Ardenheim Cottage Rd. to Jacobs Crossing Rd.			0.26	MI	1377	LF	100,000	26,080		
	Jacobs Crossing Rd., cross 22 to Pike Run Dr.			0.13	MI	683	LF	100,000	12,936		
	ENHANCED AT-GRADE RAILROAD CROSSING			1.00	LS	1	LS	100,000	100,000		
	ROUTE 22 AT-GRADE CROSSING			1.00	LS	1	LS	100,000	100,000		
	Pike Run Dr. (Old Rt 22) to Glen Burk Dr.			0.59	MI	3110	LF	100,000	58,902		
	Glen Burk Dr. to Rt. 22 at Smokers Hill Rd. (Define driveway ingress/egress)			0.93	MI	4911	LF	100,000	93,011		
	ROUTE 22 AT-GRADE CROSSING to Main Street, Mill Creek			1.00	LS	1	LS	100,000	100,000		
				4.10					Subtotal	\$1,826,761	
3.B Mapleton to Mt. Union (Alt 1) (Ultimate Alignment) Ultimate Route from Mapleton to Mt. Union (connecting Main St., Mapleton to the existing Pennsylvania Ave. Trail in Mt. Union. (Starting at Bridge St./ Oriskany Rd.)  FIRE TRAIL (Across multiple properties)	SEGMENT 17A			Bridge St./ Oriskany Rd. to east end of Main St. (Share the Road)	0.60	MI	3178	LF	10,000	6,019	
				NEW Easement on private property (From Main St. to Fire Trail)	0.28	MI	1500	LF	150,000	42,614	
				NEW Trail on SHARED FIRE TRAIL Easement (aka Jackson Trl. Rd.)	0.76	MI	4000	LF	150,000	113,636	
				NEW Trail in on private property (Within Shared Use of Exist. Utility Ease.)	1.34	MI	7100	LF	500,000	672,348	
				(NOTE: Detailed Survey required to determine property ownership and easements)	1.00	LS	1	LS	30,000	30,000	
				NEW Trail on private property easement (Utility Ease. to W. Small St.)	0.21	MI	1130	LF	500,000	107,008	
				Share the Road along W. Small St. and N. Washington. St. to Pennsylvania Ave. Linear Park and Trail, Mt. Union	0.39	MI	2060	LF	10,000	3,902	
			3.59					Subtotal	\$975,527		
3.B Mapleton to Mt. Union (Alt 2.) (Ultimate Alignment)  TRAIL ON FORMER DINKEY RAILROAD GRADE Within PA State Game Lands	SEGMENT 17B	NEW Trail from Bridge St. along Oriskany Rd. to Switchback Trail	0.57	MI	3000	LF	500,000	284,091			
		Switchback Trail System from Oriskany Rd. to At-Grade X-ing at Motel 22	0.95	MI	5000	LF	500,000	473,485			
		NOTE: Shared use of property is required (crosses Mid State Trail)									
		NEW Rt 22 At-Grade Crossing and Trailhead Parking Lot	1.00	LS	1	LS	100,000	100,000			
		New Trail across Motel 22 property to Rt 22 At-Grade X-ing at Motel 22	0.15	MI	800	LF	500,000	75,758			
		NEW Trail (from Rt. 22 Motel) along former Dinky RR grade to NEW Bridge	2.46	MI	13000	LF	500,000	1,231,061			
		NEW 900' Bridge across Rt. 22/522/River/Railroad	1.00	LS	1	LS	3,000,000	3,000,000			
		NOTE: Porposed Bridge spans over Rt 22., Juniata River and Active RR.									
		NEW Trail on private property easement (Utility Ease. to W. Small St.)	0.21	MI	1130	LF	500,000	107,008			
		Share the Road along W. Small St. and N. Washington. St. to Pennsylvania Ave. Linear Park and Trail, Mt. Union	0.39	MI	2060	LF	10,000	3,902			
			0.35	MI	1850	LF	0	0			
				4.73					Subtotal	\$5,275,303	
PHASE 4	Lower Trail in Alfarata to Petersburg (Ultimate Alignment)  Extend existing Lower Trail to Petersburg from existing trailhead. (Could be Phase 4 or 5 according to opportunities for ROW negotiations)	SEGMENT 1	Lower Trail trailhead enhancements (Accessibility and Equestrian parking)	1.00	LS	1	LS	50,000	50,000		
			NEW Trail from Lower Trail Trailhead at Rt. 4014 to Barre Rd. and Shelton Rd.	0.84	MI	4455	LF	500,000	421,875		
			ROUTE 4014 At-Grade Crossing	1.00	LS	1	LS	100,000	100,000		
		SEGMENT 2	Shelton Rd. from Barre Rd. Hartslog St. (Sidepath)	0.50	MI	2640	LF	10,000	5,000		
			SEGMENT 3	Hartslog St. at Shelton Rd. to Main St./Alexandria Pike at High St. (Share the Road)	2.43	MI	12843	LF	10,000	24,324	
				SEGMENT 4	Main St./Alexandria Pike at High St. to Cottogdon Ln. (T481) (Trail)	1.65	MI	8710	LF	500,000	824,811
		SEGMENT 5			Coddington Ln. (T481) to site of the Canal Aqueduct over the Juniata River (Sidepath)	0.25	MI	1320	LF	500,000	125,000
			SEGMENT 6A (ALT. 1)		Coddington Ln. (T481) at the site of the Canal Aqueduct to River Rd. at the Abandoned Railraod (Utilizing the Left Bank of the Junita River and the Abandoned Railroad Alignment)	1.60	MI	8450	LF	500,000	800,189
				SEGMENT 6B (ALT. 2)	Coddington Ln. (T481) at the site of the Canal Aqueduct to River Rd. at the Abandoned Railroad (Trail Bridge Required) (NOT INCLUDED IN COST TOTAL)	1.50	MI	7920	LF	500,000	750,000
		SEGMENT 7			NEW 250' Bridge across the Frankstown Branch of the Juniata River at the location of the Edgewater Inn and Riverside Grill (NOT INCLDED IN COST TOTAL)	1.00	LS	250	LF	2,000	500,000
					River Rd. at the abandoned Railroad Alignment to Downtown Petersburg at Route 305/SR 3004 (Sidepath)	1.50	MI	7920	LF	500,000	750,000
				NOTE: Future connection to Juniata Valley Elementary and High Schools							
	NOTE: River Rd. provides direct access to Edgewater Inn & Riversde Grill	10.28					Subtotal	\$4,351,199			
PHASE 5	Petersburg to Huntingdon (Ultimate (Could be Phase 4 or 5 according to opportunities for ROW negotiations)	SEGMENT 8	Downtown Petersburg at Route 305/SR 3004 to River Rd. the south-eastern end of Warrior Ridge Rd. at the Norfolk Southern Railroad Tracks.	2.04	MI	10750	LF	500,000	1,017,992		
			Utility Corridor through State Game Lands 322	0.65	MI	3415	LF	500,000	323,390		
			Utility corridor through private property	0.53	MI	2795	LF	500,000	264,678		
		SEGMENT 9	Utility corridor to Collinwood Dr., Stoneridge Subdivision	2.46	MI	12986	LF	500,000	1,229,735		
			Utility Corridor through State Game Lands 322	0.77	MI	4077	LF	500,000	386,080		
			Utility corridor through private property	0.51	MI	2705	LF	500,000	256,155		
		SEGMENT 10	Collinwood Dr., Chapel Hill Rd., Autumn Wd. Dr., Arbor Bluff Dr. to Moore St.	0.73	MI	3880	LF	10,000	7,348		
			Moore St. (Juniata College) to 9th St. (Share the Road)	1.25	MI	6600	LF	10,000	12,500		
			9th Street to Mifflin St. and 8th St. to Penn Street (Share the Road)	0.24	MI	1270	LF	10,000	2,405		
		SEGMENT 11	Penn St. (SR 26) Bridge across Juniata River to Pennsylvania Ave.	0.14	MI	763	LF	10,000	1,445		
			8th St./ (SR 26) Pennsylvania Ave. Intersection Bike/Ped Improvements	1.00	LS	1	LS	50,000	50,000		
			Pennsylvania Ave. - Penn St. to Riverside Park at 4th St.	0.55	MI	2904	LF	500,000	275,000		
		SEGMENT 12	4th St. (Pennsylvania Ave. to Penn St.)	0.20	MI	1060	LF	150,000	30,114		
			Penn St. (Share the Road 4th St.) to Standing Stone Creek	0.42	MI	2240	LF	150,000	63,636		
			NOTE: Future option to connect to VFW Memorial Park behind Comfort Inn								
	NOTE: Future option along river to Ice Plant Rd. to Cypress Island/ Bridge St.	10.50					Subtotal	\$3,920,479			
PHASE 6	Remaining section of Ultimate Trail Alignment from Mill Creek (Phase 3A) to Mapleton (Phase 3B)	SEGMENT 15	NOTE: ROUTE 22 AT-GRADE CROSSING COMPLETED as part of PHASE 3A								
			Main Street, Mill Creek (Share the road Smokers Hill Rd. to Cramer Dr.)	1.53	MI	8070	LF	10,000	15,284		
			New Trail on former Main Street (Cramer Dr. to Rt. 22)	0.60	MI	3180	LF	500,000	301,136		
		SEGMENT 16	NOTE: Main St. gates to remain in place for use as an emergency access rd.								
			SIDE PATH BI-DIRECTIONAL WITH CONC. BARRIERS	0.28	MI	1500	LF	500,000	142,045		
			Oriskany Rd. (Rt 655) (Rt. 22 to Silica Plant / Railroad St. Bridge)	0.95	MI	4992	LF	500,000	472,727		
			NOTE: Consider future connection to Birdville via former Railroad St. bridge								
	Oriskany Rd. (Rt 655) (Railroad St. Bridge to Riverside Park at Bridge St.)	1.05	MI	5570	LF	500,000	527,462				
		4.42					Subtotal	\$1,458,655			
	FIRE TRAIL Alt. Cost Per Mile: \$390,676.70		Overall Mileage (Ultimate)	32.89				GRAND TOTAL	\$12,847,640		
								Using Fire Trail	(Temp and Ultimate)		
	DINKEY GRADE Alt. Cost Per Mile: \$521,426.20		GENERAL NOTES: 1. Probable Costs are Order of Magnitude Projections based upon 2018 similar project costs for future construction only. 2. Environmental remediation costs are additional. 3. All Right-of-Way and/or easement acquisition costs are additional.					GRAND TOTAL	\$17,147,417		
			Using Dinkey Grade and Bridge					(Temp and Ultimate)			



Mainline Canal Greenway / 9/11 National Memorial TRAIL

Mifflin County, Pennsylvania										
PRELIMINARY OPINION OF PROBABLE COST - BY TRAIL SEGMENT										
Prep'd by:	Laird LA Tel. 814-312-1798 for Campbell Thomas & Co - 1504 South Street - Philadelphia PA 19146-1636 - Tel:215-545-1076 - Fax 215-545-8397									
Revision	Date: <b>December, 2018</b>									
	Reach of Trail	Work Elements	Quantity	Units	Quantity	Units	Cost/Unit	Extension	TOTALS	
PHASE 1	McVeytown to Victory Park, Lewistown									
1	On-Road Temporary Signed Route	McVeytown Urban Streets: John St. at River Rd. to Queen St. at Furnace Rd.	0.28	MI	1475	LF	10,000	2,794		
	John St. and River Rd. in McVeytown to Victory Park	Furnace Rd.: Queen St. to Route 4003 (Ferguson Valley Rd.)	1.37	MI	7230	LF	10,000	13,693		
		Route 4003 (Ferguson Valley Rd.): Furnace Rd. to Wakefield Rd.	3.34	MI	17635	LF	10,000	33,400		
		Wakefield Rd.: Route 4003 (Ferguson Valley Rd.) to Route 22/ U.S. 522	1.66	MI	8760	LF	10,000	16,591		
		Route 22/522: Wakefield Rd. to T710 (Lockport Rd.)	0.06	MI	310	LF	10,000	587		
		T710 (Lockport Rd.): Route 22/ U.S. 522 to Middle Rd.	3.88	MI	20490	LF	10,000	38,807		
		Middle Rd.: T710 (Lockport Rd.) to Loop Rd.	4.39	MI	23180	LF	10,000	43,902		
		Loop Rd.: Middle Rd. to U.S. 522	0.19	MI	990	LF	10,000	1,875		
		U.S. 522 : Loop Rd. to State St.	0.43	MI	2280	LF	10,000	4,318		
		State St.: U.S. 522 to Riverview Ln.	0.03	MI	180	LF	10,000	341		
		Riverview Ln.: State St. to Rosewood Ave.	0.54	MI	2870	LF	10,000	5,436		
		Rosewood Ave.: Riverview Ln. to Riverside Dr/The S.H. Rothermel Walking Trail	0.08	MI	415	LF	10,000	786		
		The S.H. Rothermel Walking Trail (Existing) – Rosewood Ave. at Riverside Dr. to Victory Park	0.57	MI	3000	LF	0	0		
		Crossing Enhancements at Rt. 22/522	1.00	LS	1	LS	35,000	35,000		
		Optional: Expand/Upgrade Existing Trailhead Parking Lot at Mt. Union-Kistler Elementary, Newton Hamilton Boat Launch	1.00	LS	2	LS	15,000	30,000		
			16.82					Subtotal	\$227,528	
PHASE 2	McVeytown to Huntingdon County Line									
2	On-Road Temporary Signed Route	Kistler Ave. (Logging Rd. 44018): Mifflin County Line/Juniata River to Park Rd.	0.18	MI	926	LF	10,000	1,754		
	(Begin at Huntingdon County Line in Kistler to McVeytown)	Kistler Urban Streets: Park Rd. at Kistler Ave. to School St. at Kistler Ave.	0.68	MI	3570	LF	10,000	6,761		
		Kistler Rd.: School St. to T746 (1st St.)	0.65	MI	3433	LF	10,000	6,502		
		T746 (1st St.): Kistler Rd. to Walnut Ave.	0.77	MI	4060	LF	10,000	7,689		
		Walnut Ave.: T746 (1st St.) to Ferguson Valley Rd.	0.10	MI	505	LF	10,000	956		
		Ferguson Valley Rd.: Walnut Ave. to T327 Fairview Rd.	5.18	MI	27350	LF	10,000	3,193		
		T327 (Fairview Rd.): Ferguson Valley Rd. to Irvin Hill Rd.	1.74	MI	9190	LF	10,000	17,405		
		Irvin Hill Rd.: T327 (Fairview Rd.) to Little Brick Rd.	2.96	MI	15630	LF	10,000	29,602		
		Irvin Hill Rd. is closed in part -Enhancements ti re-open the raod.	1.00	LS	1	LS	10,000	10,000		
		Little Brick Rd.: Irvin Hill Rd. to T329 (River Rd.)	0.31	MI	1650	LF	10,000	3,125		
		T329 (River Rd.): Little Brick Rd. to John St.	1.42	MI	7500	LF	10,000	14,205		
		Crossing Enhancements at Rt. 22/522	1.00	LS	1	LS	35,000	35,000		
		Optional: Expand/Upgrade Existing Trailhead Parking Lot at Harshbarger's Sub N' Malt & Victory Park	1.00	LS	2	LS	15,000	30,000		
			13.98					Subtotal	\$166,193	
PHASE 3										
3.A	McVeytown to N. Sandbeach Rd.	Water St. at Rt 22 to former Canal Towpath	0.21	MI	1135	LF	10,000	2,150		
	Ultimate Route from Mcveytown at Route 22 and N. Water St. to S. Sandbeach Rd. on the First Energy Utility Right-Of-Way	NEW Trail on Canal Towpath (Water Street to Old Fishermans Crossing Rd.)	0.63	MI	3325	LF	500,000	314,867		
		Old Fishermans Crossing Rd.	0.41	MI	2140	LF	10,000	4,053		
		NEW Trail on Canal Towpath (Old Fishermans Crossing Rd. to S. Sandbeach Rd.)	0.67	MI	3552	LF	500,000	336,364		
		Sandbeach Rd. interim connection to on-road route (N. Sandbeach Rd. to Rt. 22)	0.76	MI	3988	LF	10,000	7,553		
			2.68					Subtotal		\$664,987
3.B	Blue Juniata Dr. to Victory Park in Lewistown	New Trail from Blue Juniata Dr. to Phase one of the S.H. Rothermel Walking Trail at Crystal Ave. (On former Canal Towpath)	0.71	MI	3770	LF	500,000	357,008		
	Extend Victory Park S.H. Rothermel Walking trail from current phase to Blue Juniata Drive, then continue on-road to Loop Rd./ Middle Rd.	Note: Trailhead Parking Lot (Part of planned Juniata River Trail Extension)	1.00	LS	1	LS	35,000	35,000		
		Blue Juniata Dr. Interim connection to on-road route at Loop Rd./Middle Rd.	0.33	MI	1738	LF	10,000	3,292		
		S.H. Rothermel Walking Trail - Crystal Spring Ave. to Vicotry Park (EXISTING)	0.75	MI	3960	LF	0	0		
			1.04					Subtotal	\$395,299	
PHASE 4	Ultimate Route from Mt. Union to Newton Hamilton									
4.A	Ultimate Route from Mt. Union at the Pennsylvania Ave. Trail to Newton Hamilton at Bridge St. (Phase 5A)	Extend W. Pennsylvania Ave. Trail in Mt. Union to Kistler Rd. (2026)	0.14	MI	750	LF	500,000	71,023		
		Kistler Road (Share the Road across bridge to Kistler Rd. at School Rd.)	1.15	MI	6070	LF	10,000	11,496		
		Kistler Rd. at School Rd. to First Energy Easement at Country Club Rd. and Chris Ln.	1.05	MI	5540	LF	500,000	524,621		
		First Energy Easement at Country Club Rd. and Chris Ln. to Lower Country Club Rd.	0.90	MI	4750	LF	500,000	449,811		
		Lower Country Club Rd. from First Energy Easement to the eastern end of Front Street	1.00	MI	5280	LF	10,000	10,000		
		Front Street to Aqueduct Dr.	1.00	MI	5280	LF	500,000	500,000		
		Aqueduct Rd. (Share the Road to Bowers Ln.)	1.60	MI	8450	LF	10,000	16,004		
		NOTE: Historic Lock House located at Intersect of Aqueduct&Ferg. Valley Rds.)								
		Aqueduct Dr. at Bowers Ln. to the PA Fish & Boat Commission Boat Launch at Bridge St. (Newton Hamilton)	1.65	MI	8710	LF	500,000	824,811		
		NOTE: Provides direct connection to existing Public Boat Launch	8.49					Subtotal	\$2,407,765	
4.B	Acqueduct Dr. at Strodes Mill will connect to the Waterside Campground and eastward to Victory Park and the S.H. Rothermel Walking Trail in Lewistown	Aqueduct Drive Connection to On-Road Temp Route (New Trail to Riverside Camp Rd.)	0.75	MI	3970	LF	10,000	7,519		
		Aqueduct Dr. at Strodes Mill to Waterside Campground and RV Park at Locust Rd.	3.50	MI	18480	LF	500,000	1,750,000		
		NOTE: Easement thorough Lewistown Country Club Required								
		Trail on Locust Rd. under Mayes Bridge (Active CSXT RR stone arch)	0.11	MI	600	LF	10,000	1,136		
		NOTE: Consider NEW Trailhead Parking Lot at this location	1.00	LS	1	LS	35,000	35,000		
		Locust Rd. through Locust Campground (Share The Road)	0.45	MI	2400	LF	5,000	2,273		
		NEW Trail through future expansion of Locust Campground	0.33	MI	1750	LF	500,000	165,720		
		Juniata Division Rd (Currently Undeveloped Extension of Locust Campgrnd.)	0.84	MI	4445	LF	5,000	4,209		
		New Trail through Norfolk Southern RR ROW under Stone Arch Bridge to Jun. Div. Rd.	0.21	MI	1100	LF	500,000	104,167		
		Blue Juniata Dr. Exd. - Western end to. the Eastern end of Blue Juniata Dr.	1.11	MI	5839	LF	10,000	11,059		
			7.31					Subtotal	\$2,081,082	
PHASE 5	Newton Hamilton to Ryde									
5.A	Ultimate Route from Newton Hamilton at Bridge St. (Phase 4A) to Riverside Dr. at Ryde, PA.	PA Fish & Boat Commission Boat Launch at Bridge St. to Barben River Ln.	1.65	MI	8712	LF	500,000	825,000		
		Norton Rd. at Barben River Ln. to Riverside Dr.	3.50	MI	18485	LF	500,000	1,750,473		
		NOTE: NEW Trail would traverse narrow passage along RR (N.S. Negotiation Required)								
		Riverside Dr.. western end to eastern end at S. River Rd. in Ryde.	1.40	MI	7390	LF	10,000	13,996		
		Interim on-road alignment to connect from Riverside Dr. at S. River Rd. to Little Brick Rd. ant S.	2.59	MI	13700	LF	10,000	25,947		
		NOTE: Share the Rd. on Riverside Dr., to S. River Rd.	9.15					Subtotal	\$2,615,417	
5.B	Ultimate Route from N. Sandbeach Rd. (Phase 3A) to Aqueduct Dr., Strodes	NEW Trail Sandbeach Rd. at 3 Locks Rd. to Aqueduct Drive	5.15	MI	27190	LF	500,000	2,574,811		
		NOTE: Field Edges along the Juniata River are recommneded to preserve existing farm practices	5.15					Subtotal	\$2,574,811	
PHASE 6	Ryde to McVeytown									
	Remaining section of the Ultimate Route from Ryde (Phase 5A) to Mcveytown (Phase 3A)	Riverside Dr. at S. River Rd. in Ryde to a campsite at the Western end of Vance Dr.	1.50	MI	7920	LF	10,000	15,000		
		The Western end of Vance Dr. to McVeytown Borough at Criswell St. at Harshbarger's Sub N' Malt	2.90	MI	15310	LF	500,000	1,449,811		
		NOTE: Field Edges along the Juniata River are recommneded to preserve existing farm practices								
		McVeytown Borough - Criswell St. at Harshbarger's Sub N' Malt to S. Water St. at Route 22	0.50	MI	2640	LF	10,000	5,000		
			4.90					Subtotal	\$1,469,811	
		Overall Mileage (Ultimate)	38.71					GRAND TOTAL	\$12,602,893	
	Cost Per Mile:	\$325,539.84							(Temp and Ultimate)	
		GENERAL NOTES:								
		1. Probable Costs are Order of Magnitude Projections based upon 2018 similar project costs for future construction only.								
		2. Environmental remediation costs are additional.								
		3. All Right-of-Way and/or easement acquisition costs are additional.								



## V. Appendices

### D. Acquisition Techniques

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# Acquisition Techniques

## Techniques for Acquisition of Land or Right-of-Way or Easement

Type	General Description	Who Grants Title?	Who Takes Title?	Is There A Cost?	Liability Concerns for Grantor
<b>Trail Easement</b>	A right to use another person's real estate for a trail.	Landowner/ Public Entity	non-profit/public entity	Yes	No*
<b>Purchase of Entire Property</b>	Land can be purchased outright by either a non-profit or public entity	Landowner/ Public Entity	non-profit/public entity	Yes- Typically Higher Cost	No
<b>Purchase of a Strip of Land</b>	A strip of land can be purchased by either a non-profit or public entity	Landowner/ Public Entity	non-profit/public entity	Yes	No
<b>Land Donation</b>	A Landowner can donate to an agency or organization	Landowner	non-profit/public entity	No - Property Owner may receive Tax Deduction	No
<b>Land Lease</b>	Land can be rented from the landowner for a set amount of time. Certain construction funds require longer lease agreements	Landowner/ Public Entity	non-profit/public entity	Yes	No*
<b>Purchase Property and Lease Back</b>	An agency can purchase property and lease it back to the previous owner for a specified period of time.	Landowner/ Public Entity	non-profit/public entity	Yes	No*
<b>Purchase Property and sell with a trail easement</b>	An agency can purchase property and re-sell it with a trail easement in place.	Landowner/ Public Entity	non-profit/public entity	Yes - anticipated return of partial funds with re-sale	No*
<b>Purchase Property/Subdivide w/ Strip of Land/Sell Remaining Property</b>	An agency can purchase property, sub-divide a strip of land, then re-sell the land that is not needed for the trail.	Landowner/ Public Entity	non-profit/public entity	Yes - anticipated return of partial funds with re-sale	No
<b>Work within an Existing Easement</b>	An agreement with a property owner and existing utility provider to use another person's real estate for the trail.	Landowner/ Public Entity	non-profit/public entity	Sometimes	No*
<b>PennDOT Agreement (within ROW)</b>	An agreement with PennDOT to utilize some of their right-of way for a sidepath/trail	PennDOT	non-profit/public entity	Typically No Cost	No*
<b>Eminent Domain</b>	Property, or parts of property, can be forcibly taken from a landowner for use by the general public	Landowner	non-profit/public entity	Yes	No

\* Liability Risks for these options are generally covered by Pennsylvania's "Recreational Use of Land and Water Act" (Purdon's Pa. Statutes, Title 68, 477-1 et.seq.)



## V. Appendices

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### E. Maintenance & Management

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# Management/Operation/Maintenance Alternatives

Management/Operation/Maintenance Alternatives					
Type	Design/Construction Oversight	Maintenance	Management /Operation	Security	Programming
County/Local Government	X	X	X	X	X
Municipal Authority		X	X	X	X
Non-Profit Organization		X	X		X
Individual Landowner Mgt.		X	X	X	
Volunteers		X			X
PennDOT/Utility Company	X	X	X	X	

## Trail Maintenance Considerations:

- Frequency of Maintenance
- Trail Assessments and Inspections
- Hazard Tree Identification, Inspection, and Corrective Action
- Revegetation and Restoration
- Training

## Trail Management Considerations:

- Management Structures
- Trail Management Objectives
- User Safety and Security
- Natural and Cultural Resource Management
- The Physical Corridor
- Programming and Environmental Education Activities
- Conflicts and Competing Uses
- Use of Volunteers
- Monitoring Trail Users
- Trail Closures
- Trail Accessibility Policy



Trail Management Examples														
Trail Name/Location	Municipalities	Miles	Type	Status	Surface	Type of Organization	Organization Name	Entities Responsible for Constuction	Construction Funding	Entities Responsible for Maintenance	Maintenance Funding	Entities Responsible for Security	Other Orgs Involved	Other Funding
Lackawanna Heritage River Trail- PA *	30	70	Rail Trail	Incomplete	Crushed Stone/ Paved Asphalt	Municipal Authority	Lackawanna Heritage Valley Authority	LHVA	Growing Greener II, LECOR	LHVA	Municipal Dues	Individual Municipalities, Volunteers	Friends Of group	
Heritage Rail Trail- PA	11	21	Rail Trail	Complete	Compact Stone/ Paved Asphalt	County Established Authority	York County Trail Authority (YCTA)	YCTA	York County Convention and Visitors Bureau	York County Parks		York County Ranger Division		
Allegheny River Trail-PA *		55	Rail Trail	Complete	Paved Asphalt / Dirt Road	Non-profit	Allegheny Valley Trails Association (AVTA)	AVTA	Fed, State, Local grants	AVTA	Local businesses in community			Member dues
Tri-Municipal Greenway, PA	3	33.2	Multi-Use		Bike Lane/ Off-Road	Municipal Alliance	Tri-Municipal Greenway							
Levee Loop Trail - PA	3	4.3	Multi-Use	Complete	Hard Surface (Permeable)	Municipal Partnership / Commission	Stroud Region Open Space Recreation Commission			Municipalities		SROSC - 5 employed officers		
Schuykill River Trail- PA	35	125	Rail Trail, Canal Towpath	Incomplete	Paved Asphalt, Share the Road,	Several small groups united by one council	Schuykill River Trail Council	Schuykill River Trail Council**		Schuykill River Trail Council**				Schuykill River Development Corporation, Montgomery and Chester Counties, Schuykill River Heritage Area
Perkiomen Trail- PA *	10	20	Rail Trail	Complete	Gravel/Paved	County	Montgomery County Division of Parks, Trails, and Historic Sites	Montgomery County Division of Parks, Trails, and Historic Sites	Montgomery County (\$8.5M including 3 bridge rehabs)	Montgomery County Division of Parks, Trails, and Historic Sites	~45k/year	Montgomery County		
D&L Canal Trail - PA		165	Canal Towpath, Rail Trail	Incomplete	Crushed Stone	Local/State/Federal/Private Partnership	D&L Trail Alliance	D&L Trail Alliance	Contributions, Grants	Public/Private Partnerships				
Delaware and Raritan Canal Trail - NJ		77	Canal Towpath		Stone Dust	State Government	D&R Canal Commission					NJ State Park Police		
Route 202 Parkway - PA *	3	9	Shared Use	Complete	Paved Asphalt	State Government	PennDOT	PennDOT	State Funding (100%)	PennDOT		Ind. Municipalities		
Virginia Capital Trail - VA *		52	Bike/Ped	Complete	Paved Asphalt	Public-Private Partnership	Virginia Capital Trail Foundation (VCTF)	VDOT	Federal Enhancement, Open Container, and Smithsonian funds	Agreements between VDOT and VCTF	Donations		VDOT	Dominion Energy. Federal enhancement funds.
Amelia Island Trail - FL		7	Multi-Use	Complete	Paved Asphalt	Non-profit	Friends of Amelia Trail	Nassau County	FDOT, Private	Nassau County				
Coastal Georgia Greenway - SC, GA, FL		155	Multi-Use	Incomplete	Paved Asphalt	Non-profit	Coastal Georgia Greenway Inc		State/Federal Funding					
Great Allegheny Passage Trail PA, MD		150	Rail Trail		Crushed Stone	Trail Coalition	Allegheny Trail Alliance (ATA)			ATA				
Hudson River Valley Greenway - NY	264		Multi-Use		Paved Asphalt	State Sponsored	Hudson River Valley Greenway Communities Council, Greenway Conservancy for the Hudson River Valley, Inc.							
Charles River Bike Path - MA		23	Multi-Use		Paved Asphalt	State Government	MA Department of Conservation and Recreation							
Down East Sunrise Trail - ME		87	Rail Trail	Incomplete	Crushed Stone	Non-profit	Sunrise Trail Coalition	MaineDOT and MaineDOC	Rail Salvage Funds					
Lamoille Valley Rail Trail - VT	18	93	Rail Trail	Incomplete	Gravel *	Non-profit	Friends of the Lamoille Valley Rail Trail, Vermont Association of Snow Travelers	Vtrans	Federal, State	Friends of the Lamoille Valley Rail Trail	Volunteer			
Cape Cod Rail Trail - MA	6	25	Rail Trail	Complete	Paved Asphalt	State Government	Mass DCR Department of Conservation and Recreation (DCR)	Mass DCR						
Northern Delaware Greenway Trail- DE		10	Rail Trail	Complete	Paved Asphalt, Crushed Stone	Non-profit	Delaware Greenways							
American River Bike Trail- CA		32	Bike Trail	Complete	Paved Asphalt	County Government	County of Sacramento			County of Sacramento				
Greenville Health System Swamp Rabbit Trail- SC *		20	Rail Trail	Complete	Paved Asphalt	County Government	Greenville County Recreation	City of Greenville	Corporate Sponsor (GHS), Greenville County, City of Greenville	Greenville County Rec	Donations	Greenville County Rec		
Atlanta Beltline- GA *	45	22	Rail Trail	Incomplete	Paved with some hiking	Non-profit	Friends of the Beltline	Atlanta Beltline Inc.	Federal (TIGER V)	City of Atlanta		Atlanta PD Path Force	Beltline Neighbor: Coalition, PATH Foundation	Tax Increment, Private Funds

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### F. Project Funding

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# Potential Funding Sources Available

## State and Federal Funding

- USDOT BUILD (Better Utilizing Investments to Leverage Development) Transportation Fund
- DCNR Community Conservation Partnership Program (C2P2) Grant
- DCED Multimodal Fund
- DCED Greenways, Trails and Recreation Program (GTRP) Grant

## Regional / Local Funding

- Southern Alleghenies Planning & Development Commission (SAP-DC) Mini-Grants Program
- Mifflin County Marcellus Legacy Fund for Recreation and Open Space
- Huntingdon County Community Development Block Grant
- DCED Greenways, Trails and Recreation Program (GTRP) Grant

## Foundation Grants and Other Private Funding

- Kodiak America Greenways Grant
- PeopleForBikes Community Grant Program
- Lowe's Charitable and Educational Foundation (LECF)
- Pew Charitable Trusts
- Recreational Equipment, Inc. (REI) Conservation and Recreation Grants
- Surdna Foundation

## POTENTIAL FUNDING SOURCES AVAILABLE

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A number of opportunities exist for funding at the Federal, State and Local levels as well as with private funding. This document outlines a number funding sources that may be available to help in the design and construction stages of the proposed Main Line Canal Greenway Trail/September 11<sup>th</sup> National Memorial Trail between the Lower Trail in Alfarata, PA and Lewistown, PA.

### **A. State and Federal Funding:**

#### ***USDOT BUILD Transportation Fund***

BUILD (Better Utilizing Investments to Leverage Development) Transportation grants replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. As the Administration looks to enhance America's infrastructure, FY 2018 BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support trails, as well as roads, bridges, transit, rail, ports or intermodal transportation.

For projects located in rural areas, the minimum award is \$1 million. The maximum award for all projects is \$25 million. For projects located in urban areas, the minimum award is \$5 million. Please note that the minimum total project cost for a project located in an urban area must be \$6.25 million to meet match requirements. Not more than \$150 million can be awarded to a single State.

The most recent deadline to submit an application for the FY 2018 BUILD Transportation Discretionary Grants program was July 19, 2018 for FY2018.

Additional Information: <https://www.transportation.gov/BUILDgrants>

#### ***DCNR's Community Conservation Partnership Program (C2P2) Grant***

Administered by the Pennsylvania Department of Conservation and Natural Resources (DCNR) - Bureau of Recreation and Conservation the C2P2 program has been authorized to foster and facilitate conservation and recreation-focused projects and programs in the state

C2P2 grants are awarded to municipalities and authorized nonprofit organizations for recreation, park and conservation projects. These include the rehabilitation and new development of parks and recreation facilities (development projects); acquisition of land for active or passive park and conservation purposes (acquisition projects); and planning for feasibility studies, trails studies, conservation plans, site development planning, and comprehensive recreation, greenway and open space planning .

Most projects require a 50% match. The next round of C2P2 Grants will likely have an application deadline in April of 2019.

Additional Information: <http://www.dcnr.pa.gov/Communities/Grants/Pages/default.aspx>



### ***PaDCED Multimodal Fund***

The Multimodal Transportation Fund provides grants to encourage economic development and ensure that a safe and reliable system of transportation is available to Municipalities, Councils of Governments, Businesses, Economic Development Organizations, Public Transportation Agencies, and Ports-Rail/Freight.

Funds may be used for the development, rehabilitation and enhancement of transportation assets to existing communities, streetscape, lighting, sidewalk enhancement, pedestrian safety, connectivity of transportation assets and transit-oriented development. Grants are available for projects with a total cost of \$100,000 or more, but shall not exceed \$3,000,000 for any project.

The application deadline for the program is July 31<sup>st</sup> of each calendar year. Normally a match of 30% is required.

Additional Information: [https://dced.pa.gov/programs/multimodal-transportation-fund/#.WH5k3Fyo\\_sY](https://dced.pa.gov/programs/multimodal-transportation-fund/#.WH5k3Fyo_sY)

### ***DCED's Greenways, Trails and Recreation Program (GTRP) Grant***

Act 13 of 2012 establishes the Marcellus Legacy Fund and allocates funds to the Commonwealth Financing Authority for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects using the Greenways, Trails and Recreation Program (GTRP).

Municipalities, Councils of Governments, Authorized Organizations, Institutions of Higher Education, Watershed Organizations, and For-Profit Businesses with projects which involve development, rehabilitation and improvements to public parks, recreation areas, greenways, trails and river conservation may apply for grants up to \$250,000 for any project. A 15% local match of the total project cost is required.

The latest application deadline for the program was June 30, 2018.

Additional Information: <https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/>

## **B. Regional and Local Funding:**

### ***Southern Alleghenies Planning & Development Commission (SAP&DC) Mini-Grants Program***

The Southern Alleghenies Regional Greenways Mini-Grants Program is a reimbursement program funded by the Department of Conservation and Natural Resources (DCNR) and administered by the Southern Alleghenies Planning & Development Commission (SAP&DC). Projects eligible for funding must fall within the Southern Alleghenies Region of Bedford, Blair, Cambria, Fulton, Huntingdon, and Somerset Counties.

The Southern Alleghenies Regional Greenways Mini-Grants Program is intended to provide funding for projects that support the implementation of the overall goals that have been identified

in the 2007 Southern Alleghenies Greenways and Open Space Network Plan and the 2016 Southern Alleghenies Planning and Development Commission Bicycle and Pedestrian Plan.

Grant requests shall be a minimum of \$3,000 and cannot exceed \$50,000. A 50% cash/eligible non-cash (in-kind) local contribution is required.

The latest application deadline for the program was June 15, 2018.

### ***Mifflin County Marcellus Legacy Fund for Recreation and Open Space***

These funds may be used for the planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, natural areas, community conservation and beautification projects, community and heritage parks and water resource management. Funds may be used to acquire lands for recreational or conservation purposes and land damaged or prone to drainage by storms or flooding. The program is set up to help supplement projects as described and not for reimbursement of previously funded projects.

Funding requests shall not exceed \$20,000, which is 50% of the average total allocation of Act 13 funds available for the year.

Recent Applications were due on Jun 15, 2018.

Additional Information: <http://www.co.mifflin.pa.us/dept/PlanningDev/Pages/Marcellus.aspx>

### ***Huntingdon County Community Development Block Grant***

The Community Development Block Grant (CDBG) Program is designed to benefit low and moderate income persons through community conservation and the stimulation of economic development. In 2018, Huntingdon County expects to receive an allocation of Community Development Block Grant (CDBG) entitlement funds of approximately \$243,119. These funds are to be used to benefit low and moderate income people living in non-entitlement municipalities within the County. Huntingdon Borough and Smithfield Township, are not eligible to apply for County CDBG funds because they automatically receive CDBG funds each year due to their population. All other Huntingdon County municipalities, authorities and non-profit agencies are eligible.

A maximum of \$1,000,000 is available through competitive grants.

The 2018 CDBG Deadline for Proposal Submission Form was August 30, 2018

Additional Information:

<http://www.huntingdoncounty.net/Dept/Planning/Documents/2018%20%20Overview%20of%20CDBG%20program.pdf>

## **C. Foundation Grants and Other Private Funding:**

Numerous large community, family, and corporate foundations make grants to greenway and trail groups. Copies of directories of foundations can be found in local libraries. The directories

provide information on each foundation's grantmaking history and philosophy. One of the most well-known directories is Environmental Grantmaking Foundations, published annually by Resources for Global Sustainability, Inc., which maintains a database of over 47,000 grant programs that can be searched by keywords to determine the foundations serving a particular area and type of project. Foundations can also be located by searching the internet. Other resources for grant information include economic development agencies and trust officers at local banks, who manage small family foundations and charitable trusts.

### ***Kodak America Greenways Grant***

The Kodak American Greenways Awards Program, a partnership project of the Eastman Kodak Company, the Conservation Fund and the National Geographic Society, provides small grants of \$500 to \$2,500 to groups and individuals planning and designing greenways throughout the United States. Grants can be used to cover planning, technical assistance, legal or other costs associated with greenway projects. Grants may not be used for academic research, general institutional support, lobbying, or political activities.

The deadline for submitting applications is June 1 of each calendar year.

Additional Information: <http://www.conservationfund.org>

### ***PeopleForBikes Community Grant Program***

The PeopleForBikes Community Grant Program provides funding to non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle initiatives.

Both spring and fall deadlines are available to applicants.

Additional Information: <http://www.peopleforbikes.org/pages/grant-guidelines>

### ***Lowe's Charitable and Educational Foundation (LCEF)***

Founded in 1957, the Lowe's Charitable and Educational Foundation (LCEF) has a long and proud history of contributing to grassroots community projects. LCEF awards more than \$3 million annually to diverse organizations and schools across the United States where Lowe's operates stores and distribution centers. The Foundation's primary philanthropic focus areas include K-12 public schools and non-profit community-based organizations.

Additionally, Lowe's is a proud supporter of Habitat for Humanity International, American Red Cross, United Way of America, and the Home Safety Council, and numerous other non-profit organizations and programs that help communities across the country. Lowe's also encourages volunteerism through the Lowe's Heroes program, a company-wide employee volunteer initiative.

Additional Information: [https://www.cybergrants.com/lowes/start\\_app.html](https://www.cybergrants.com/lowes/start_app.html)



## ***Pew Charitable Trusts***

### ***Recreational Equipment, Incorporated (REI) Conservation and Recreation Grants***

REI awards conservation grants to organizations for the protection and enhancement of natural resources for use in outdoor recreation. Small grants of up to \$5,000 are offered to accomplish the following:

- Preservation of wildlands and open space
- Advocacy oriented education for the general public about conservation issues
- Building the membership base of a conservation organization
- Direct citizen action campaigns on public land and water recreation issues
- Projects working to organize a trails constituency or to enhance the effectiveness of a trails organization's work as a trails advocate at the state or local level

In addition to preserving and protecting the environment, REI also encourages people to get outdoors for recreation. Outdoor recreation grants support projects that do the following:

- increase access to outdoor activities
- encourage involvement in muscle-powered recreation
- promote safe participation in outdoor muscle-powered recreation and proper care for outdoor resources

Additional Information: <https://www.rei.com/stewardship/core-practices>

## ***Surdna Foundation***

The Surdna Foundation is a national leader in funding greenway efforts and has funded the Florida Statewide Greenways Program. Surdna supports government, private and volunteer actions that produce a sustainable environment. They encourage the restoration of suburban and urban environments by public and community involvement in education, planning for and advocating environmental appreciation. One area of focus is alternative transportation, particularly reducing vehicle miles traveled and maximizing accessibility over mobility.

Additional Information: <http://www.surdna.org/what-we-fund/funding-overview.html>

## V. Appendices

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<u>Name</u>	<u>Affiliation</u>	<u>Role</u>	<u>Point of Contact</u>	<u>Date of Last Contact</u>	<u>Interview Key Points</u>
Mark A. Colussy	Huntingdon Co.	Planning Director/ Blueprints Communities	RPT/DM/ JSL	3/8/2018	Blueprints Communities has created a robust Program and Master Plan - already successful in garnering local support for trails and boat launches; 1.5 million visitors to Raystown Lake - we need to capitalize on this by connecting with more outdoor recreation; Pursue Fireman's Trail and connections to Standing Stone/ 1,000 Steps; E. Broad Top RR supports connection to Riverview Business Park; Oriskany Rd. would be excellent for auto touring; We need to reach the student poulation by marketing trails as connections to nature and alternative transportation to downtown resources.
Bill Gomes	Mifflin Co.	Planning Director	RPT/DM/ JSL	12/5/2017	CTC Discussed Mifflin Co. resources / Juniata Trail funding with Bill and Jenny Landis. Bill has provided Plan for Riverfront Trail, which is advancing toward implementation.
Matt Price	Huntingdon Co. DMO / Visitors Bureau		JSL/RPT/DM		Matt is a top advocate and municipal Planner, actively working on these trail corridors to Potential contact for River Sojourn. We should coordinate/ participate/ support Matt's planning efforts for a ribbon cutting to open the Mapleton boat launch in June, 2018.
David Lybarger	PA Dot District 9 (Also: Mike Bowser 696-7220 Municipal Services Specialist, PennDOT)	District 9-0 Bike/Ped Coordinator	JSL	JSL Left Msg. March 7, 14, 27 and 28, 2018	Dave left msg. Monday, 3/12 Dave is out of office for several days, but will call JSL to follow up. Ann Steich had attended first meeting. Currently working off alignment from Master Plan as to whether bridges, structures, etc. Dave is concerned that current 9/11 Trail delineation is not what MLGC preferred routes entail. JL explained that current and future planning efforts have and will continue to investage, identify and map preferred routes that align closely to the original Main Line Canal, junitata River and former rail ROW and Route 22 ROW, but by all means, the region very much wants these trails to connect to city, town and village downtowns to provide services, sales, hotels, eateries - essentially long term and long reaching sustainable economic development. Mike is the Liquid fuels coordinator for Somerset and Cambria County. LF is based upon population and miles of roadway used.
Karl King	Rails to Trails of Central PA		RPT/DM/ JSL		Karl is Owner/ Operator of the Lower Trail, currently working as charter member of Rails to Trails of Central PA to coordinate a Route 22 PennDOT project to also provide the connection into Canoe Creek State Park. The Lower Trail runs paralle with the Juniata River Water Trail and Mainline Canal Greenway. Karl serves actively on the 9/11 Trail Board of Directors; RTCPA very much wants to extend the Lower Trail westward, co-located with the MLCG and 9/11 Trail.
Lindsay Pyle	SAPDC	Comm. & Econ. Dev. Program Manager	RPT/DM/ JSL		Lindsay has attended several of the corridor planning Public Meetings and strongly supports the development of the MLCG and 9/11 Trail through the entire 6 county jurisdiction of The SAP&DC.
Jane Sheffield	ARC	E.D.	JSL/RPT/DM		Jane is the foremost representative for this entire trail planning effort, continuing ARC's long term commitment to planning and developing the MLCG and 9/11 Trail through the region.
George Drobnock	Huntingdon County	Local Resident Historian	JSL	1/7/18 (E-mail info.)	George is now serving as a local historian currently working to rediscover and tell the story of the significance of the region; George has a tremendous affinity and knowledge of the orginal canal history and culture; provided clarification on the Riverside Park, Smithfield Twp., connection over Crooked Creek to the levee and rail bridge; George found that the proposed 911/canal green way has some similarities to the path taken for the 1910-1926 transcontinental highway project that past through central Pennsylvania from New York City to Pittsburgh. This was the Pikes Peak Ocean to Ocean Highway (The Appian Way of America).



<u><b>Name</b></u>	<u><b>Affiliation</b></u>	<u><b>Role</b></u>	<u><b>Point of Contact</b></u>	<u><b>Date of Last Contact</b></u>	<u><b>Interview Key Points</b></u>
Paul Fagley	Greenwood Furnace State Park	Cultural Educator / Historian			GFSP currently provides one night courtesy camping and several local clubs are pushing to increase membership; Critical connections to Lewistown, Standing Stone Trail and 1,000 Steps; Interest is building to provide a 5 mile Stone Valley Loop to promote GFSP as "The Historic Iron Furnace Forest".
Steve Nelson	Eastwick Marketing	Director of Planning & Government Relations	RT	12/4/2017	•Juniata River Valley Visitors Bureau is to receive more money from an increased hotel tax; Steve is conducting a Visitors Plan to determine what they are doing and how they get there? - He shared the report with CTC; Steve made recommendations for improved cycling structure; Steve also spoke with a number of various businesses and people that were mostly tourism related - he shared this with CTC; It is obvious that people are proud of their communities, but are also inward looking.
Nick Felice	Mifflin County Industrial Development Corporation (MCIDC)			1/9/18 , then 3/26/18	Nick has lived and worked in Cambria and Somerset Counties and has witnessed first hand the benefits and opportunities that long distance trails (GAP) have brought to our region. He works downtown Lewistown in MCIDC Plaza (Old Iron Mill), worked in Huntingdon County and Westmoreland as well. The tie to Quality of life and Economic Development is evident and welcomed. The longer the trail becomes, the more it becomes a destination in addition to becoming a connect communities, resources, eateries and lodging. Nick would like to have served on the Steering Comm., but is already very busy with similar support in other groups locally.
Jim Zubler	Downtowns Lewistown, Inc.	Executive Director	JL	3/22/2018	Jim is incredibly enthusiastic about the trails and recently completed river (small craft) boat launches, which already are proving to be of great interest and support facilities for local users as well as longer trip visitors that frequent the rivers on teh Juniata River Trail. It's all about reconnecting people to nature and healthier lifestyles through provision of safe places to walk, hike and enjoy the rich culture, history and natural beauty our region has to offer. We see this as tremendous opportunities for expanding economic development within the region to draw visitors from far outside the area to be well accomodated to want to visit, stay and return regularly.
Stephen Dunkle	Mifflin County. Commissioner (RR. Station Resource)		JL	JL 3/22/18	Commissioner Dunkle notes that these planned trails are a 'wonderful idea' that he supports. We need to be pragmatic in our approach to produce short term connnections that yield short term use as well as long term larger scale projects that complete the grand scale vision. Check in with other Commissioners Robert Postal and Kevin Godish for their take and perspective.
Deb Bargo	Lewistown Borough	Mayor		JL 3/22/18	Mayor Bargo is very supportive of the trails planning efforts, both in terms of recreation and economic development.
James W. Garthe / Joe Clark	Standing Stone Trail		JL	3/14/2018, 3/23/18	Joe Clark indicates that The Standing Stone Trail Club would like to see the Dinkey Grades used to connect the SST to downtown, cross the river and provide safe access across Rt 22 and the river to the MLCG. In the past, SST has worked with PASGL, but some limitations were due to precense of 2 endangered species (Wood Rat and Rattlesnake). Access through 3 private properties to south on the Fire Trail side would need to be coordinated. Jim Garthe noted that it is imperative that we connect into Mapleton Park, Standing Stone Trail to make Mapleton (and Three Springs) the trail town that they want to become. They envision providing overnight camping for through hiking, Need to enhance trail in woods for connection at back corner of park along the river. We acknowledge the need for more local stores, resources and services. Confirm if the OIP in Mapleton is still open for example.

<u>Name</u>	<u>Affiliation</u>	<u>Role</u>	<u>Point of Contact</u>	<u>Date of Last Contact</u>	<u>Interview Key Points</u>
Pam Grugan	Sunday Strollers Hiking Club - Juniata Valley School District Sustainability Club	Walk to School Program	JL	3/21/2018, 3/24/18	<p>Pam is a resident of Alexandria, PA, who lived with her Grandmother in Germany (never needed to own a car), where she spent years bicycling and walking to destinations. Then grew up in bilingual household in Reading, PA, where they enjoyed many years raising children with the ability to walk to school, market, transit, parks and natural areas. Pam and dauhgter started The Juniata College Sustainability Program, which was the first for walkable connectivity and recycling. Pam recalls the priimary obstacle to the prior trail feas. study (20 years ago) was private properties, but perhaps enough time has passed and people have experienced the benfits of trails in growing communities that this will be embraced in rural central PA. Pam belives that middle school students should be a primary target so that they can grow up with lifestyles that provide mobility and access without reliance on vehicles. Currently, most students have broken or no bicycles. Pam is engaged in the Blair County big Brother/Big Sister Program that donates new and used bikes to young students. Alexandria and Petersburg are only 2.5 miles apart, but they are currently not safely connected. They must be integrated into the trail system rather than diverting the trail along Route 305. Without safe connectivity, it is getting more and more difficult to encourage kids to walk and ride anywhere. JSL recommended that Pam confer with School Administrations to inquire as to whether they have a 'No Walking Policy' and/or receive 'Hazard Bussing Program' funding. Both of these policies need to be repealed in order for communities to pursue Safe Routes to School Program funding. Regardless, the MLCG and 9/11 Trails can bring renewed attention and investments to ignite support for extension of the trail eastward (and westward).</p>
Jenny Landis	Juniata River Valley Visitors Bureau	Executive Director	RT/JL	1/25/2018	<p>CTC Discussed Mifflin Co. resources / Juniata Trail funding with Bill and Jenny Landis. Jenny also took a moment to discuss the project at the Mifflin Co. Stakeholders Meeting on 01-25-18</p> <ul style="list-style-type: none"><li>Recent work for her organization has included a boat launch in Mcveytown as well as a dog park in Kish Park in Lewistown.</li><li>There is a lot of interest in a connection from Victory park, up to Kish Park.</li><li>Jenny is personally interested in the 911-Trail, as she has family in Morrisville NJ, but understands the concerns people have of losing the rural/solitude of Mifflin County.</li></ul>
Michael Carbon					First Responder Contact in Huntingdon
Evan Gross	Dirt Rag Events Coordinator and associated with Tussey Mountain Outfitters, Inc.		JL		Evan is actively engaged in planning and design for the Raystown Mountain Bike Trail System - Allegripis Trails, which is drawing enthusiasts from surrounding states for multiple day events and weekend outings/ rides. Evan will continue to advocate, host tours, build the trails community and support these trail planning efforts in every way possible.
Kristin Joivell	Huntingdon County Active Transportation Committee / Teacher / Juniata Audubon Soc./ Standing Stone Trail Club		JL	JL Left message	<p>Attended Friends of Rothrock State Forest - looking at expanding access at Wipple Dam area - Mt. biking, hiking, fishing, The shelters on the Lower Trail (2) really help to serve the Mid State Trail as well and we need more shelters for through hikers, long distance bikers and overnight use. Potable water is essential as well, so we realize that all amenities will eventually need maintenance as usership increases. The composting toilets along the Lower Trail are invaluable and they are well maintained. Also, we need to be mindful of environmental aspects and already known.</p> <p><b><u>Stan Kotalla would know more about the historic and environmentally sensitive features in the viscinity of Petersburg, PA.</u></b></p>

<u><i>Name</i></u>	<u><i>Affiliation</i></u>	<u><i>Role</i></u>	<u><i>Point of Contact</i></u>	<u><i>Date of Last Contact</i></u>	<u><i>Interview Key Points</i></u>
Scott Welham	Borough of Lewistown	Borough Manager	JL	3/24/2018	Most local interest is in expanding trail from Victory Park to Kish River Walk. Scott wants to know more about the trail and planning process, specifically how the trail might remain along the preferred historic alignment of the Mainline Canal/ Greenway (MLCG) and Juniata River over the scenic but more rural big Valley (Kish Valley), which would miss many of the towns, boroughs and townships that need the trail to come through in terms of connectivity and economic development.
Dan Dunmire	Mifflin County Conservation District	District Manager	JL	3/24/2018	Attended Mifflin Co. Planning Commission Mtg. on 1-25-18. The entire MLCG and 9/11 Trail are great ideas (also Juniata Water Trail)... but... The Commission has doubts that private property owners along the actual historic mainline canal greenway. Private property acquisition will be a challenge. Consider alternate through Big Valley (Kish Valley). Is it possible to enter at Mill Creek and exit at Meadsville (as alternative around private properties)?
George Conrad	Huntingdon Boro Park & Rec (See also Bill Wheeler, Borough Manager)	Also on Parks, Rec, Public Property Committee: (3 Council Members) Nicole Houck, John Hyde, Robert Jackson, Chairman.	JL		Attended Huntingdon Stakeholder Mtg. Standing Stone Hiking Club. Trail runner who hosts trail races and hosting community hikes with both Standing Stone and Mid State Trail.
Dave Knox	Locust Campground near Granville, which encompasses existing functional portion of the historic canal. Campground address: 475 Locust Road, Lewistown, PA 717-248-3974	Former Owner, Retired neighbor/ community advocate	JSL	3/8/2018	New Owners live in Vermont, but Dave (contractor by trade, canalboat captain by choice) both as former County staffer and property owner assures everyone that this 1.5 mile segment of the original canal will definitely facilitate, support and endorse the trail alignment. Dave co-chaired the County Tourism group, now Bill Gomes is Chairperson. One Challenge will be getting under Mayes Bridge and Granville Bridge. Dave can only speak to the 1.5 mile piece of the canal that his company restored. Had cooperation of PA Canal Society. Dave helped establish the old Lock House on the canal, which is currently orphaned, but significant. Dave's children (now adults) are still very supportive of the project. When Dave bought the Locust Campground, it got its name in 1902, railroad went through top of property and canal along the bottom, which made the property somewhat of a peninsula. The original tract was 285 acres, but 14 acres was defined as the canalway, which is still in the form of a separate deed. On northern side at Railroad, 30 acres was between the original RR (single track). Dave approached RR in Pittsburgh, paying more for the 30 acres than the 250 acres. Jeff Rudman (Physician) and his son in Vermont are venture capitalists who dabble in recreation. They would probably be amenable to turning 14 acres into a linear park. Rob Postal is a current Commissioner, who used to work for CEDACOG when Dave was on Industrial Dev. Board, who assisted in grant acquisition. (Rob would be a tremendous. Steve Dunkle may have an opinion on how the Townships could partner to pursue grants and with construction). When Dave sold Locust Campground property to Rudmans, the sale was contingent upon building another 100 sites, which is now the Packetboat Road Subdivision. 'Clay Puddling' was the process of lining the canal basin to hold water, hence the name of Clay Puddle Road. Campground offers flush toilets, running potable water, but it is a private facility, which may require separate trailhead type facilities. Dave spoke with Maurice Goddard in 1962 about
Dave Aurand	Recreation Forester, Tuscarora State Forest, 4455 Big Spring Road, Blain, PA 17006		JL	3/27/2018	Dave indicates that a small portion of Tuscarora Forest Lands touch the Juniata river (west shore) only in two small spots along Route 103 between Kistler and Newton-Hamilton, where an established and well used boat launch is located. Several of the islands from the Shawmont Boat Launch location downstream to Duncanon are marked State Forest Lands, which allow overnight camping and camp fires in fire rings.



<u><i>Name</i></u>	<u><i>Affiliation</i></u>	<u><i>Role</i></u>	<u><i>Point of Contact</i></u>	<u><i>Date of Last Contact</i></u>	<u><i>Interview Key Points</i></u>
Beverly M. Green / Georg Pozzuto	First Energy	External Affairs Manager / Real Estate	RT, JL, DM	8/27/2018	A conference call took place between First Energy (Beverly Green and George Pozzuto) and the Design Team (Robert Thomas, Jim Laird, and Douglas Maisey) on 8/27/2018. Maps, Parcel ownership information and an agenda had been distributed for use in the discussion. George noted that First Energy owns some land through the alignment, but also has utility easements in place. It was also noted that easements were not "exclusive" but are "general easements" and property owners are able to use the land, but not build beneath the utility lines. George's main concern was ensuring that access to the utility corridor is maintained for their use, as they need to access the corridor to do conduct repairs. Use of a daisy chain lock at gated access could enable First Energy access to their corridor. George also noted that the utility line between Lewistown and Mt. Union follows much of this proposed alignment and First Energy is looking to repair/replace utility poles in this area in 2019/2020. This may be a little soon to coordinate on design, but the trail should coordinate with First Energy if they are looking at construction during that period. Beverly Green noted that this corridor is a 46 KV line that acts as a backbone system to the area. Maintenance access is the primary concern, but George does not see why the trail couldn't largely co-locate, with property owner approval and appropriate agreements in place. First Energy does topographic/aerial imagery of their corridor, but is unlikely able to share information due to Homeland Security concerns. The Design team offered to mark up a map with where the trail may co-locate with utility corridors/easements and will send it to be proofed by first energy.
Deb Dunkle	Mid State Trail	(Ed Lawrence, Pres.; Pete Fleszar, VP)	JL		Deb and other Mid State Trail Club Members are working on the Everett Segment, planning to re-route the steep uphill entrance at Blue Triangle Lumber Mill to be more user friendly so that more users can access the ridgeline hike to Williamsburg, PA. Currently working with PA SGL to attain approval for re-route.
Joe Mircoe	Mountain River Outfitters (Duncansville)		JL	JL e-mail	Request for info. As to how trail will serve communities as well as how Outfitter may serve user groups. No phone dial tone - no connection or response via e-mail either.
Cheryl Shope	Huntingdon County Rotary Club	President (Works at Kish Bank)			JSL and AKL met Cheryl at 9/11 Presentation at Huntingdon County Rotary Club Meeting - guest speaker / Presentors. Rotary Club wants to endorse, support and participate in development of 9/11 Trail and MLCG.
Abbe Hamilton	Huntingdon County Conservation District		JL	JL 3/28/18	Team met Abby at Huntindgon Stakeholder Mtg. Abby is part of Hunt. Co. Active Trans. Committee. Make sure that when construction begins, make sure that there is a strong public outreach to generate awareness, support and public buy-in.
Bruce Trego	PA State Fire Academy	Administrator	JL	JL	Bruce expresses very much interest and support for the trail, both personally and on behalf of the PA Fire Academy. The Academy has had Administrative changes, but very much want to be informed and engaged in assisting with the MLCG Trail - especially the 9/11 aspects that directly correlate with the vision and service of the Academy.
Marie Mulvihill	Mifflin County Parks and Recreation Council (Greenway and Rural Rec. Plan)	Chairperson of Board	JL	JL e-mail 3/20/18	Marie attended Mifflin Co. Meeting. We simply do not have enough trails in our region, so she supports all modes of trails, outdoor recreation and water access. There are many unofficial trails that we need to get this information out to the public so that they can enjoy these as well. Purple Lizard maps are advancing awareness in PA and other states, so this information is now available in paper and kevlar. Black Moshanon Park trail maps are now done in fall of 2017. In Marysville, there is an outfitter that provides books and details of the river currents, trails and water trails.

<u>Name</u>	<u>Affiliation</u>	<u>Role</u>	<u>Point of Contact</u>	<u>Date of Last Contact</u>	<u>Interview Key Points</u>
Jim Yocum	Mapleton Borough, (Mention we spoke with Jane and thanks for contribution to project)		JSL	JSL 3/12/18	Jim is working to help establish a General Store; Mapleton has a lot of history, which we need to capitalize on in terms of Economic Development - 1,000 Steps 1/2 mile away, Standing Stone Trail; Working with DNCR to establish water source in park and enhance other boat launches and parking lots; how many places offer multi-day camping - at other side of ballfield in park; original boat launch gets crowded - likely the most well used put in point in the County. Steps and ramp to be added to dock area. Flooding caused washout of campsites, but US Cilica stepped up to help out to rebuild 8 camp sites on higher ground. Canal is right along campground, so historic interpretation is important. Karl Lawrence, former Standing Stone Trail met with PennDOT to look at potential culvert upgrade under Rt 22 to connect 1,000 Steps under 22 to parking area, which would greatly improve safety and access.; We'll need an outfitter near here soon; new ADA fishing pier is going to attract and serve users; Strode Gap would be another great hiking trail up in PASGL. Coordinate dates for 9/11 Ride.
Officer Chris Skipper	Pennsylvania Game Commission - State Game Lands 112		JL, JS met with Francis in person	11/6/2018	Officer Chris Skipper believes there is an opportunity to co-locate the MLCG Trail and 911 Trail through State Game Lands 112 Between Mapleton and Mt. Union. The Game lands already host the Thousand Steps and Mid State Trail. Details regarding the alignment will need to be determined and approved.
Frances Rizzano, Plant Manager	U.S. Silica Plant in Huntingdon Co.	Plant Manager	JL, JS met with Francis in person	11/6/2018	Frances US Silica staff are going to relocate park acutrements (that were damaged in flooding events) to higher ground on new concrete pads. JL and JS met with Francis Rizzo at his facility to discuss the MLCG through the property. Francis is pro-trail (MLCG and 9/11) and already has puzzled through several best case scenarios as to how he envisions the trail(s) aligned through and adjacent to portions of The US Silica Plant and properties leased by the Corporation. Francis would need to ensure the Silica Operation is not interrupted and safety concerns are met.



**Huntingdon County and Mifflin County  
Trail Feasibility Study  
for the  
MAIN LINE CANAL GREENWAY  
(Part of The September 11th National Memorial Trail)**

**When:** Wednesday, August 9<sup>th</sup>, 2017 from 10:00am- 12:00pm

**Location:** Huntingdon County Planning & Development – Annex 1 (1<sup>st</sup> Floor)

205 Penn St., Huntingdon, PA 16652

*(Light snacks and beverages will be provided)*

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## **REQUESTED AGENDA – KICKOFF MEETING**

### **I. INTRODUCTIONS**

### **II. ROLE AND RESPONSIBILITY**

- a. Review of the Grant Proposal and Overall Goals
- b. Team Organization and Responsibilities
- c. Study Team Contact List and Communications

### **III. OVERVIEW: MAIN LINE CANAL GREENWAY – ALEXANDRIA TO LEWISTOWN**

- a. Overall Goals and Objectives
- b. Project Scope
- c. Public Participation Process
- d. Reporting

### **IV. SCHEDULE / PROJECT MEETINGS**

- a. Review Project Schedule - Confirm Current Deadlines for Tasks and Deliverables
- b. Confirm Project Meetings / Public Meetings / Interviews
- c. Review Funding Opportunities and Critical Deadlines

### **V. EXISTING CONDITIONS / OBSERVATIONS**

- a. Background Materials / Previous Studies and Reports
- b. Potential Right-of-Way (Railroad, Utility, etc.)
- c. On / Off-Road Alignment Alternatives
- d. Local Resources / Important Connections?
- e. What other Opportunities / Concerns / Threats do you see?

### **VI. NEXT STEPS, PROJECT & MEETING SCHEDULE, INTERVIEW LIST**

### **VII. LUNCH AT BOXER'S RESTAURANT (Optional and for further discussion)**



## SIGN-IN SHEET

CT  
&C

Project:

Date: 8-9-2017

Meeting #: Kick off Mtg. Water St to Lewistown

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com

Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Karl King 507 57th St ALTOONA, PA 16602	RAILS TO TRAILS OF CENTRAL PA		
2	Beverly Green 405 W. Plank Rd. ALTOONA, PA 16602	FirstEnergy		
3	D. J. Gomes 20 N. Way West LEWISTOWN, PA	M. E. H. N. Co.		
4	Evan Gross 11694 UNIS LANE HUNTINGDON, PA	HUNTINGDON CO. <small>PUNYA DISTRICT</small>		
5	Matt Prior 6005 SKYWAY RD. LEWISTOWN, PA 16142	HCVB		
6	ROBERT P. THOMAS	CT & C		
7	Lindsay Pyle	SAPDC		
8	Anne Stich	PennDOT		
9	Doug M	CTC		
10	Jim L.	LATROLA		
11	Angelika L.	LATROLA		
12	JANE SHEFFIELD	ARC Corp		
13	MARK COLUSSY	HUNTINGDON CO. PLANNING		
14				
15				
16				
17				
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19				

# Huntingdon and Mifflin County – Trail Feasibility Study for the Main Line Canal Greenway – (Kick-off Meeting)

Minutes – Kick-off

Meeting Date: Wednesday, August 09, 2017

Huntingdon County, Planning & Development, 205 Penn. St., Huntingdon, PA 16652

Distribution Date: Friday, September 08, 2017

Next Meeting Date: To be announced

Attendance

- See Attached Attendance Sheet

Note: Required Follow-ups are shown in **Bold Type**

Review & Comment:

## **I. INTRODUCTIONS –TEAM MEMBERS / COMMITTEE MEMBERS**

1. Jane Sheffield took the time to welcome everyone and thanked them for their involvement and interest in participating as Study Committee members. She then introduced Bob Thomas and the project design team at Campbell Thomas & Co. and LairdLA.
2. The project design team and attending committee members introduced themselves. Individuals describe their roles and organizations, as well as their involvement and interests in the Main Line Canal Greenway as part of the September 11<sup>th</sup> National Memorial Trail.

## **II. ROLE AND RESPONSIBILITY**

3. Bob Thomas went over the project team organization, noting CT&C's and LairdLA's long term working relationship and previous work on the 911 National Memorial Trail Alignment Study and other projects in the region.
4. Overall goals of the feasibility study were explained.
  - a. This study will determine the alignment of a ~42-mile-long trail corridor through Mifflin and Huntingdon Counties from Lewistown to Alexandria and Alfarata, where the Lower Trail currently ends.
  - b. The trail will generally follow the historic alignment of the Main Line Canal Greenway and will co-align with the 911 National Memorial Trail.
  - c. The scope of this project will not only determine the alignment, but will provide costs of design and development, maintenance needs, and surface recommendations.
  - d. Additionally, the study will look to interpret and include the history in the area and address the needs of both long distance and local trail users.
5. Bob Thomas noted that the study committee will be especially valuable in understanding existing conditions and resources and in the public participation portion of this study.
6. Bob Thomas went over a series of maps, including USGS Quadrangles that show the existing rail beds along the corridor, DeLorme atlases, and series of 1870's historic maps showing the alignment of the Main Line Canal.

## **III. POWER POINT: MAIN LINE CANAL GREENWAY**

7. Bob Thomas went through a short slide show of the Main Line Canal corridor between Alfarata and Lewistown, identifying existing conditions, historic resources, potential corridors, economic development opportunities, and connections to recreational amenities along the

- way. Important resources included the Pulpit Rocks, development and demise of the Main Line Canal, and the Thousand Steps.
8. Bob explained that although the off-road trail may take years to fully implement, the feasibility study will look at creating a short-term on-road route. This enables the trail to “open immediately” and can help to bring attention and continued investment to the development an off-road alignment. Bob gave an example of this with the East Coast Greenway’s implementation.
    - a. It was noted that there are a number of “country walking roads” along the corridor that have low traffic volumes, providing a perfect option for a temporary route.
  9. Bob explained the trail’s co-alignment with the September 11<sup>th</sup> National Memorial Trail and the renewed excitement from the communities along the route.
    - a. Jane Sheffield agreed with Bob’s comment, noting that the inaugural 911 Trail ride last year brought together communities who seemed to embrace the trail and the economic value that it can bring.
    - b. The Main Line Canal Trail as part of the 911 community, will also bring support from groups that may have previously shown opposition to trails.
  10. It was asked if the design team will look at ownership along the alignment?
    - a. Bob Thomas stated that the study will include looking at ownership patterns, but not detailed parcel information at this time.
  11. Bob Thomas noted that there are numerous parts of the Main Line Canal that have either disappeared due to lack of maintenance or have been sold off and built on over time. The project team will look at alternatives for these sections of trail.
  12. In discussing resources along the corridor, it was said that the “Fire Trail”, between Mapleton and Mt. Union has had local support and may be an opportunity for the 911 Trail in this section. This alignment would also relate to the 911 theme.
  13. A historic lockkeepers house was mentioned as a potential resource along the trail. This house was previously preserved by PennDOT, but has not seen any use. There may be a business opportunity to re-use this building.
    - a. Jim Laird noted that the trail will help to serve many underutilized resources such as the lockkeeper’s house, as well as bring increased economic interest to towns along its route.
  14. Bill Gomes mentioned that a “Tourism Study” is to take place in Mifflin County, and the trail corridor will be influential to this study.
  15. Bill also noted that within the Kishacoquillas Valley, there has been previous discussion of a “Buggy Trail” on Route 655. There is a large Amish community in this area, and the trail would look to remediate conflicts between automobile traffic and buggies along Route 655.
  16. Route 103 between Mt. Union and Lewistown was noted as a potential on-road temporary alignment.
  17. The Main Line Canal is buried between Route 22 as it passes through McVeytown. Although the canal is buried, Market Street, just one street west of Route 22, could serve as the primary trail alignment, bringing trail users through the historical commercial corridor in town.
    - a. Bill Gomes said that there is a new river access to the Juniata, just east of McVeytown, which could also help to serve the trail and recreation community.
    - b. Bob agreed that this is a valuable connection to make, as the 911 Trail study not only focused on bicycle and pedestrian trails, but the automobile, public transportation, and water routes where possible.
  18. It was brought to the committee’s attention that there are many private property owners along the Main Line Canal corridor, who believe that they own the right-of-way.
    - a. Bob explained that parts of the alignment could be under private ownership and can only be determined by looking at how the canal land was acquired initially.

- b. Bob noted that looking at the detailed ownership will not be part of this study, but studying ownership patterns will help us to determine the likely right-of-way concerns along the corridor.
- c. Jim Laird mentioned that the team can also look to see who is paying taxes on the land to help determine ownership.

#### **The Study Committee took a short break before continuing the discussion**

#### **IV. SCHEDULE / PROJECT MEETINGS**

- 19. Bob Thomas went over the project schedule, noting that we will begin the inventory and analysis phase immediately, before having an initial public meeting go gather input or and existing conditions.
- 20. A Dropbox has been set up for the project team, where we will be compiling existing and proposed studies and any relevant resources or maps. **Bob Thomas asked the study committee to provide the design team with any resources that should be included.**
  - a. **If the Study Committee members have material to share, they can contact Doug Maisey at CT&C to receive the Dropbox link.**
- 21. It is anticipated that the study will include a series of study committee meetings, 2-3 public meetings and potentially a public walk. A draft and final report will be developed with a final presentation to both Mifflin and Huntingdon Counties.
- 22. Jane Sheffield noted that a number of communities participate in “Walk to School Day”. There may be an opportunity to collaborate on a public walk.
  - a. **Jane Sheffield will provide CT&C event information for Walk to School Day.**
- 23. It was noted that numerous school districts in the area have a non-walking policy. They are required to enforce this policy if they utilize “hazard-busing” funding.
  - a. Juniata Valley School District has a non-walking policy, but many families would support the trail.

#### **V. EXISTING CONDITIONS / OBSERVATIONS**

- 24. Bob Thomas urged committee members to share any background materials, previous studies or reports, potential right-of-way or easement information, suitable on and off-road options and any local resources or important connection that the trail should serve. Additionally, any concerns or threats should be brought to the Study Committee’s attention.
- 25. **Bill Gomes recommended having the initial public meeting as part of both the Mifflin and Huntingdon County Planning Commission meetings, which are open to the public.** Mifflin County’s meeting takes place on the 4<sup>th</sup> Thursday of each month and Huntingdon County’s meeting takes place on the 3<sup>rd</sup> Thursday of each month.
- 26. Jane Sheffield noted that there may be an opportunity for foundation funding to help develop sections of the trail in the future.
  - a. Private funding could also include funding from local hospitals. A “Walk your City” initiative in Huntingdon was mentioned as a likely supporter of the trail.
- 27. **Bob Thomas will plan to reach out to Norfolk Southern to discuss any available railroad right-of-way in the corridor.** Bob noted that railroads often own land adjacent to active right-of-way that they are willing to sell.
- 28. Bob Thomas noted a possible opportunity of a stone trestle in Petersburg over the creek.
- 29. **Jane Sheffield recommended individuals who should also be notified of this study and public meetings including Senator Corman, Senator Eichelberger and Representative Judy Ward.**
- 30. **The team should contact Juniata Valley and Mifflin County School Districts to notify them**



**of any public meetings.**

31. **The Juniata Water Trail Plan will be provided as a study that should be reviewed by the design team.**
32. Mapleton Borough and Mt. Union have recently received new boat access to the Juniata. This access will aid Mt. Union Fire Department as it provides new access and will enhance both community's adjacent parks, heavily used by both residents and visitors.
33. Mapleton also has a new war memorial that should be tied into the 911 Trail, as well as a large veteran's community who may be interested.
34. Jane Sheffield noted that there may also be an opportunity to connect to the East Broad Top railroad trail being proposed.

## **VI. Adjourn**

35. Bob Thomas and Jane Sheffield thanked Study Committee for being part of this study and noted that they will be following up with stakeholder interviews and a schedule for the next committee meeting and public meeting.

*The above constitutes CTC's interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within five (5) days of the distribution date.*

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**Huntingdon County and Mifflin County  
Trail Feasibility Study  
for the  
MAIN LINE CANAL GREENWAY  
(Part of The September 11th National Memorial Trail)**

**When:** Thursday, January 25<sup>th</sup>, 2017 from 1:15pm- 3:00pm  
**Location:** Room A, Mifflin County Courthouse, Lewistown, PA 17044

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**PROJECT STEERING COMMITTEE #2  
REQUESTED AGENDA**

**I. INTRODUCTIONS**

**II. STAKEHOLDER WORKSOPS**

- a. Stakeholder Workshop #1 Feedback
- b. Ongoing Research & Analysis

**III. PROJECT UPDATES:**

- a. Existing Conditions and Observations
- b. Site Visits / Field Views: (8-8-17, 10-24-17, 12-5-17, 1-18-18)
- c. Base Mapping and Analysis
- d. Interviews

**IV. SCHEDULE / PROJECT MEETINGS**

- a. Review Updated Project Schedule
- b. Confirm Project Meetings / Public Meetings
  - i. Public Meeting #1(April 5<sup>th</sup> - Huntingdon, PA)
  - ii. Public Meeting #2 (June 28<sup>th</sup> - Mt. Union, PA)
  - iii. Public Meeting #3 (September 20<sup>th</sup>- Huntingdon, PA)
- c. Review Funding Opportunities and Critical Deadlines

**V. NEXT STEPS IN STUDY**

- a. Review and Analyze Stakeholder Mtg. Input / Public Mtg. Input / Interview Feedback
- b. Determine and Analyze Alternatives
- c. Select a Preferred Alignment
- d. Prepare Draft and Final Report

## SIGN-IN SHEET

CT  
&C

Project: MLCG Skerry #2

Date: 1-25-2018

Meeting #: \_\_\_\_\_

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com

Architecture ❖ Preservation ❖ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Douglas Marsay	CT&C		
2	ROBERT P. THOMAS	CT & C		
3	Matt Price	HCVB		
4	EVAN GROSS	RMBA-RMM		
5	MARK COLOSSY	HUNT CO PLANNING		
6	Macaire, Frank	PEC		
7	KARL KING	Rails To Trails of Cent. PA		
8	JIM LAIRD	LAIRD LA&LP		
9	B. GOMOS.			
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# Huntingdon and Mifflin County – Trail Feasibility Study for the Main Line Canal Greenway – (Steering Committee Mtg. #2)

Minutes – Steering Committee Mtg. #2

Meeting Date: Thursday, January 25th, 2018

Meeting Location: Room A, Mifflin County Courthouse, Lewistown, PA 17044

Distribution Date: Tuesday, February 28, 2018

Next Meeting Date: To be announced

Attendance

- See Attached Attendance Sheet

Note: Required Follow-ups are shown in **Bold Type**

Review & Comment:

## **I. INTRODUCTIONS**

1. R. Thomas thanked everyone for coming and provided time for quick introductions.
2. R. Thomas then went over the Steering Committee meeting agenda and plans for the Mifflin County Planning Commission Meeting and Stakeholder Workshop #2 which subsequently followed the Steering Committee meeting. Attendees were also given a project schedule and draft interview list for review.
3. B. Gomes provided a copy of the stakeholder workshop public notice that was advertised in the Lewistown newspaper the prior week.

## **II. SLIDE PRESENTATION / PROJECT UPDATES / EXISTING CONDITIONS**

4. R. Thomas went through a brief presentation to re-introduce the study corridor and provide feedback on the research and site analysis work that the design team has been conducting.
5. Initial base mapping was also shown and will be added to as potential trail opportunities arise. Recent campground information from Mifflin County was also provided and will be added to the map.
6. **B. Gomes also noted that “Dave Knox” worked to put the canal at the Waterside Campground just west of Lewistown. He might be a good resource for bringing the trail through the campground.**
7. It was recommended that boat launches also be added to the base maps.
8. R. Thomas noted that DeLorme Atlases were used for site work, as they often identify old roads, as well as the canal alignment and old railroad corridors.
9. The design team has visited the field to check for potential resources and obstacles along the extent of the alignment. Resources include not only the canal corridor, but back road routes and connections through the Kishacoquillas Valley. Side path options, old road segments, and utility rights of way are also being investigated.
10. R. Thomas went through a series of photos taken during these site views to show some options that present opportunity for the trail alignment.
11. Many of the options presented in the Lower Trail extension project are also being investigated, such as a connection into Petersburg using an old rail corridor. It is recognized that a few property owners were against the trail connection in the past, but they may be more amenable to the 911 Trail.
12. During project site views, it became evident that some sections of the canal are still visible, but in multiple sections throughout the corridor, the canal is now buried below roads, farm



fields, and railroad beds.

13. South of Huntingdon, the design team found remnants of Old Route 22, which was built on the canal corridor, but is no longer used with the new US 22 alignment. The old road also provides a potential opportunity to bring the trail beneath Route 22 and the railroad corridor, which separates the community from the Juniata River in places.
14. J. Laird noted that many dead-end roads on the Juniata side of Route 22 between Huntingdon and Mt. Union may offer the opportunity of being connected for the trail. Many of these roads are on or adjacent to the old canal corridor. Shangri La Lane in Mill Creek ducks under the railroad tracks from Main St. and looks to have once connected to Malley Run Dr.
  - a. **Evan Gross believes that a connection from Malley Run Dr. to Shangri La Lane still exists and should be re-investigated.**
15. B. Gomes asked if this study will look to provide cost estimates and funding sources for next steps in implantation of the trail? R. Thomas verified that cost estimates, funding sources, and recommended phasing will be included as part of the study.
16. It was noted that there may be opportunity for part of the trail on the North Side of Route 22 in Mill Creek. Mill Stone Manor Hotel, the Swigart Museum, and Top's Car Wash were noted as businesses that would all likely be amenable to the trail corridor. PennDOT is also re-doing an intersection in Mill Creek at US 22 and PA913 (**Follow-up: M. Colussy spoke with Vince Greenland, the lead design engineer for PennDOT District 9-0, and confirmed that the design is complete for the intersection of U.S. 22 and PA913 and is ready for bid and construction. Unfortunately, the design does not include any pedestrian or bicycle accommodations to cross 22).**
17. M. Colussy recommended that the study address the benefits of economic development associated with trail development. There are several studies that connect trail visitation to tourism and economic development and could be of interest to County Commissioners.
18. During a recent site visit to Lewistown, the project team followed Loop Rd. out to "Blacks Mansion" where you can see a potential trail corridor on the right Bank of the Juniata River along Honky Tonk Lane. Resources such as these will be investigated throughout the corridor.
19. It was also shown that there is space on the left bank of the Juniata beneath the Amtrak Railroad bridge, just downstream from the Waterside Campground. Old railroad bridge piers across the Juniata are also visible in this location and could be used for a trail bridge if necessary.
20. B. Gomes noted that there is a Utility ROW connecting into Lewistown on the Canal Corridor that has been proposed as an alignment for the Juniata River Trail. There are however a few private property owners in this area that are utilizing the canal land.
21. **B. Gomes will provide the design team with contact information for the "Smith Property" along this alignment. Additionally, he recommends speaking to "Scott Willow", Lewistown Borough Manager, to discuss the connection to Victory Park.**

### **III. SCHEDULE / PROJECT MEETINGS**

22. R. Thomas went over the project schedule and next steps in preparing for three public meetings.
23. B. Gomes asked if one of the three public meetings proposed for Huntingdon and Mt. Union could take place in Mifflin County.
  - a. Options discussed were the Body & Soul Community Center in McVeytown, as well as the Fire Training Center in Lewistown.
  - b. The Mifflin County Planning Commission later agreed that one of the public meetings should be in Mifflin County.
24. It was asked if the Steering Committee has any additions for draft interview worksheet that was handed out. Additional names and contact information were recorded.

#### **IV. Adjourn**

25. Bob Thomas thanked the Study Committee for their work and reminded everyone that there will be a second Stakeholder Workshop that evening.

*The above constitutes CTC's interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within five (5) days of the distribution date.*

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**Huntingdon County and Mifflin County  
Trail Feasibility Study  
for the  
MAIN LINE CANAL GREENWAY  
(Part of The September 11th National Memorial Trail)**

**When:** Tuesday, June 19<sup>th</sup>, 2017 from 10:30am - 1:00pm

**Location:** Huntingdon County Planning & Development – Annex 1 (1st Floor)  
205 Penn St., Huntingdon, PA 16652

**Lunch:** This meeting will include a working lunch

**PROJECT STEERING COMMITTEE #3  
REQUESTED AGENDA**

**I. INTRODUCTIONS**

**II. PROJECT UPDATES:**

- a. Site Visits / Field Views
- b. Base Mapping and Analysis
- c. Interviews / Stakeholder Feedback
- d. Preferred Trail Corridor and Alignment
- e. Phasing and Interim Routes

**III. SCHEDULE / PROJECT MEETINGS**

- a. Review Updated Project Schedule
- b. Confirm Project Meetings / Public Meetings
  - i. Public Meeting #2 (June 28<sup>th</sup>) Presentation of the Preferred Trail Corridor
  - ii. Public Meeting #3 (September 20<sup>th</sup>) Presentation of Final Report
- c. Review Funding Opportunities and Critical Deadlines

**IV. NEXT STEPS IN STUDY**

- a. Coordination with PaDOT District 2 and District 9
- b. Coordination with Penn Electric
- c. Coordination with critical land-owners along the trail corridor
- d. Refine Preferred Trail Corridor and Develop a more detailed alignment
- e. Prepare Draft and Final Report

# Steering Committee Meeting #3 - MAIN LINE CANAL GREENWAY TRAIL FEASIBILITY STUDY

## MIFFLIN AND HUNTINGDON COUNTIES

Minutes – Steering Committee #3

Meeting Date: Tuesday, June 19th, 2018

Meeting Location: Huntingdon County Planning & Development – Annex 1 (1st Floor), 205 Penn St., Huntingdon, PA 16652

Distribution Date: Wednesday, June 26<sup>th</sup>, 2018

### Attendance

<b>Jane Sheffield</b>	ARC	<b>Lindsay Pyle</b>	SAPDC
<b>Mark Colussy</b>	Huntingdon County	<b>Anne Stich</b>	PennDOT
<b>Robert Thomas</b>	Campbell Thomas & Co.	<b>Vince Greenland</b>	PennDOT
<b>Douglas Maisey</b>	Campbell Thomas & Co.	<b>Bill Gomes(conf. call)</b>	Mifflin County
<b>Jim Laird</b>	Laird LA & LP		

### Review & Comment:

#### **I. INTRODUCTIONS**

1. A short introduction from all attendees took place before Bob Thomas from the consulting team went over the workshop agenda for the meeting.

#### **II. PROJECT SLIDESHOW**

2. Bob Thomas went through a Slide Presentation for the meeting. Key points included:
  - a. A general overview of the study corridor and relationship to the 911 National Memorial Trail.
  - b. Mapping of Preliminary Study Corridors
  - c. Field Views / Background Information / Inventory and Analysis Methodology
  - d. Previous Steering Meetings, Public Meetings, Interview feedback
  - e. Meetings arranged with PennDOT District 2 and District 9, as well as with Penn-Elec to discuss opportunity areas
  - f. Selecting a Phase 1(interim on-road alignment) vs. Ultimate (off-road) Trail alignment
  - g. Proposed Alignment Maps
  - h. Examples of other long-distance trail development and ongoing management.
  - i. Next Steps:
    - i. Public Meeting #2 – June 28th, 2018, 6:00pm-8:00pm (Body & Soul Community Center, McVeytown, PA)
    - ii. Steering Committee Mtg #4 – Just Prior to Public Meeting #3
    - iii. Public Meeting #3 – September 20th, 2018, 6:00pm-8:00pm (Annex 1 Conference Room, Huntingdon, PA)
  - j. An overview of key work between now and September 20<sup>th</sup>.

#### **III. PROJECT DISCUSSION**

3. **It was recommended that the design team check on the SAPDC Bike and Pedestrian Plans if they have not done so, to ensure that the recommendations align with other planning**

**efforts.**

4. J. Laird discussed the difference between an on-road interim alignment and the off-road alignment, which is the ultimate plan for the 911 National Memorial Trail and the Main Line Canal Greenway.
5. J. Sheffield noted that Huntingdon County is looking at “Safe Route to Schools” opportunities which might align well with the trail in places.
  - a. R. Thomas added that the trail will likely be a signed alignment that utilize sidewalks and roads through towns such as Huntingdon and McVeytown. In McVeytown the trail might travel along Market St., past the town square, rather than on Route 22, where the Canal is now buried under the road.
  - b. J. Laird added that the ultimate route might stay on-road in places but would be “off-highway”. Some low-volume back roads or historic streets through towns are ideal for walking and biking with little improvement.
6. R. Thomas noted that Utility corridors often offer opportunities for trails. Due to the terrain and agricultural landscape, many aerial easements for power lines are not ideal, but in other areas, where the utility company owns a corridor, a trail may be negotiated. **The design team is looking to set up a meeting with Penn-Elec/First Energy to see if certain opportunities exist.**
7. The design team is also meeting with PennDOT District 9 later today and District 2 next week to discuss both interim trail alignments and the ultimate corridor. Pieces of the Old William Penn Highway, which predates the new Route 22, may still be in PennDOT ownership south of Huntingdon and could provide right-of-way for the future trail. **(See section IV: During the discussion with V. Greenland, it appears the old William Penn Highway is likely still in PennDOT ownership.)**
8. B. Gomes from Mifflin County was unable to attend today’s meeting in person but called-in via conference call. **Bob provided Bill with a quick overview during his call and followed-up with Bill separately to go over the materials that were provided during the meeting.**
9. R. Thomas discussed the next steps, following our Public Meeting #2 to be held on Thursday June 28<sup>th</sup>.
  - a. The design team will develop the final plan along with project phasing and costing.
  - b. Proposed acquisition and easements.
  - c. Maintenance and operation structures.
  - d. Funding opportunities for design and construction.
  - e. Marketing for the trail.
10. J. Sheffield discussed the opportunity to use the Portstown Park trestle crossing to bring the trail across the Juniata in Huntingdon.
  - a. M. Colussy mentioned that the railroad is not in support of this and it is unlikely to happen, even if they don’t have plans to use the bridge in the future.
  - b. R. Thomas mentioned that depending on how railroad corridors were initially developed in many cases, there is a “claw back provision” in place if the railroad is abandoned.
11. J. Laird discussed the feedback that he received from the Mt. Union Boat Launch event on June 9<sup>th</sup>, noting that most people want to see the trail and are interested in connecting to the River and towns. They not only see the trail for local use, but for visitors and tourists also.
  - a. M. Colussy mentioned that the Visitors Bureau took some interesting information from a survey that was provided at the Mt. Union Boat launch. Surprisingly, the survey indicated that there was nobody in attendance from Mapleton.
12. R. Thomas stated that the Main Line Canal Greenway and 911 Trail is going to be a developing project, as with many long-distance trails. He described his experience with the Schuylkill River Trail, which began being developed in the 1980’s and still has some sections



on-road. For the Perkiomen Trail, negotiations took place with numerous property owners, but many successful outcomes were developed for the trail over time.

#### **IV. Discussion with Vince Greenland and Anne Stich (PennDOT District 9)**

13. V. Greenland from PennDOT District 9 arrived at the meeting to discuss some of the proposed on-road alignments and potential interactions of the trail with PennDOT.
14. R. Thomas gave V. Greenland a quick overview of the slide show before discussing some of the opportunity areas that integrate with PennDOT.
15. R. Thomas discussed the Old William Penn Highway alignment. It was noted that the old road is buried in places, but certain sections are still visible and there may be an opportunity to utilize pieces of the old road for the future trail.
16. V. Greenland had preemptively investigated the old William Penn Highway alignment and believes that PennDOT still owns the right-of-way, as he does not see any record of sales. This would need to be investigated further, prior to developing a trail.
  - a. V. Greenland provided the design team with a copy of the plans for Route 22, which shows the Old William Penn Highway and areas that are not buried under the new road.
17. V. Greenland asked that the design team keep in contact with PennDOT to ensure that future crossings / bridges / right-of-way for the 911 Trail is considered with future PennDOT projects.
18. V. Greenland added that PennDOT's Transportation Improvement Plan (TIP) is already looking at project recommendations for 2022, so knowing about plans for the trail early is important.
19. V. Greenland asked if the on-road route would be bike lanes or a signed route, noting that bike lanes are often more difficult to accommodate due to road dimensions.
  - a. R. Thomas believes most would be share-the-road and that recommendations would come from the study.
20. V. Greenland believes that the on-road alignment on Alexandra Pike should be fine but noted that he has always had concern with designating on-road routes if the road is not ideal for all cyclists. He recognizes that many road cyclists are comfortable with sections of high-speed/high-traffic, but he has concerns about encouraging people to ride the road that might not be used to certain on-road conditions.
  - a. R. Thomas recognizes these concerns and explained that the on-road routes are temporary and aim to provide the safest available route today. Adequate signage and notification for trail users will aim to let people know that the on-road conditions are not always ideal for all trail users.
21. **V. Greenland noted that PennDOT is also looking at improving the parking area at the Thousand Steps, which he encourages the design team to look at as well.**

#### **V. MAINTENANCE AND MANAGEMENT**

22. J. Sheffield noted that for the Forest Hills Trails, an agreement with Allegheny Ridge Corporation is set up for contributing in-kind or cash for ongoing maintenance. A similar maintenance structure might be available.
23. J. Laird questioned whether PennDOT can serve as a sponsor for development of trails.
  - a. V. Greenland noted that PennDOT does some work on sidewalk development, but he does not believe Trail development is likely.
24. J. Laird noted that there might be an opportunity to work with existing trail management organizations, such as the 911 National Memorial Trail Alliance and Rails-to-Trails of Central PA, who operates the Lower Trail.
25. M. Colussy noted that Rails-to-Trails of Central PA was interested in operating the Lower Trail extension, which was studied in 2010 and may still have interest.
26. R. Thomas noted that the Appalachian Trail Conservancy has an approximately 60-member

organization of operating entities that manage sections along the entire alignment from Maine to Georgia. The Main Line Canal Greenway might be a similar situation.

27. **R Thomas noted that the Report will include a “Management Matrix” to address recommended management entities.**

28. M. Colussy added that the “Blue Point Communities” group has seen a lot of community support from key projects and is generating a lot of momentum regarding business development, tourism, and boat launches.

## **VI. PROJECT PHASING**

29. R. Thomas noted that Project Phasing will be developed as part of the report. Phasing will consider safety, economic development potential, and availability of right-of-way.

30. Trail Phases will also look to connect to another trail or resource, ensuring that trails “don’t just end”.

## **VII. ADJORNMENT / FINAL COMMENTS**

31. J. Sheffield added that the Allegheny Ridge Corporation is looking to move their headquarters to Canal Basin Park and hopes to be involved in the local programming efforts at the park.

32. R. Thomas thanked everyone for their attendance and input and reminded the group that the next Public Meeting will take place at 6:00pm on Thursday June 28<sup>th</sup> at the Body & Soul Community Center in McVeytown, PA.

*The above constitutes CTC’s interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within five (5) days of the distribution date.*

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**Huntingdon County and Mifflin County  
Trail Feasibility Study  
for the**

**MAIN LINE CANAL GREENWAY  
(Part of The September 11th National Memorial Trail)**

**When:** Wednesday, September 12<sup>th</sup>, 2018 from 10:30am - 1:00pm

**Location:** Huntingdon County Planning & Development – Annex 1 (1st Floor)  
205 Penn St., Huntingdon, PA 16652

**Lunch:** This meeting will include a working lunch

**FINAL PROJECT STEERING COMMITTEE #4  
REQUESTED AGENDA**

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**I. WELCOME**

**II. PROJECT UPDATES:**

- a. Coordination with PaDOT District 2 and District 9
- b. Coordination with First Energy
- c. Coordination outreach and discussion with key land-owners along the trail corridor
- d. Determination of preferred trail detailed alignment

**III. DRAFT AND FINAL REPORT:**

- a. Preferred Trail Corridor and Alignment
- b. Project Phasing/Development Strategy and Interim Routes
- c. Management/Operation/Maintenance Plan Alternatives
- d. Acquisition Techniques
- e. Opinion of Probable Costs
- f. Funding Recommendations

**IV. SCHEDULE / PROJECT MEETINGS:**

- a. Final Public Presentation – Public Meeting #3 (6:00pm September 20<sup>th</sup>) Presentation of Final Alignment
- b. Huntingdon County Commissioners Meeting (7:00pm September 20<sup>th</sup>) – Following Public Meeting #3
- c. Arranging a Mifflin County Commissioners Meeting (9:00am every 1<sup>st</sup> and 3<sup>rd</sup> Thursday)

**V. NEXT STEPS IN STUDY:**

- a. Continued Outreach to Property Owners
- b. Incorporate Comments on Presented Report Materials
- c. Completion of Final Report Document.

**SIGN-IN SHEET****CT  
&C****Project:**Date: 9/12/2018Meeting #: Study Cam #4MLCG Trail FS.

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

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Architecture ❖ Preservation ❖ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Lindsay Pyle	SAPDC		
2	Matt Price	HGV B		
3	Doug Maisey	CT&C		
4	MARK COLUSSY	HuntCo Planning		
5	KARL KING	RTT CPA		
6	JIM LAIRD	LAIRD CA		
7	JANE SHEFFIELD	ARC Corp		
8	ROBERT P. THOMAS	CT&C		
9	Jay Schreibman	DCNR-BRC		
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# **Steering Committee Meeting #4 - MAIN LINE CANAL GREENWAY TRAIL FEASIBILITY STUDY HUNTINGDON AND MIFFLIN COUNTIES**

Minutes – Steering Committee #4

Meeting Date: Wednesday, September 12th, 2018

Meeting Location: Huntingdon County Planning & Development – Annex 1 (1st Floor), 205 Penn St., Huntingdon, PA 16652

Distribution Date: Monday, September 17th, 2018

## Attendance

<b>Jane Sheffield</b>	ARC	<b>Lindsay Pyle</b>	SAPDC
<b>Mark Colussy</b>	Huntingdon County	<b>Karl King</b>	RTTCPA
<b>Robert Thomas</b>	Campbell Thomas & Co.	<b>Matt Price</b>	HCVB
<b>Douglas Maisey</b>	Campbell Thomas & Co.	<b>Jay Schreibman</b>	DCNR-BRC
<b>Jim Laird</b>	Laird LA & LP		

## Review & Comment:

### **I. WELCOME**

1. Bob welcomed the Steering Committee. He noted that this is our final committee meeting and the final public meeting will take place in Huntingdon next Thursday September 20<sup>th</sup>.

### **II. INFORMAL DISCUSSION ON PROPERTY NEGOTIATION/ACQUISITION**

2. Bob would like to wait to present the PowerPoint until Jay Schreibman at DCNR arrived at 11:00am. An informal discussion regarding experience and recommendations for approaching property owners took place.
3. Karl King provided his insight into implementing the new Lower Trail culvert under Route 22 and the difficulties finding a funding match for the \$1.3million project. Ultimately Secretary Richards utilized discretionary funds to help make up the funding difference.
4. Bob asked if any ROW acquisition required from the Route 22 culvert might be used in a similar way for the Main Line Canal Greenway? Carl noted that the acquisition was a PennDOT/DCNR process. There was one property owner who didn't want to sell, but many property owners were supportive of the trail as long as it was not on their property. One automotive dealer did agree to provide a strip of his land for the trail corridor.
5. Jane Sheffield brought up the opportunity to purchase a sportsman club property on the Fire Trail alignment between Mapleton and Mount Union. Only a small portion of the land is necessary for the trail, but there may be a reason to purchase the property and sell it with a trail easement.
  - a. It was noted that the 911 Trail Alliance is aware that the property is for sale.
  - b. The land is also adjacent to State Game Lands.
  - c. J. Laird noted that the steep terrain is not ideal for hunting ground in his opinion but might be ideal for mountain bike trails.
  - d. To purchase land with public funds, the appraisal would need to match the purchase price. It is understood that the land is likely overpriced at this time.



### **III. PROJECT UPDATES**

6. Jay Schreibman from DCNR arrived in time for project updates.
7. Bob noted that a trail corridor between Alfarata and Lewistown has been identified as both an on-road temporary alignment and off-road ultimate alignment. The ultimate trail will total 61 miles.
8. Several materials have been developed for use in the final report, but the compiled Final Report will be developed after input is received from today's Steering Committee Meeting, next weeks Public Meeting, and input from the Huntingdon and Mifflin Co. Planning Commissions.
9. Bob noted that the design team has had successful meetings with both PennDOT District 2 and District 9 as well as with First Energy Electric. PennDOT believes that sections of old Route 22 were "never sold" and may be potential rights of way for the trail. First Energy also confirmed that they have easement and own sections of right-of-way along the proposed alignment and would not be opposed to the trail co-aligning with the utility. First Energy also noted that they are planning to replace and repair utility poles between Lewistown and Mt. Union soon. Bob also noted that some of the utility easements are "general easements".
10. The project team has identified the potentially impacted property owners along the ultimate trail alignment. Jim Laird has spoken to several property owners as well as with Dan Dunmire at the Mifflin County Conservation District, but there will need to be a strategy for ongoing outreach once this initial study is complete.
11. Karl King noted that there have been two previous studies in the 1990's and 2010 that did not progress due to property owner concerns, but he is hopeful that this study will move to implementation. Bob Thomas added that we have looked at these past studies and will be looking to recommend ongoing acquisition and management techniques to move this study forward.
12. Jim Laird added that several the properties along the corridor are operated by corporate farms than will likely not want to give up any land they use to farm. Jim noted that the study does not recommend putting a trail through the farm fields, but rather to work with each property to find a solution around their fields. Finding out how the trail could benefit these farmers will be key in negotiating the trail corridor.

### **IV. PROJECT SLIDESHOW / DRAFT AND FINAL REPORT ITEMS**

13. Bob Thomas went through a Slide Presentation. Key points included:
  - a. A general overview of the study corridor and relationship to the 911 National Memorial Trail.
  - b. Mapping of Preliminary Study Corridors
  - c. Field Views / Background Information / Inventory and Analysis Methodology
  - d. Previous Steering Meetings, Public Meetings, Interview feedback
  - e. Meetings with PennDOT District 2 and District 9, as well as with Penn-Elec to discuss opportunity areas.
    - i. Please reference **Section III.9** of these minutes for more detail on these meetings.
  - f. Selecting a Phase 1(interim on-road alignment) vs. Ultimate (off-road) Trail alignment.
    - i. The interim on-road alignment will ensure that the trail opens as part of the 911 National Memorial Trail and will look to connect the safest bicycle and pedestrian corridors between Alfarata and Lewistown, while still linking to towns and their resources. Trail signage will be included in on the interim route.
    - ii. The Ultimate Trail Alignment aims to implement an off-road trail that best represents the community's interest and guidance from this study and will be

developed over time through property owner negotiation and trail development.

g. Property Owner Identification and Outreach

- i. A property owner map and spreadsheet has been developed for both Huntingdon and Mifflin Counties to identify land parcels that may directly be impacted by the trail alignment. A strategy for ongoing property outreach and negotiations will be developed as part of this feasibility study.

h. Project Phasing Maps for the Interim and Ultimate Route (6 phases total)

- i. Six phasing maps include two interim route phases and four ultimate alignment phases. Each phase was created to not only build on existing trail infrastructure, but through linking communities and resources in both Counties. The presented phases consider logical starting and ending locations. Sections of trail that may require more negotiation or higher expense items such as a bridge were also considered.
- ii. Jane Sheffield asked if each phase will have a list of key tasks associated with it, such as signage and trailheads? Bob confirmed that this will be included as part of the report.

i. Management / Operation / Maintenance Alternatives

- i. A maintenance and management spreadsheet was distributed to attendees, identifying alternative options and considerations.
- ii. Bob Thomas also discussed a second spreadsheet that will be included in the final report that shows several other long-distance trails and their breakdown of management, ownership, funding and maintenance.
- iii. An ongoing discussion about a potential trail authority is described in section V. of the minutes.

j. Acquisition Techniques

- i. An Acquisition Techniques spreadsheet was also distributed to meeting attendees.
- ii. This spreadsheet identifies and describes the types of acquisition that often occurs as part of a trail corridor and typically varies on a case by case basis.

k. Opinion of Probable Cost (by Phase)

- i. The Opinion of Probable Cost is still very preliminary but breaks down each of the six project phases and its segments into a general design and construction cost.
- ii. This cost uses a general cost per mile and does not include an acquisition cost currently.
- iii. A more detailed spreadsheet has also been prepared and will be incorporated within the Final Report to identify how these costs were developed.
- iv. Jim Laird noted that Mifflin County has a slightly higher cost, as there are not many existing trailheads and is largely "new trail" on unimproved land.
- v. Jay Schreiber asked if there are any major Bridge Costs? Jim Laird that the largest bridge is the Dinkey Bridge between the Thousand Steps and Mt. Union. This bridge is a potential alternative to the Fire Trail on the right bank of the Juniata River.

l. Potential Funding Sources Available

- i. A detailed list of State and Federal Funding, Regional and Local Funding, and Foundation Grants and Private Funds was included. The design team will be checking with Jane Sheffield to see if there are any other local funding sources that might be missing.

m. Next Steps:

- i. Public Meeting #3 – September 20th, 2018, 6:00pm (Annex 1 Conference Room, Huntingdon, PA)
- ii. Huntingdon County Planning Commission Meeting (7:00pm, September 20<sup>th</sup> – Following the Public Meeting)
- iii. Mifflin County Planning Commission (TBD)
- iv. Completion of the Final Report – Following comments from the Final Public Meeting and Planning Commission meetings.

## **V. ADDITIONAL PROJECT DISCUSSION**

14. Mark Colussy asked about the PennDOT signage requirements and maintenance for the Interim Route.
  - a. Bob noted that PennDOT often requires the signs to be the traditional “Bike Route X” design and a maintenance agreement would need to be set up with PennDOT to address the temporary route maintenance. This has been a concern for the entire 911 National Memorial Trail as they try to implement signage for the entire route.
  - b. Mark asked if there are any signs that are used to delineate if an on-road route is “family friendly” vs. “for the experienced on-road cyclist”? Bob noted that there are signs that can be used to delineate the appropriate uses for a trail and/or road.
15. Matt Price suggested that any of the ultimate trail alignment that is within PennDOT right-of-way be put on the TIP.
16. Jane Sheffield would like to develop a coordinator position at ARC that can be tasked with implementing the Main Line Canal Greenway Trail. The 911-Trail Alliance is looking to develop a similar position using Circuit Rider funds from DCNR and there may be an opportunity to do the same for this trail.
  - a. Jay Schreiberman noted that this is not a typical use for circuit rider funds, but it may be possible. He suggested that a multi-municipal coordinator position may be appropriate for an application to the circuit rider program.
17. Jane asked Mark if the County Commissioners would be supportive of a multi-municipal position.
  - a. Mark noted that he has previously spoken with Bill Gomes in Mifflin County regarding another multi-county playground program, but neither Mifflin or Huntingdon County Commissioners were interested in the idea.
18. Jane asked Mark how he felt the Huntingdon County Commissioners would vote regarding the implementation of the Main Line Canal Greenway.
  - a. Mark could not speak to whether they would or would not be supportive at this time.
19. Matt Price asked if Circuit Rider needs to be funded through a Municipality, or if a Municipal Authority can be created and could apply to Circuit Rider directly?
  - a. Jay Schreiberman noted that it is typical that a Municipality would apply, but he does not see why a municipal authority couldn’t also apply.
  - b. It was suggested that SAPDC could apply, but since Mifflin County is not included in SAPDC, this may be more difficult.
20. Mark asked if the design team will provide a recommendation for a management technique that is most appropriate for this trail?
  - a. Bob stated that the study will provide a recommendation and that a municipal authority or trail alliance may work best as there is no existing County parks department.
21. Matt Price wonders if a Huntingdon County Greenways Authority could be formed to focus, not only on trails, but all green initiatives and even agriculture. A County Authority may also be eligible for Legacy Funds. Matt noted that he would be willing to start the conversation with the County Commissioners to address the potential for such an authority.

22. Bob Thomas presented the idea of “Advisory Bike Lanes” for low traffic on-road sections of the trail alignment, such as Aqueduct Rd. in Mifflin County. This technique uses two toned asphalt paving to provide a safe riding area for cyclists and vehicles on low-speed roadways that are too narrow for dedicated bike lanes.
23. Jay Schreiberman noted that DCNR has funding for acquisition of right-of-way in addition to design and construction funding. Although it is not appropriate for all funding techniques, it works for fee-simple land purchases, perpetual easements, and acquisition of a trail corridor.

#### **VI. ADJORNMENT / FINAL COMMENTS**

24. Jane will plan to set up a meeting with Jim Young at DCNR to discuss the possibility of a Circuit Rider Program.
25. Jay Schreiberman noted that if there are any low-hanging fruit projects that comes from this study, regardless of their phase, they can be submitted to DCNR for grant funding. This could be for acquisition or for design/construction.
26. Lindsay Pyle mentioned that SAPDC will likely have mini-grants up to \$50,000 available in April, pending funding of the mini-grant program from DCNR.
27. J. Sheffield asked if there is an opportunity to move the Final Public Meeting to the Bailey Building, as Annex 1 was quite small for our past public meeting. **M. Colussy will check with the Planning Commission to see if they are willing to host their meeting in the Bailey Room, which is to follow the Public Meeting on September 20<sup>th</sup> at 7:00pm**
28. R. Thomas thanked everyone for their attendance and input and reminded them that the final public meeting is next Thursday September 20<sup>th</sup>.

*The above constitutes CTC’s interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within five (5) days of the distribution date.*

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# Greenway session set for two counties

By WILLIAM KIBLER

[bkibler@altoonamirror.com](mailto:bkibler@altoonamirror.com)

The Main Line Canal Greenway is a 320-mile corridor for hikers and bikers between Pittsburgh and Harrisburg that is partly a reality and partly unfinished.

On Tuesday in Huntingdon, officials from the Allegheny Ridge Corp. and from Huntingdon and Mifflin counties will work with interested parties to determine how best to extend the greenway from Alexandria, site of the eastern end of the heavily used Lower Trail, eastward to Huntingdon and then farther eastward to Lewistown — within an unfinished section of the greenway.

The hope is to figure out a route that takes maximum advantage of the region's highlights, including cultural features and landscapes, with as much of the route as possible to be off-road, according to Jane Sheffield, executive director of the Allegheny Ridge Corp., the main sponsoring organization of the greenway.

There is "no preconceived thought" where the route should go within the generalized corridor, Sheffield said.

Her hope is that in addition to "public stakeholders," ordinary area residents with a working knowledge of the region's best features will help determine the route.

The greenway seeks to lure visitors interested in environmental and heritage

## A closer look

**What:** Planning session to prepare for extension of the Main Line Canal Greenway from the Lower Trail's eastern terminus at Alexandria to Huntingdon and from Huntingdon to Lewistown.

**Where:** Huntingdon Historical Society Gallery, 100 Fourth St., Huntingdon

**When:** 5-7 p.m. Tuesday

tourism to the region and seeks to make the area a more attractive place to live.

Thirty percent to 40 percent of the Pittsburgh-to-Harrisburg traverse is actual, usable trail, Sheffield said.

That includes the Path of the Flood Trail, which connects Johnstown and Ehrenfeld; the Six to Ten Trail, which connects the Allegheny Portage Railroad National Historic Site and Foot of Ten; and the Lower Trail, which connects Flowing Springs with Alexandria, a distance of 18 miles.

The greenway project team, which includes representatives of two consulting companies, will begin the meeting with an overview of the generalized corridor between Alexandria and Lewistown.

Afterward, the team will "gather input and ideas" to inform subsequent design work, according to a flyer advertising the session.



# THE DAILY NEWS

*Serving All of Raystown Country  
Huntingdon County, PA*

2017-12-02 / Front Page

## Stakeholders invited to Greenway meeting

By **Kylie Hawn**

Daily News Staff Writer

Those who are interested in the feasibility of a Main Line Canal Greenway and the Sept. 11 Memorial Trail will soon have an opportunity to participate in a stakeholder's meeting to give input and ideas before any design work begins.

The meeting will be held at the Huntingdon County Historical Society from 5-7 p.m. Tuesday, Dec. 5.

Jane Sheffield, executive director of the Allegheny Ridge Corp. (ARC), explained her agency, in coordination with Huntingdon and Mifflin counties, is working with Campbell Thomas & Co. and Laird LA to prepare a trail feasibility study for the Main Line Canal Greenway.

"We were able to get some funding sources to do a feasibility study to extend the Lower Trail from Alexandria to Lewistown, which is a 42-mile stretch, and that includes the Sept. 11 Memorial Trail," she said. "We got funding resources from the state Department of Community and Economic Development (DCED) and Act 13 legacy funds from the county, a mini grant from the Southern Alleghenies Planning & Development Commission (SAP&DC) and ARC is contributing private dollars to get the study completed."

Sheffield said a steering committee to develop the Main Line Canal Greenway has been formed.

"We met a couple of months ago, and we got ideas and contacts, and we talked to counties and received access to a lot of GIS information," she said. "We're doing a lot of mapping, looking at different maps and roads where there's an opportunity to go off road and get a lay of the land so they have prep work visuals done."

"We want to let the folks who the stakeholders are, look at the mapping and give feedback and guidance for a potential route through Huntingdon into Mifflin County," Sheffield added.

Sheffield said it's important to update the public on what's been done with the feasibility study up to this point, and it's important to receive feedback before the next steering committee meeting.

"We will also have another public meeting as we move forward," she said. "No route (for the trail) has been set. This is just an informational meeting in terms of what opportunities consultants have discovered and looking at opportunities the public has in mind.

Sheffield said the Mainline Canal Greenway is part of the Sept. 11 Memorial Trail and they hope to highlight the county in a myriad of ways.

"We can highlight things related to the patriotism and resilience of the folks in the county," she said. "There are a lot of different ways we think this trail can impact the county. It's going to raise awareness of all the great cultural and natural resources here. It will also help get folks to drive through, visit and spend a little money in the county."

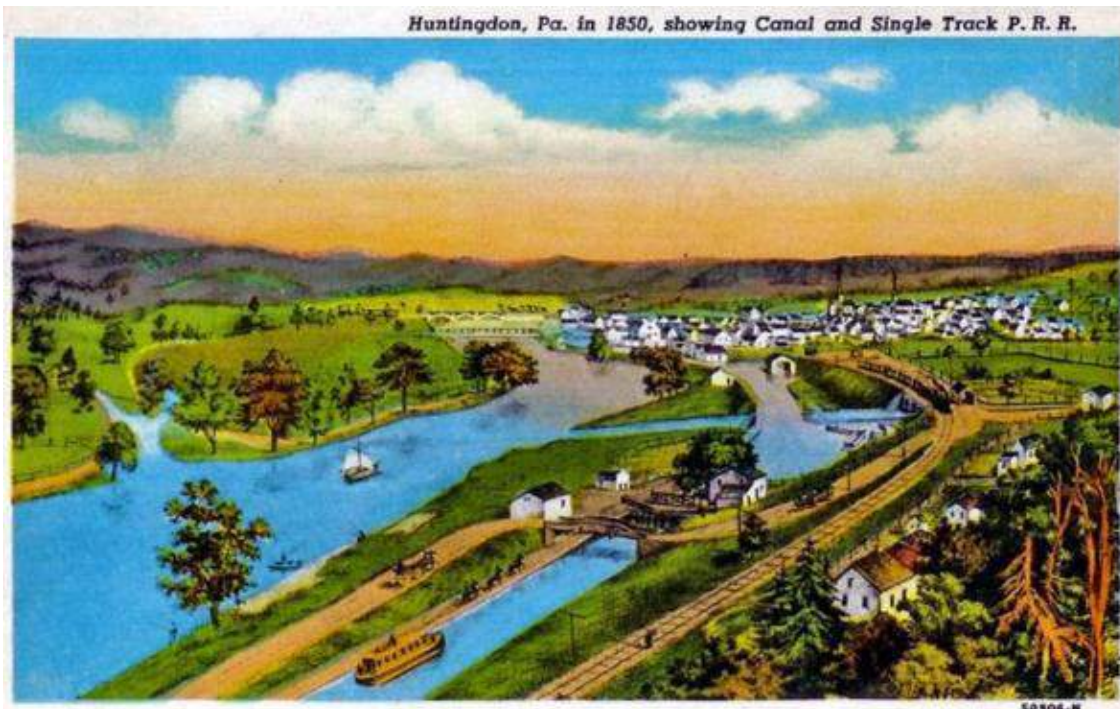
*Kylie can be reached at [khawn@huntingdondailynews.com](mailto:khawn@huntingdondailynews.com).*

**[Return to top](#)**



# TRAIL STUDY STAKEHOLDER WORKSHOP

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## MAIN LINE CANAL GREENWAY– TRAIL FEASIBILITY STUDY HUNTINGDON AND MIFFLIN COUNTIES

Monday, December 5th, 2017 5:00pm to 7:00pm

Location: Huntingdon County Historical Society (100 4<sup>th</sup> Street, Huntingdon, PA 16652)

### REQUESTED AGENDA

- I. WELCOME
  - II. INTRODUCTIONS & HOUSEKEEPING
  - III. UPDATE ON FEASIBILITY STUDY / INVENTORY & ANALYSIS
  - IV. PROJECT SLIDESHOW OF GENERAL GREENWAY / MEMORIAL TRAIL CORRIDOR
  - V. PUBLIC WORK SESSION
    - a. SMALL TABLE DISCUSSION/ QUESTIONNAIRE & MAPS
    - b. LARGE GROUP FEEDBACK
    - c. OPEN DISCUSSION
  - VI. NEXT STEPS
- 

#### Project Description as of December 5, 2017

Huntingdon and Mifflin County has joined with Allegheny Ridge Corporation (ARC) to conduct a study to determine the feasibility of constructing a trail along the Main Line Canal Greenway / 911 Memorial Trail Corridor between the Lower Trail, just west of Alexandria, Huntingdon and Lewistown. Campbell Thomas & Company of Philadelphia and Laird LA of Roaring Spring, PA are working together with both counties and ARC to prepare this study.



## SIGN-IN SHEET

CT  
&C

Project:

Date: 12-5-17Meeting #: MLCS / 9/11 TRAIL HUNTINGDON, PA

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel: 215-545-1076—Fax: 267-336-0209—Email: rthomas@campbellthomas.com

Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Dave Harmon			
2	Digital Diner	Enviromants		
3	Stan + Alice Kotala			
4	JAMES W. GARTHE	STANDING STONE TRAIL		
5	Joe Clark	" " "		
6	LARRY ELLER JR			
7	Lindsay Pyle	SAPDC		
8	SAM Miller	HORTSLOG museum NEWTON WAYNE H.S.		
9	PAUL RALLIS			
10	ANN THOMPSON	Union Twp Sch Unifco Park & Rec		
11	Rick O'Banion			
12	Helena Kotala			
13	Ken Tuckner			
14	KARL KING	RAILS TO TRAILS OF CENTRAL PA		
15	Bruce Thomas	Self		
16	Rick WALKER	Top's Diner		
17	Laura White	Stone Church Sustain- ability Circle		
18	Matthew Bender			
19	Jay Schreibman	DCWP, BRC		

## SIGN-IN SHEET

CT  
&C

Project:

Date: 12-5-17Meeting #: MLCG / 9/11 TRAIL Huntingdon, PA

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel: 215-545-1076—Fax: 267-336-0209—Email: rthomas@campbellthomas.com

Architecture ❖ Preservation ❖ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Matt Price	HCVB		
2	Abbe Hamilton	Helen County Cons. Dist.		
3	George Conrad	Hunt. Baro. Park + Rec		
4	Pam Grugan	JVSD Sustainability C		
5	Bill Gomes	Mifflin Co. Planning		
6	John Eichelberger	PA Senate		
7	Teri Smith	Private		
8	Bob Scott	"	11	11 V 11
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## SIGN-IN SHEET

CT  
&C

Project:

Date: 15-5-17 Meeting #: MLCG / 9/11 TRAIL HUNTINGDON, PA

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel: 215-545-1076—Fax: 267-336-0209—Email: rthomas@campbellthomas.com

Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Steve Kemp 1020 Mifflin St. Huntingdon	Huntingdon Park & Board Association		
2	Bob Reitzman	HCB1		
3	Lonnie S. Smith Jr.	RMBIA		
4	<del>Ethan Lashlee</del>	<del>Dept of Labor &amp; Industry</del>		
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# STAKEHOLDER WORKSHOP - MAIN LINE CANAL GREENWAY TRAIL FEASIBILITY STUDY HUNTINGDON AND MIFFLIN COUNTIES

Minutes – Stakeholder Workshop #1

Meeting Date: Tuesday, December 05<sup>th</sup>, 2017

Meeting Location: Huntingdon County Historical Society, 100 4<sup>th</sup> St., Huntingdon, PA 16652

Distribution Date: Friday, December 15<sup>th</sup>, 2017

Next Meeting Date: To be announced

Attendance

- See Attached Attendance Sheet

Review & Comment:

## **I. INTRODUCTIONS –TEAM MEMBERS / COMMITTEE MEMBERS**

1. Mark Colussy welcomed everyone and thanked them for attending the first Stakeholder Workshop for the Main Line Canal Greenway – Alexandria to Lewistown Section. Mark introduced Jane Sheffield from the Allegheny Ridge Corporation (ARC), who provided a warm welcome and brief overview of the meeting purpose and goals. Jane introduced the project design team, and thanked representatives from the funding sources for their support of the project and attendance. Jane also thanked Senator Eichelberger for taking the time in his busy schedule to attend the workshop.
2. Bob Thomas from the consulting team briefly went over the workshop agenda. The agenda consisted of a short PowerPoint of the project area, followed by small group break-out work sessions and a questionnaire, before reporting back to the larger group for an open discussion.

## **II. UPDATE ON THE FEASIBILITY STUDY / INVENTORY & ANALYSIS**

3. Bob Thomas presented the project team organization, noting CT&C's and Laird LA's long term working relationship and previous work on the September 11<sup>th</sup> (9/11) National Memorial Trail Alignment Study and other projects in the region.
4. Overall goals of the feasibility study were explained.
  - a. This study will identify alternatives for potential alignments and future implementation of a multi-use trail through this 42-mile-long trail corridor through Mifflin and Huntingdon Counties from Alfarata, part of the overall planned Mainline Canal Greenway – (where the Lower Trail currently ends), onward through Huntingdon and Lewistown.
  - b. Generally, this corridor is planned to follow the historic alignment of the Main Line Canal Greenway, The Juniata Water Trail and recent designation to co-locate with the 9/11 National Memorial Trail.
  - c. The scope of this project will not only determine potential alignment alternatives, but will provide probable future costs of design and development, placement of river crossing structures, anticipate ownership, management and maintenance needs, and details such as trail amenities, parking areas and surface recommendations.
  - d. Additionally, the study will look to interpret and incorporate the history in the area and address the needs of both long distance and local trail users.
5. Bob Thomas noted that the information gathered at the Stakeholder Workshop will help the project team to understand existing conditions, resources, and identify locally known potential trail opportunities along the corridor.

*Minutes – Main Line Canal – Huntingdon and Mifflin Co. – Stakeholder Workshop Mtg. 12/05/2017*

### **III. PROJECT SLIDESHOW OF GENERAL GREENWAY / MEMORIAL TRAIL CORRIDOR**

6. Bob Thomas narrated a short slide show of the Main Line Canal corridor between Alfarata and Lewistown, identifying the project as part of the larger (now co-located) 9/11 Trail and 320-mile Main Line Canal Greenway. Bob further described some of the existing conditions, historic resources, potential corridors, economic development opportunities, and connections to recreational amenities along the way.
7. It was noted that the trail study will not only look at the physically available (geographic and terrain) opportunities, but will identify existing ownership and consider important connections to historic sites and user resources. The project team will work closely with property owners to ensure the selected alignment best meets the needs of all stakeholders.
8. Bob explained that although full implementation of an off-road multi-use trail may take years to fully implement, the feasibility study will look at creating a short-term temporary route using road corridors and existing available rights-of-way and public lands. This enables the trail to “open immediately” and can help to bring attention and continued investment to the development a vehicle-free off-road alignment.
  - a. It was noted that there are many “country walking roads” along the corridor that have low traffic volumes, providing a suitable option for a temporary route for walkers and bicyclists.
9. Bob showed a photo tour of the corridor between the Lower Trail, Huntingdon, Mt. Union, and Lewistown and concluded the slide presentation, with a few photos of the 2016 9/11 Inaugural Bike Ride, which illustrates the excitement, support and anticipation of the communities along the route who have already heartily embraced the presence of the 9/11 Trail within the region.

### **IV. PUBLIC WORK SESSION**

10. Bob Thomas referred everyone to the large maps that were provided at each table, as well as a questionnaire and two smaller maps showing previous trail planning efforts in both Mifflin and Huntingdon Counties.
11. Bob asked each table to use the markers provided to mark the maps with any known resources and potential trail alignments that the design team should investigate. Additionally, any destinations, resources, obstacles, or existing trails should be identified. Lastly, Bob asked that attendees write any questions or comments on the reverse side of the questionnaire for the design team to collect at the end.
12. Project and design team staff were available to assist in the small-table workshop portion of the meeting, which lasted approximately 30 minutes, producing a rather amazing volume of detailed input and feedback.
13. After the small table discussion, individuals from each workshop table provided feedback to the larger group, which revealed significant new insights as well as confirmation of the CTC consulting team’s previous observations that were previously identified through mapping and field research.
14. Table feedback consisted of the following:

#### **Table 1:**

- Table 1 primarily looked at the alignment opportunities between the Lower Trail and Huntingdon.
- It was determined that Petersburg is a destination that should also be connected, as it offers amenities such as restaurants and historic sites.
- It was noted that there is a section of abandoned railroad which could potentially be used between Alexandria and Petersburg. Our team will investigate this as well.

- Traveling south from Petersburg, it was recommended that the design team explore a potential “Rail-with-Trail”, parallel to the existing Norfolk Southern railroad line, as some of the tracks have been removed in this corridor.
- Another option between Petersburg and Huntingdon is the old road (Warriors Ridge Rd.) that follows a similar alignment to the railroad tracks through State Game Lands 322. Much of the road was taken over by the railroad, but it is still hikeable to the recycling center in Huntingdon.
- Table 1 agreed that the Rail-with-Trail option would be ideal.

**Table 2:**

- Table 2 also looked at the alignment opportunities between the Lower Trail in Alfarata and Huntingdon.
- Several routes on the west side of the Juniata offer opportunities in this area. Options include shared use at Alexandria Pike and River Rd.
- Further south, the Standing Stone Trail connects from behind Motel 22 to The Thousand Steps on the north side of Route 22.
- The fire trail between Mapleton and Mt. Union also appears to be a good option to be investigated. It is noted that the CTC team investigated this on foot on Oct 24<sup>th</sup>, 2017.

**Table 3:**

- Table 3 looked at the alignment from Alexandria to Huntingdon, emphasizing the importance of linking to Petersburg.
- Other route options mentioned included Alexandria Pike Rd. This is a scenic option, but the historic bridge over the Frankstown Branch Juniata River could be a pinch point with fast moving traffic on River Rd.
- The railroad spur between Alexandria and Petersburg was again noted as a good option.

**Table 4:**

- Table 4 considered connections between the Standing Stone Trail, Mapleton, and Mt. Union.
- It was stressed that a connection into Mt. Union should not be left out and trail users should be brought through town where economic, cultural, and historical resources could support both the Main Line Canal Greenway / 9/11 Trail and Standing Stone and Mid State Trails.
- Motel 22 on Route 22 has the “dinkey railroad” right-of-way along the north side of Route 22 to the former dinkey bridge. Should this alignment be determined worthy of consideration for implementation and future development, a pedestrian trail bridge would need to be placed here to cross route 22, the Juniata River and the active railroad to connect into Mt. Union. It is believed that the existing masonry piers and abutments still in place (in the river) are remnants of the old dinkey bridge. Several participants at Table 4 supported that it is conceivable that adaptive re-use of these bridge piers might prove a low environmental impact and be able to re tell the historic significance of the dinkey bridge and creation of Thousand Steps as well as provide a safe, viable re-connection directly into Mt. Union.

**Table 5:**

- Table 5 looked at the corridor between Alfarata and Mt. Union.
- South of Alexandria, Old Route 22 and Faith Lane offer good on-road options and connect to the Lincoln Caverns. Runks Rd. was also mentioned as offering a scenic connection to Pulpit Rocks.
- It was questioned if there is potential for a crossing of the Juniata at the Warriors Ridge

Dam? One gentleman noted that public access is currently not allowed, but there may still exist a tunnel within the dam used for restricted authorized access.

- Another resource to consider connecting is the Isett Heritage Museum. (North of Huntingdon along Rt. 25 in Henderson Township, 11941 Stone Creek Ridge Rd.)
- East of Huntingdon, the canal ownership will need to be investigated. Our team is investigating possible use of the grade-separated crossing at Numers Hollow Road in Ardenheim, which provides an underpass the active railroad. This sizeable underpass structure may offer some opportunity to bring the trail under Route 22. South of the existing underpass, a portion of the Main Line Canal may also offer some shared use within the existing Pa Electric Co. utility right-of-way.
- In Mill Creek, Main Street was suggested as a good option for a low-traffic on-road connection adjacent to the historic canal alignment.
- The Standing Stone Trail and a connection to The Thousand Steps should also be considered, which would further support placement of a pedestrian trail bridge where the historic dinkey bridge was removed.
- East of Mt. Union, it was noted that there is a significant portion of Main Line Canal remains still visible, but ownership would need to be addressed.

## **V. ADJOURN / FINAL COMMENTS**

15. After receiving feedback from the small table discussions, resulting input memorialized on maps and questionnaire were collected, and will be analyzed by the design team.
16. It was recommended that the design team look at the PA Geological Survey for the area, which has mapped out geological sites such as the Pulpit Rocks and several caves in the area.
17. A connection to the Raystown Lake using an existing former railroad bed was also recommended as a consideration in this study. Our team will investigate the viability of this observation.
18. Jay Schreiber provided some information on the DCNR C2P2 grants, applications for which become available in January 2018, and emphasized his support for the 9/11-Trail corridor and subsequent projects – especially in light of the economic development that this project will bring to the region as well as implementing the State Outdoor Recreation Plan (SCORP).
19. Bob Thomas and Jane Sheffield thanked everyone for their information and asked that they feel free to contact ARC, Mifflin and Huntingdon Counties, or the design team with any further information, questions and comments.
20. Following adjournment of the meeting, Jane Sheffield again thanked everyone for attending and she noted that attendees whom signed in will be notified of the next public meeting. Ongoing discussion continued with those who remained, while the CTC team collected presentation material and rearranged the meeting space.

*The above constitutes CTC's interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within five (5) days of the distribution date.*

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# MAIN LINE CANAL GREENWAY – HUNTINGDON AND MIFFLIN COUNTIES TRAIL FEASIBILITY STUDY

## Stakeholder Workshop “Planning” Questionnaire

Tuesday, December 5<sup>th</sup>, 2017 from 5:00 PM - 7:00 PM  
Huntingdon County Historical Society (100 4<sup>th</sup> Street, Huntingdon, PA 16652)

Welcome to the Stakeholder Planning Workshop for the Main Line Canal Greenway Trail / September 11<sup>th</sup> National Memorial Trail. To assist the project team in understanding your personal needs, concerns, ideas, and other thoughts about the potential Main Line Canal Greenway Trail, we ask you to utilize the maps we have provided to mark up with the following information. A member of the project team will be glad to assist you.

**1- Where and how do you want to go in the Greenway corridor?** Please draw a **line(s)** on the large map at your group work table linking starting and ending points of trips, you make, or would like to make by foot, bicycle, or even horse. Please use the letter next to your lines to indicate how you travel, or would like to travel:

**B** - Trips by **bicycle**

**F** - Trips on **foot**

**H** - Trips by **horse**

**W** - Trips by **Water** (Canoe/Kayak)

**2- What are your destinations?** Please mark your origins/destinations with a **dot**, and **capital letters** as follows:

**H** = Home

**O** = Office/Other Work Area

**C** = Commercial/Retail

**R** = Restaurant

**W** = House of Worship

**S** = School

**M** = Museum/Other Cultural and Arts Institutions

**P** = Park or Recreation Site

**T** = Train Station or Bus

**X** = Historic/Memorial Site

**3- What obstacles do you face in walking, bicycling, riding, or boating?** With a **zig-zag red line**, mark and note problems such as difficult crossings, unsafe roads, missing river access, missing trailheads, and parking.

**4- Existing off-road trails you know.** To help us plan a possible trail system with the Main Line Canal Greenway Trail as a spine, please mark in **black** existing trails you know which are off-road, and make non-motorized travel possible on foot or horseback.

**5- Are you just generally interested, or do you have other concerns?**

☐ I am just interested and wish to be informed moving forward.

☐ I have concerns or other items I would like to discuss.

☐ Contact information: \_\_\_\_\_

**6- Please use the reverse side of this sheet for any further comments and return the questionnaire to a project team member prior to your departure.**

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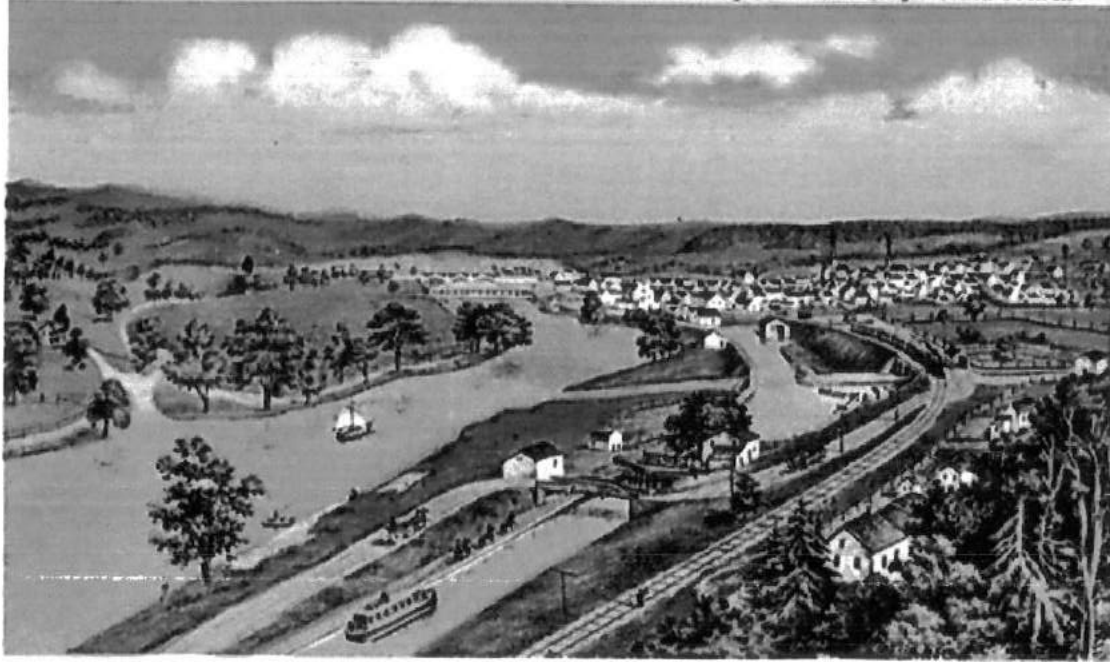


Representing Mt. Union



## TRAIL STUDY STAKEHOLDER WORKSHOP

Huntingdon, Pa. in 1850, showing Canal and Single Track P. R. R.



### MAIN LINE CANAL GREENWAY– TRAIL FEASIBILITY STUDY HUNTINGDON AND MIFFLIN COUNTIES

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- ATV Segway  
pa 3rd in country ATV sales

\* Rate 103 → better than 27 Mapleton to Mt. View Table 1000

\* Nankin Smith's (corrected) Canal Tenn.

Green St. → existing show work.

existing Spine + Terr. → hole house.

\* → look @ following Mt. St. Terr. above Rt 27.

Gold Bridge Rd. to Mt. View

is Old Ferry crossing.

\* 65 "Drakes Ferry"

Table 4

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## THE MAIN LINE CANAL GREENWAY – HUNTINGDON AND MIFFLIN COUNTIES TRAIL FEASIBILITY STUDY

### Stakeholder Workshop “Planning” Questionnaire

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☐ Contact information: agriculture@huntingdonconservation.org

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which roads give you the best view?

\* 655/Saddler Cr/Kish Valley > 522

\* Where are you supposed to camp on the trail?

\* tie in with the Rothrock + Kaystown region Purple Lizard Maps, <sup>that's where all the hiking trails are listed</sup>

\* Alexandria pike: scary fast traffic but pretty + pulpit rocks

\* Utilize Hdon Boro/Powerlines right of way, above Juniata north of Hdon to incorporate views but there is a difficult nearby private landowner

\* <sup>or</sup> De commission Wars. Ridge Dam, construct whitewater play park, route trail along rails along river. I'm in touch with other locals investigating that potential.

\* We marked the Blair Park right-of-way along Standing Stone Creek as a potential spur

\* I work with the farmers along 655 on the Sadler creek side of Kish Valley. Some would want nothing to do with this project, others would be amenable. Front Mtn Rd = great



**MAIN LINE CANAL GREENWAY –  
HUNTINGDON AND MIFFLIN COUNTIES  
TRAIL FEASIBILITY STUDY**

**Stakeholder Workshop “Planning” Questionnaire**

Tuesday, December 5<sup>th</sup>, 2017 from 5:00 PM - 7:00 PM

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☒ Contact information:

*Teri Smith - Former resident Alex; current res. of Petrusburg*

*(814) 669-4927 barronhill750@gmail.com*

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Robert Scott and I are longterm residents of the area with alternative trails/paths/ways. We might be able to help with landowners and other local contacts.

As a geologist, there are numerous points of interest along the canal route of state-wide and even nationwide interest. Most also have historical value in Pennsylvania's Industrial Heritage story.



Grand  
Road



## MAIN LINE CANAL GREENWAY – HUNTINGDON AND MIFFLIN COUNTIES TRAIL FEASIBILITY STUDY

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☐ Contact information: Gregory J. Haden - dshack@f-twn.com

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PETERSBURG TO HUNTINGDON  
RAILS WITH TRAILS !!!

Recommend

RAILS WITH TRAILS

from

Petersburg

to

Huntingdon



**MAIN LINE CANAL GREENWAY –  
HUNTINGDON AND MIFFLIN COUNTIES  
TRAIL FEASIBILITY STUDY  
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☐ Contact information: \_\_\_\_\_

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Avoid :

▲ Petersburg Limestone Cliffs Natural Heritage Area (Rare Flora)

Canal route not feasible here

(see HUNTINGDON

Extraordinarily steep topography.

COUNTY NATURAL  
HERITAGE INVENTORY)

Recommend Rails with Trails. Norfolk Southern is receptive to this idea. Petersburg to Huntingdon.

Rail with Trail



## MAIN LINE CANAL GREENWAY – HUNTINGDON AND MIFFLIN COUNTIES TRAIL FEASIBILITY STUDY

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☐ Contact information: Pam Grugan grugan2@gmail.com

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**MAIN LINE CANAL GREENWAY –  
HUNTINGDON AND MIFFLIN COUNTIES  
TRAIL FEASIBILITY STUDY**

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☒ Contact information: Laura White - laura.jamie@gmail.com

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If you're not already aware of them, Purple Lizard maps are an invaluable resource showing existing trails + points of interest.



See  
other  
side

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☐ Contact information: Steve Kemp stk749@gmail.com

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See over other side

## Huntingdon to Ardenheim (Jacobs Crossing)

Along the river are privately owned tracts but only one is a farm - at Numers Hollow Road under Snyder's Arch (old Wm Penn Hwy).

Some soggy and brushy land, small streams cutting through.

At the west end of old cement stretch of road - Snyder's Arch to Stone Creek - the hiway seems to dead-end but it formerly passed thru a stone-lined underpass and came out on Penn Street at the east end of the present highway bridge over the creek - opposite the entrance to Blair Park which features a foot and bike path on the east branch of the creek, picnic tables, gazebo, and an enclave with Epiphany of Our Lord chapel - Orthodox Church. A walk through town over sidewalks brings you to Riverside Park or to Portstown Park.



# JIM L. TABLE 4. MARK CAULSI -

MAT PRICE.

- SAFE BIKE RT. MILL CREEK TO MT. UNION.
- CONNECT 1,000 STEPS TO
- COMMUTE TO HUNTINGDON FROM MT. UNION.

② SCANDINAVIAN STONE.

CLEAN & GREEN

① FALLOW OPEN TO PUBLIC

② FOREST NOT OPEN TO PUBLIC.

- NEWTON HAMILTON FROM KISTLER.

PULPIT ROCKS.

★ GEOLOGICAL SCHOOL

TOURS.

(OLD QUARRIES (CARVING))

↓  
NITGANY GROTO

SILVEREARD HEIGHTS DOWN TO (P) SIDE  
OLD INN THAT HAD STORE UNDER BLDG,  
OPPOSITE AQUEDUCT RD.

LARRY  
ZILCH

GRAND LOOP CUT ACROSS KISTLER

- REPLACE DINKY. BRIDGE NEAR HISTORIC. FERRIS

★ BROADTOP RR - RECLAIMED.

GRAVITY PULL RR ON SCANDINAVIAN SIDE

(INLINE PLANE) OLD PORTS BEHIND HOTEL  
(BRADY TUR) (FOURTH)

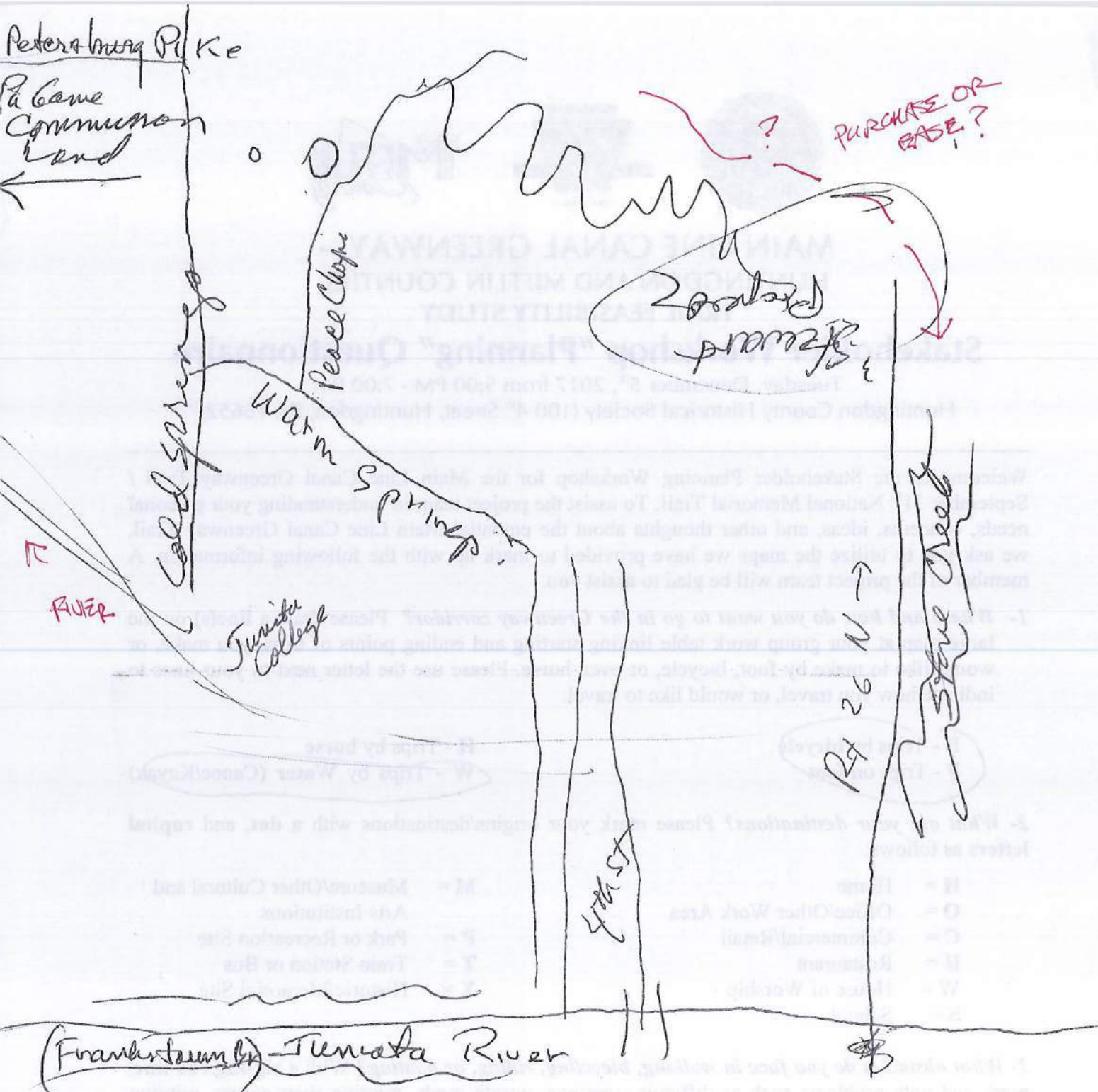
- CROSS TO S. SIDE @ NEWTON HAMILTON TO RT. 103

★ PORTS TOWN ARCH FILLING LIKE ANSWER FILLED IN  
NEAR FINDING SOME TRAIL

★ - PETERSBURG - HUKABUE SGL. 3<sup>RD</sup>

★ - SPUR INTO RAYSTOWN! HTBT TRAIL COULD HELP.  
NEAR RD, BRIDGE - BAD CURVE - POOR SIGHT.





FROM: BRUCE  
THOMAS

JIM L. TABLE 4.





*Victory Park on the Juniata River, Lewistown, PA is part of the Greenway*

## **TRAIL STUDY STAKEHOLDER WORKSHOP #2**

### **MAIN LINE CANAL GREENWAY– TRAIL FEASIBILITY STUDY MIFFLIN AND HUNTINGDON COUNTIES**

Thursday, January 25th, 2018 **5:30pm** to **7:30pm**

Location: **Regional Business Center, 152 East Market St., Lewistown, PA 17044**

### **REQUESTED AGENDA**

- I. WELCOME**
- II. INTRODUCTIONS & HOUSEKEEPING**
- III. UPDATE ON FEASIBILITY STUDY / INVENTORY & ANALYSIS**
- IV. PROJECT SLIDESHOW OF GENERAL GREENWAY / MEMORIAL TRAIL CORRIDOR**
- V. PUBLIC WORK SESSION**
  - a. SMALL TABLE DISCUSSION/ QUESTIONNAIRE & MAPS
  - b. LARGE GROUP FEEDBACK
  - c. OPEN DISCUSSION
- VI. NEXT STEPS**

#### **Project Description as of January 25, 2017**

Mifflin and Huntingdon County has joined with Allegheny Ridge Corporation (ARC) to conduct a study to determine the feasibility of constructing a trail along the Main Line Canal Greenway / 911 Memorial Trail Corridor between the Lower Trail, just west of Alexandria, Mt. Union and Lewistown. Campbell Thomas & Company of Philadelphia and Laird LA of Roaring Spring, PA are working together with both counties and ARC to prepare this study.

## SIGN-IN SHEET

CT  
&C

Project: 911-HUNT

Date: 1-25-2018 Meeting #: Stakeholder Mtg #2 - Mifflin Co. - MLCG

Campbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1636  
 Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com  
 Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Marie Mulvihill	Primary Health Network		
2	Colby Guyer	Visiting Mifflin County		
3	Nate Seaver	Volunteer Tuscarora State		
4	JIM ZUBLER	DOWNTOWN LEWISTOWN, INC.		
5	Bob & Tammy Espign			
6	Jenny Landa	JEN Visitors Bureau		
7	Kathy Pearson			
8	Bill Pearson			
9	Stephen T. Dunick	Mifflin Co. Comm.		
10	Lauren Marshall	Lewistown Sentinel		
11	Bill Gomes	Mifflin Co. Planning		
12	MARK COLUSY	HUNT CO PLANNING		
13	Ed Bratton			
14	Lori Vogt			
15	Robert Finkel	M. County		
16				
17				
18				
19				

1.com

rg

# STAKEHOLDER WORKSHOP #2 - MAIN LINE CANAL GREENWAY TRAIL FEASIBILITY STUDY

## MIFFLIN AND HUNTINGDON COUNTIES

Minutes – Stakeholder Workshop #2

Meeting Date: Thursday, January 25th, 2018

Meeting Location: Mifflin County Regional Business Center, 152 East Market St., Lewistown PA

Distribution Date: Tuesday, February 28<sup>th</sup>, 2018

Attendance

- See Attached Attendance Sheet

Review & Comment:

### **I. INTRODUCTIONS**

1. Jane Sheffield of the Allegheny Ridge Corporation (ARC), welcomed everyone and thanked them for attending the Stakeholder Workshop #2 for the Main Line Canal Greenway. Jane went over general housekeeping, introduced the project design team, and thanked Huntingdon County, Mifflin County, DCED, and SAPDC for enabling this study to take place.
2. A short introduction from all attendees took place before Bob Thomas from the consulting team went over the workshop agenda for the evening. The agenda consisted of a short PowerPoint, followed by small group break-out work sessions and a questionnaire, followed by reports to the larger group for an open discussion.

### **II. UPDATE ON THE FEASIBILITY STUDY / INVENTORY & ANALYSIS**

3. Bob Thomas went over the project team organization, noting CT&C's and Laird LA's long term working relationship and previous work on the 911 National Memorial Trail Alignment Study and other projects in the region.
4. Overall goals of the feasibility study were explained.
  - a. This study will determine the alignment of a ~42-mile-long trail corridor through Huntingdon and Mifflin Counties from Alfarata, where the Lower Trail currently ends, to Huntingdon and Lewistown.
  - b. Generally, this corridor follows the historic alignment of the Main Line Canal Greenway and co-aligns with the 911 National Memorial Trail. It was noted that the Juniata River Water Trail follows a similar alignment along the Juniata River, but is designed for on-water kayakers and boaters, vs. on-land walkers, hikers, and bicyclists.
5. Bob Thomas noted that this is the second of two Stakeholder Workshops taking place. The first took place in Huntingdon on January 5<sup>th</sup>, 2017 and had the same format as today's workshop. Information gathered through these meetings, will help to determine which corridor alternatives have potential for the trail.
6. Bob also went over the project timeline, explaining that the design team is still in the inventory and analysis process. The team is working to conduct interviews and will have three Public Meetings to present alternatives and later a preferred alignment for the trail.

### **III. PROJECT SLIDESHOW OF GENERAL GREENWAY / MEMORIAL TRAIL CORRIDOR**

7. Bob Thomas went through a short slide show of the Main Line Canal corridor between Alfarata and Lewistown, identifying the project as part of the larger 911-Trail and 320-mile Main Line Canal Greenway. Bob further described some of the existing conditions, historic resources, potential corridors, economic development opportunities, and connections to

recreational amenities along the way.

8. Bob mentioned that initial opportunities that are being looked at include not only the Main Line Canal corridor, but other routes that include the Kishacoquillas Valley. During the past Stakeholder meeting, it was made evident that connections to towns such as Petersburg and Mt. Union are important. Taking the Kishacoquillas Valley route would miss many of the connections to the canal towns along the Juniata.
9. Bob explained that much of the historic canal has disappeared or has been taken over by the railroad and other private landowners, but there are many areas that the canal is visible and intact.
10. Other opportunities that have been observed include the use of “old roads”, where PennDOT right of way may still exist. Utility Rights of Way and back roads with little traffic are also potential opportunity areas.
11. It was noted that the trail study will not only look at the physically available opportunities but will look at existing ownership. The project team will work closely with property owners to ensure the selected alignment best meets the needs of all stakeholders.
12. Bob explained that although the off-road trail may take years to fully implement, the feasibility study will look at creating a short-term temporary route using road corridors and available rights-of-way. This enables the trail to “open immediately” and can help to bring attention and continued investment to the development an off-road alignment.
  - a. It was noted that there are many “country walking roads” along the corridor that have low traffic volumes, providing a suitable option for a temporary route for walkers and bicyclists.
13. Bob showed a photo tour of the corridor between the Lower Trail, Huntingdon, Mt. Union, and Lewistown and finished the slide presentation with a few photos of the 911 Inaugural Bike Ride, which showed the excitement in some of the communities along the route.

#### **IV. PUBLIC WORK SESSION**

14. Bob Thomas referred everyone to the large maps that were distributed to four work session tables (only two were utilized), as well as a questionnaire that attendees received upon their arrival.
15. Bob asked each table to use the markers provided to mark the maps with any resources or potential trail alignments that the design team should investigate. Additionally, any destinations, resources, obstacles, or existing trails should be identified. Lastly, Bob asked that attendees write any questions or comments on the reverse side of the questionnaire for the design team to collect at the end.
16. Project and design team staff were available to assist in the small-table workshop portion of the meeting, which lasted approximately 30 minutes.
17. After the small table discussion, individuals from each workshop table provided feedback to the larger group.
18. Table feedback from the two breakout sessions consisted of the following:

##### **Table 1:**

- Table 1 discussed some great connections to existing trails, back roads, and state forest lands south of Lewistown. Some existing roads that are great hiking and biking routes include Licking Creek road, Bell Furnace Rd, Blue Mountain Dr., and Granville Run Rd.
- The Locust Camp Ground also offers a potential crossing of the river using the old railroad bridge crossing of the Juniata.
- One individual who is a road bicyclist and commuter in the area noted that he has no issues riding on route 322, but it may not be ideal for most trail users.

**Table 2:**

- Table 2 noted that there is much interest in downtown Lewistown to extend the trail from Victory Park to connect to the Riverwalk. There is a challenge crossing over the Kishacoquillas Creek, but it offers some connections to beautiful sections of creek.
- It is also mentioned that the Juniata Valley Striders know the corridor well, and Jenny Landis will provide the Design Team with contact information.
- Martins Gap also offers some beautiful views of the Big Valley and is recognized for its birding.

**V. ADJORNMENT / FINAL COMMENTS**

19. After receiving feedback from the small table discussions, maps and questionnaire were collected, for analysis by the design team.
20. Bob Thomas and Jane Sheffield thanked everyone for their information and asked that they feel free to contact ARC, Mifflin and Huntingdon Counties, or the design team with any further information, questions, or comments.
21. Following the meeting, ongoing discussion continued with those who were interested.

*The above constitutes CTC's interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within five (5) days of the distribution date.*

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# MAIN LINE CANAL GREENWAY – HUNTINGDON AND MIFFLIN COUNTIES TRAIL FEASIBILITY STUDY

## Stakeholder Workshop “Planning” Questionnaire

Thursday, January 25<sup>th</sup>, 2018 from 5:30 PM - 7:30 PM  
Regional Business Center, 152 East Market St., Lewistown PA

Welcome to the Stakeholder Planning Workshop for the Main Line Canal Greenway Trail / September 11<sup>th</sup> National Memorial Trail. To assist the project team in understanding your personal needs, concerns, ideas, and other thoughts about the potential Main Line Canal Greenway Trail, we ask you to utilize the maps we have provided to mark up with the following information. A member of the project team will be glad to assist you.

**1- Where and how do you want to go in the Greenway corridor?** Please draw a **line(s)** on the large map at your group work table linking starting and ending points of trips, you make, or would like to make by foot, bicycle, or even horse. Please use the letter next to your lines to indicate how you travel, or would like to travel:

**B** - Trips by **bicycle**

**F** - Trips on **foot**

**H** - Trips by **horse**

**W** - Trips by **Water** (Canoe/Kayak)

**2- What are your destinations?** Please mark your origins/destinations with a **dot**, and **capital letters** as follows:

**H** = Home

**O** = Office/Other Work Area

**C** = Commercial/Retail

**R** = Restaurant

**W** = House of Worship

**S** = School

**M** = Museum/Other Cultural and Arts Institutions

**P** = Park or Recreation Site

**T** = Train Station or Bus

**X** = Historic/Memorial Site

**3- What obstacles do you face in walking, bicycling, riding, or boating?** With a **zig-zag red line**, mark and note problems such as difficult crossings, unsafe roads, missing river access, missing trailheads, and parking.

**4- Existing off-road trails you know.** To help us plan a possible trail system with the Main Line Canal Greenway Trail as a spine, please mark in **black** existing trails you know which are off-road and make non-motorized travel possible on foot or horseback.

**5- Are you just generally interested, or do you have other concerns?**

☐ I am just interested and wish to be informed moving forward.

☐ I have concerns or other items I would like to discuss.

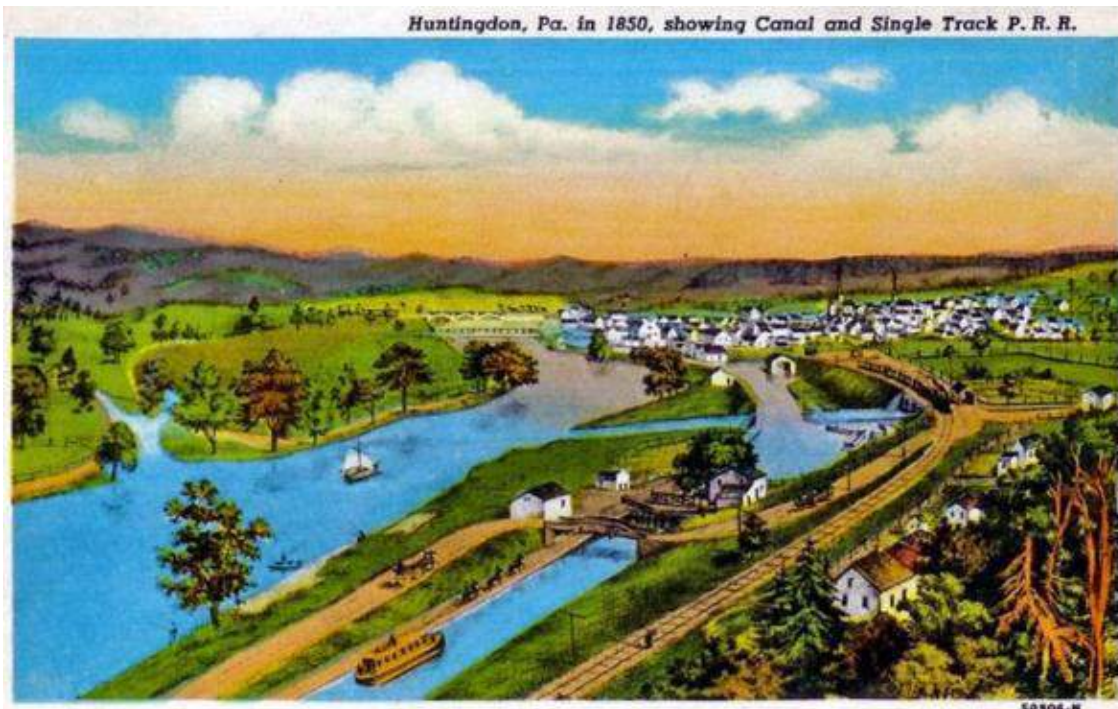
☐ Contact information: \_\_\_\_\_

**6- Please use the reverse side of this sheet for any further comments and return the questionnaire to a project team member prior to your departure.**





# TRAIL STUDY PUBLIC WORKSHOP #1



## MAIN LINE CANAL GREENWAY– TRAIL FEASIBILITY STUDY HUNTINGDON AND MIFFLIN COUNTIES

Thursday, April 5th, 2018 6:00pm to 8:00pm

Location: **Huntingdon County Planning & Development – Annex 1** (1<sup>st</sup> Floor)  
205 Penn St., Huntingdon, PA 16652

## REQUESTED AGENDA

- I. WELCOME
- II. INTRODUCTIONS & HOUSEKEEPING
- III. PROJECT SLIDESHOW
- IV. PUBLIC WORK SESSION
  - a. Questionnaire & Maps
  - b. Large Group Feedback
  - c. Open Discussion
- V. NEXT STEPS
  - a. 911 Bike Tour of the Entire 1,300 mile Trail (4-18 Ride – Huntingdon to Mifflintown)
  - b. Public Meeting #2 – June 28<sup>th</sup>, 2018, 6:00pm-8:00pm (Body & Soul Community Center, McVeytown, PA)
  - c. Public Meeting #3 – September 20<sup>th</sup>, 2018, 6:00pm-8:00pm (Annex 1 Conference Room, Huntingdon, PA)

# MAIN LINE CANAL GREENWAY TRAIL FEASIBILITY STUDY

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## SIGN-IN SHEET

CT  
&C

Project:

Date: 4-5-2018

Meeting #: Public Meeting # 1 - Huntingdon

Campbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1636

Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com

Architecture ❖ Preservation ❖ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	NEILSON HORTON, 1845 Goodwin Rd, Williamsburg	Rails to Trails		
2	Naima HORTON, same	same		
3	George John Drabnock, Mount Union	Smithfield /		
4	Douglas MAISEY	CT & C		
5	Patie St Clair, 967 Keyserstown Rd, Boswell PA	SAP & DC		
6	Jay Schreibman	DCNR, BRC		
7	George Rohrlaugh	Alexandria		
8	Kristin JOIVELL	JVES		
9	JIM GARTHE	TRAIL CLUB STANDING STONE		
10	Michelle Fry	Sen. John H. Richelberger, Jr.		
11	John Eastman	Huntingdon Citize		
12	LARRY ZUCH JR	MT. UNION		
13	MARK KING	RAILS TO TRAILS OF CENTRAL PA		
14	Jim Yocum	Maytown Borough		
15	Bob Reitzman	HCB		
16	Ethan Lashlee	former mayor Huntingdon Resider		
17	ROBERT THOMAS			
18	DOUG MAISEY			
19	JANE SHEFFIELD			

20 MARK COLUSSY

21 JIM LAIRD

ty Study

911 HUNT

## SIGN-IN SHEET

CT  
&C

Project: \_\_\_\_\_

Date: \_\_\_\_\_

Meeting #: \_\_\_\_\_

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com

Architecture ❖ Preservation ❖ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Pam Grugan	JVSD Sustainability Club		
2	Ken Tucker			
3	Matt Price	HUNTMAN CUB		
4	MARK COLUSSY	HUNT.CO PLANNING	(	
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**SIGN-IN SHEET****CT  
&C****Project:**

Date: \_\_\_\_\_

Meeting #: \_\_\_\_\_

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel:215-545-1076—Fax:267-336-0209—Email:rtthomas@campbellthomas.com

Architecture ❖ Preservation ❖ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Cheryl / Bob Washburn			
2	Abbe Hamilton	Hanington Cons. District / Active Transport Committee		
3	JIM LAIRD	LAIRD LA		
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# MAIN LINE CANAL GREENWAY – HUNTINGDON AND MIFFLIN COUNTIES TRAIL FEASIBILITY STUDY

## Public Workshop #1 “Planning” Questionnaire

Thursday, April 5<sup>th</sup>, 2018 from 6:00 PM – 8:00 PM  
Huntingdon County Planning & Development – Annex 1 (1st Floor)  
205 Penn St., Huntingdon, PA 16652

Welcome to the 1<sup>st</sup> Public Workshop for the Main Line Canal Greenway Trail / September 11<sup>th</sup> National Memorial Trail. To assist the project team in understanding your personal needs, concerns, ideas, and other thoughts about the potential Main Line Canal Greenway Trail, we ask you to utilize the maps we have provided to mark up with the following information. A member of the project team will be glad to assist you.

**1- Where and how do you want to go in the Greenway corridor?** Please draw a **line(s)** on the large map at your group work table linking starting and ending points of trips, you make, or would like to make by foot, bicycle, or even horse. Please use the letter next to your lines to indicate how you travel, or would like to travel:

**B** - Trips by **bicycle**

**F** - Trips on **foot**

**H** - Trips by **horse**

**W** - Trips by **Water** (Canoe/Kayak)

**2- What are your destinations?** Please mark your origins/destinations with a **dot**, and **capital letters** as follows:

**H** = Home

**O** = Office/Other Work Area

**C** = Commercial/Retail

**R** = Restaurant

**W** = House of Worship

**S** = School

**M** = Museum/Other Cultural and Arts Institutions

**P** = Park or Recreation Site

**T** = Train Station or Bus

**X** = Historic/Memorial Site

**3- What obstacles do you face in walking, bicycling, riding, or boating?** With a **zig-zag red line**, mark and note problems such as difficult crossings, unsafe roads, missing river access, missing trailheads, and parking.

**4- Existing off-road trails you know.** To help us plan a possible trail system with the Main Line Canal Greenway Trail as a spine, please mark in **black** existing trails you know which are off-road and make non-motorized travel possible on foot or horseback.

**5- Are you just generally interested, or do you have other concerns?**

☐ I am just interested and wish to be informed moving forward.

☐ I have concerns or other items I would like to discuss.

☐ Contact information: \_\_\_\_\_

**6- Please use the reverse side of this sheet for any further comments and return the questionnaire to a project team member prior to your departure.**

# **Public Meeting/Workshop #1 - MAIN LINE CANAL GREENWAY TRAIL FEASIBILITY STUDY HUNTINGDON AND MIFFLIN COUNTIES**

## Minutes – Public Meeting/Workshop #1

Meeting Date: Thursday, April 5<sup>th</sup>, 2018 6:00pm-8:00pm

Meeting Location: Huntingdon County Planning & Development – Annex 1

205 Penn Street, Huntingdon, PA 16652

Distribution Date: Monday, April 30<sup>th</sup>, 2018

## Attendance

- See Attached Attendance Sheet

## Review & Comment:

### **I. INTRODUCTIONS**

1. Jane Sheffield of the Allegheny Ridge Corporation (ARC), welcomed everyone and thanked them for attending the Public Workshop #1 for the Main Line Canal Greenway. Jane went over general housekeeping, introduced the project design team, and thanked Huntingdon County, Mifflin County, DCED, and SAPDC for enabling this study to take place.
2. A short introduction from all attendees took place before Bob Thomas from the consulting team went over the workshop agenda for the evening. The agenda consisted of a short PowerPoint, followed by small group break-out work sessions and a questionnaire, followed by reports to the larger group for an open discussion.

### **II. OBJECTIVES OF THIS STUDY**

3. Bob Thomas discussed the goals and objectives the feasibility study as well as the information to be gathered at this evenings meeting.
  - a. This study will determine the alignment of a ~42-mile-long trail corridor through Huntingdon and Mifflin Counties from Alfarata, where the Lower Trail currently ends, to Huntingdon and Lewistown.
  - b. Generally, this corridor follows the historic alignment of the Main Line Canal Greenway and co-aligns with the 911 National Memorial Trail. It was noted that the Juniata River Water Trail follows a similar alignment along the Juniata River, but is designed for on-water kayakers and boaters, vs. on-land walkers, hikers, and bicyclists.
4. Bob Thomas noted that this is the First of Three Public workshops, but there has already been steering committee meetings and two Stakeholder Workshops that have taken place in addition to several stakeholder interviews.
5. Bob explained that the design team will take the information gathered today and through our inventory and analysis process to date, to identify a preferred alignment for the trail, which will be presented at the next public meeting on June 28<sup>th</sup> in McVeytown, PA. The Final Public Workshop will be a presentation of the final alignment for this study and will take place on September 20<sup>th</sup> in Huntingdon, PA.

### **III. PROJECT SLIDESHOW**

6. Bob Thomas went through a short slide show to show the broad approach the planning team took to analyze the Main Line Canal corridor between Alfarata and Lewistown. Looking broadly at the corridor and it' resources helped guide us to the potential corridors that Bob discussed.



7. Bob Thomas also identified the trail's co-location with the September 11<sup>th</sup> National Memorial Trail and discussed the 2015 Alignment Study that created the pilgrimage route across Pennsylvania. This corridor looks to link numerous historic sights and resources that exemplify National pride and feelings of endurance, perseverance, tenacity. The alignment identified the Main Line Canal Greenway as a primary corridor and the will be one and the same, when the trail is developed.
8. Bob Thomas also mentioned that the 911 Trail co-aligns with other long-distance trails, such as the Great Allegheny Passage between Garret, PA and the Pentagon Memorial, and with the East Coast Greenway between the Pentagon Memorial and the 9-11 Memorial in New York City.
9. Past local plans that potentially influence this feasibility study were also discussed. This included the Lower Trail Extension Study and the Greenway Plans for both Huntingdon and Mifflin Counties.
10. In determining potential corridors for this trail and guiding the alternatives for this study, the design team looked at several key factors. These factors included:
  - a. The Main Line Canal
  - b. Historic and Modern Railroad Corridors and track usage
  - c. Natural Beauty
  - d. Agricultural Land and Practices
  - e. Topography
  - f. Historic and Scenic Highways
  - g. Historic Trail Corridors (Indian Trails Map)
  - h. Loop Trail opportunities
  - i. September 11<sup>th</sup> National Memorial Trail Sites of Importance / Historic Sites / Museums / Cultural Sites
  - j. The Juniata River and boat access points
  - k. Public Transportation
  - l. Pinch Points and Threats to the trail
11. Jim Laird on the consulting team also went through the numerous interview in which he has conducted as part of the feasibility study. Some key information that he heard during these interviews included:
  - a. Keep the trail as close to the original Mainline Canal corridor as possible (closely aligned with the Juniata River).
  - b. Connect the Mid-State Trail and Standing Stone Trails into the Main Line Canal Greenway and 9/11 Trail. Utilize trail opportunities to connect to Mt. Union with the Dinkey grades.
  - c. Provide all typical trail amenities such as river access, parking, educational and historic interpretation.
  - d. Connect into our downtowns (cities, boroughs, villages) to promote localized economic development that will serve to ensure the sustainability of the trail and our towns' economies through promotion of outdoor recreation as a resource.
  - e. Plan the trail with recreation but also inter-community connectivity for work commuting as well as home to school, home to park and trail to downtown resources.
  - f. The trail should serve both residents/citizens, but also the many through-hiker/riders that we anticipate coming to explore the MLCG and 9/11 Trail.
  - g. The trail should tell our story, promote awareness of the products, workers, peoples, jobs – i.e.: central PA as a major industrial powerhouse that literally helped to build America.
  - h. Provide interface between the river sports (fishing, kayaking, canoeing, rafting, hiking, bird watching, arts), the trail and our local businesses.
  - i. Envision and promote future needed businesses that will support and build the trail industry in the form of services, lodging, eateries, outfitters, tour guides and shuttle services.

- j. Provide a loop trail connection to/through the Kishacoquillas Valley, but keep the main spine trail along the MLCG and River.
  - k. Don't use outlying roads for long term alignments. Keep the trail closely connected to our towns (directly to downtowns) rather than rural remote alignments that bypass our towns.
12. Following the Interviews overview, Bob Thomas continued through the presentation, showing a tour of potential trail corridors and the resources and opportunities each corridor presents.
  13. Following the corridor overview, Bob Thomas went over the next steps for the Feasibility Study as described below:
    - a. Public Meeting #2 (June 28<sup>th</sup>, 2018, 6:00pm-8:00pm at Body & Soul Community Center, McVeytown, PA): This meeting will discuss the Preferred Trail Alternative.
    - b. Public Meeting #3 (September 20<sup>th</sup>, 2018, 6:00pm-8:00pm at Annex 1 Conference Room, Huntingdon, PA): This meeting will discuss the Final Alignment.

#### **IV. PUBLIC WORK SESSION**

14. Bob Thomas referred everyone to the large maps that were distributed to in to workgroup tables (only two were utilized), as well as a questionnaire that attendees received upon their arrival.
15. Bob asked each table to use the markers provided to mark the maps with any resources or potential trail alignments that the design team should investigate. Additionally, any destinations, resources, obstacles, or existing trails should be identified. Lastly, Bob asked that attendees write any questions or comments on the reverse side of the questionnaire for the design team to collect at the end.
16. Project and design team staff were available to assist in the small-table workshop portion of the meeting, which lasted approximately 30 minutes.
17. After the small table discussion, individuals from each workshop table provided feedback to the larger group.

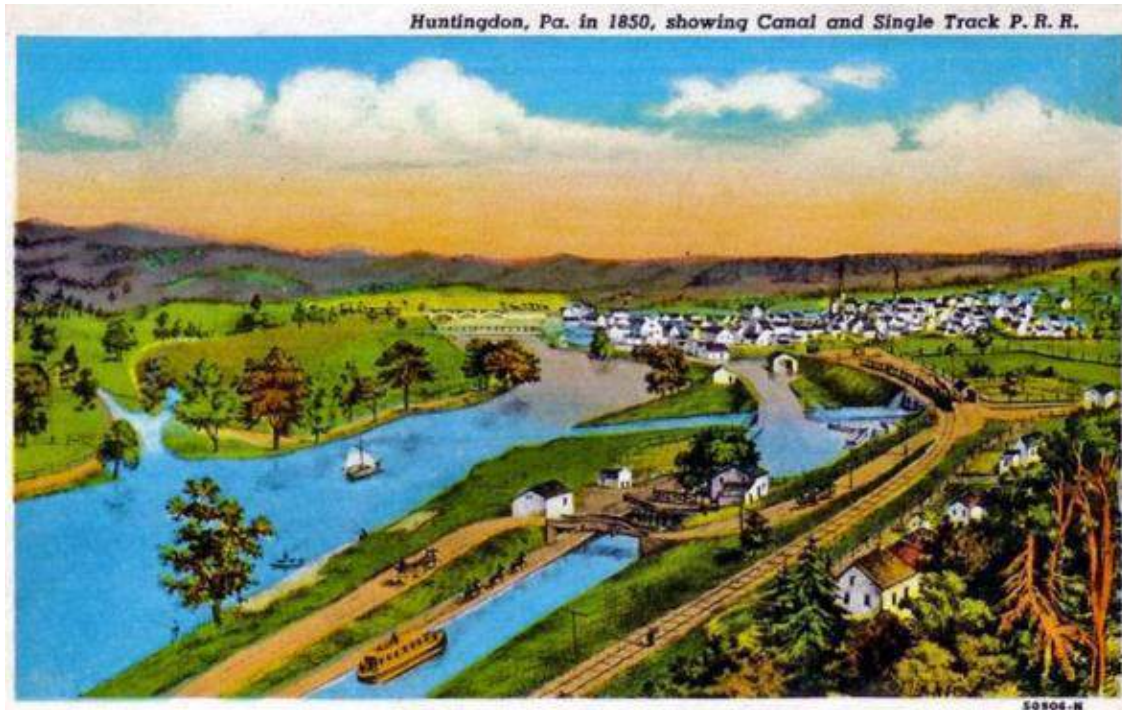
#### **V. ADJORNMENT / FINAL COMMENTS**

18. After receiving feedback from the small table discussions, maps and questionnaire were collected, for analysis by the design team.
19. Bob Thomas and Jane Sheffield thanked everyone for their information and asked that they feel free to contact ARC, Mifflin and Huntingdon Counties, or the design team with any further information, questions, or comments.
20. Following the meeting, ongoing discussion continued with those who were interested.

*The above constitutes CTC's interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within five (5) days of the distribution date.*

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# TRAIL STUDY PUBLIC WORKSHOP #2



## WORKSHOP NOTICE:

### MAIN LINE CANAL GREENWAY – HUNTINGDON AND MIFFLIN COUNTIES TRAIL FEASIBILITY STUDY

A SEGMENT OF THE SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL

**DATE:** Thursday, June 28th, 2017

**TIME:** 6:00PM - 8:00PM

**LOCATION:** Body & Soul Community Center at 205 Chestnut Ridge Rd, McVeytown, PA

**Allegheny Ridge Corporation**, in coordination with **Huntingdon and Mifflin Counties** is working with **Campbell Thomas & Co.** and **Laird LA** to prepare a Trail Feasibility Study for the Main Line Canal Greenway/September 11<sup>th</sup> National Memorial Trail.

We invite you to attend our second of three Informal Public Workshops for the Main Line Canal Greenway Trail Alignment, where we will present our findings and the preferred general trail corridor.

**We value your ideas and opinions and hope you can attend. We ask your assistance in inviting others to also attend.**

## FOR INQUIRIES CONTACT:

Jane Sheffield, Exec. Director  
Allegheny Ridge Corporation  
(814) 932-7754

[JSheffield@alleghenyridge.org](mailto:JSheffield@alleghenyridge.org)

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**SIGN-IN SHEET****CT  
&C****Project:**Date: 6/28/2018 Meeting #: MLCG Public Mtg #2

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel:215-545-1076—Fax:267-336-0209—Email:rtomas@campbellthomas.com

Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	Bill Gurnes	MLC Planning		
2	April Feagles	TDN-Hdon		
3	Kick O'Banion	citizen		
4	Dawn Pauze	citizen		
5	Dave Harmon	citizen		
6	MARK COLUSS	Hunt Co Plank		
7	Math Struger	Beaumont Twp		
8	Lori Vogt	citizen		
9	Ann Thompson	Union Sept		
10	Cindy Bickel	Union Township		
11	Math Price	HCVB		
12	Jenny Landis	JENKINS BUREAU		
13	Don Mulla	NWHSociety		
14	ROBERT P. THOMAS	CT & CO		
15	DOUG MAISEY	CT & CO		
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# Public Workshop #2 - MAIN LINE CANAL GREENWAY TRAIL FEASIBILITY STUDY MIFFLIN AND HUNTINGDON COUNTIES

Minutes – Public Workshop #2

Meeting Date: Thursday, June 28th, 2018

Meeting Location: Body & Soul Community Center at 205 Chestnut Ridge Rd, McVeytown, PA

Distribution Date: Wednesday, July 11th, 2018

Attendance:

- See Attached Attendance Sheet

Review & Comment:

## **I. WELCOME**

1. **Jane Sheffield** of the Allegheny Ridge Corporation (ARC), **welcomed everyone** and thanked them for attending the Public Workshop #2 for the Main Line Canal Greenway. Jane went over general housekeeping, introduced the project design team, and thanked Huntingdon County, Mifflin County, DCED, and SAPDC for enabling this study to take place.

## **II. INTRODUCTIONS**

2. A **short introduction** from all attendees took place before Bob Thomas from the consulting team went over the workshop agenda for the evening. The agenda consisted of a PowerPoint, an overview of the preferred trail corridor, and open discussion.

## **III. PROJECT SLIDESHOW PRESENTATION**

3. Bob Thomas re-introduced the study for attendees who may not have been familiar with the project and did not attend past meetings.
4. Bob Thomas went through a Slide Presentation for the meeting. **Key points** included:
  - a. **A general overview of the study corridor** and relationship to the 911 National Memorial Trail and Juniata Water Trail.
    - i. The greenway is both a **trail and economic development opportunity** for the region.
    - ii. Both the **Main Line Canal Greenway** and **911 National Memorial Trails** are **developing networks**, which will be implemented in stages over time.
  - b. **Mapping of Preliminary Study Corridors** to guide our research and analysis was presented and discussed.
  - c. The design team conducted field views, gathered background information, and inventoried and **analyzed the preliminary corridors** to determine a preferred alignment.
    - i. **Research** included looking at past greenway plans, canal towns, historic trails and sites, loop opportunities, historic roads and railroads, water access, public transportation, PALTA preserved lands, and utility easements.
  - d. Research also included three Steering Committee **Meetings**, two Stakeholder **Workshops**, 1 **Public Meeting**, and multiple **Interviews**.
  - e. **Key outcomes** from these discussions included recommendations to:

- i. Stay close to the original Main Line Canal corridor and Juniata River
- ii. Connect the Mid-State Trail and Standing Stone Trail
- iii. Incorporate river access, parking, education, and historical interpretation.
- iv. Connect the downtowns
- v. Prioritize economic development potential and envision future business needs.
- vi. Plan for recreation and transportation
- vii. Serve both residents and tourist traffic
- viii. Promote awareness of our history and its regional significance
- ix. Interface between water sports (kayaking, canoeing, fishing, rafting, bird watching, and such)

#### IV. INTRODUCING THE PREFERRED TRAIL CORRIDOR

- 5. Bob Thomas went over the **selected Phase 1** (interim on-road alignment) **and Ultimate** (off-road) **Trail alignment**. This alignment was outlined on 7 maps shown on the PowerPoint. These maps were also presented as a single map display on the wall.
- 6. Bob Thomas concluded the presentation with **a few example slides** that displayed how similar trails (the Schuylkill River Trail and Perkiomen Trail) were implemented over time and evolved from an on-road network to an off-road trail. A **similar approach** could be implemented for the Main Line Canal Greenway.

#### V. PROJECT DISCUSSION

- 7. Bob Thomas went over the **proposed ultimate alignment**. This includes sections of the Main Line Canal, Old Route 22 which we believe to be in PennDOT ownership, the Fire Trail/Dinkey railroad grades, and connections to numerous campgrounds.
- 8. It was stated that the property owner adjacent to the **abandoned railroad corridor between Alexandria and Petersburg** has not been supportive of the trail for many years. It was asked why the recommended route continues through this property, rather than using Alexandria Pike to River Road.
  - a. It was explained that the **ultimate alignment may take many years to develop** and might change from what is currently presented. However, the design team did not want to present an option that excluded Petersburg. River Rd. also has some tight conditions in this location and would work for an on-road alignment, rather than ultimate off-road trail.
- 9. It was mentioned that the **Lock House near Mill Creek** could serve as an interpretive center for the trail. The existing owner of the Lock-House was hoping to demolish the building for tax reasons, but the historical society is working to save the building.
- 10. **Mark Colussy** noted that **trailheads along the corridor should be identified**, as funding sources require trailheads to be incorporated as segments are developed. Phased segments should also work to connect destinations, rather than end randomly.
  - a. R. Thomas noted that private businesses are often great trailhead locations. It makes sense for trail users to start/end their walk/ride at a business that could benefit from the additional visitors. **Businesses with trailheads** serve as ideal meeting places.
- 11. Jane Sheffield noted that **Andy Hamilton** of the 911 National Memorial Trail Alliance Board is a **great resource for implementing the trail**. He has experience implementing the East Coast Greenway and he has begun to develop great partnerships and working groups throughout the region for the 911-Trail. This will be important in pushing the trail forward once the feasibility study is finished.
  - a. R. Thomas noted that the report will look at **ongoing management** as part of the study.



- b. **Jane Sheffield** added that it is her hope that the 911 National Memorial Trail will get **funding to support an individual who could push implementation** for sections of the 911-Trail following the completion of feasibility studies.

## **VI. NEXT STEPS**

- 12. **Next Steps** in the study were identified as:
  - a. **A Steering Committee Mtg #4** will take place just prior to Public Meeting #3 to discuss the "Draft Report".
  - b. **A Public Meeting #3** is scheduled for September 20<sup>th</sup>, 2018 from 6:00pm-8:00pm at Annex 1 Conference Room, Huntingdon, PA to present the Final Plan and Alignment.
- 13. **Key work** from now until the September 20<sup>th</sup> Public Meeting #3 will look to include:
  - a. Final Plan and Phasing
  - b. Opinion of Probable Cost
  - c. Proposed Acquisition/Easements
  - d. Design/Construction
  - e. Maintenance and Operations
  - f. Funding Sources
  - g. Identifying the Responsible Parties for Implementation and Long-term Responsibility
  - h. Marketing the Trail

## **VII. BREAK / SMALL GROUP DISCUSSION**

- 14. In the interest of time, Bob Thomas recommended that individuals take some time to explore the maps on the wall and discuss their questions/concerns with county staff and the design team.
- 15. Attendees continued small group discussions with the design team.

## **VIII. ADJORNMENT / FINAL COMMENTS**

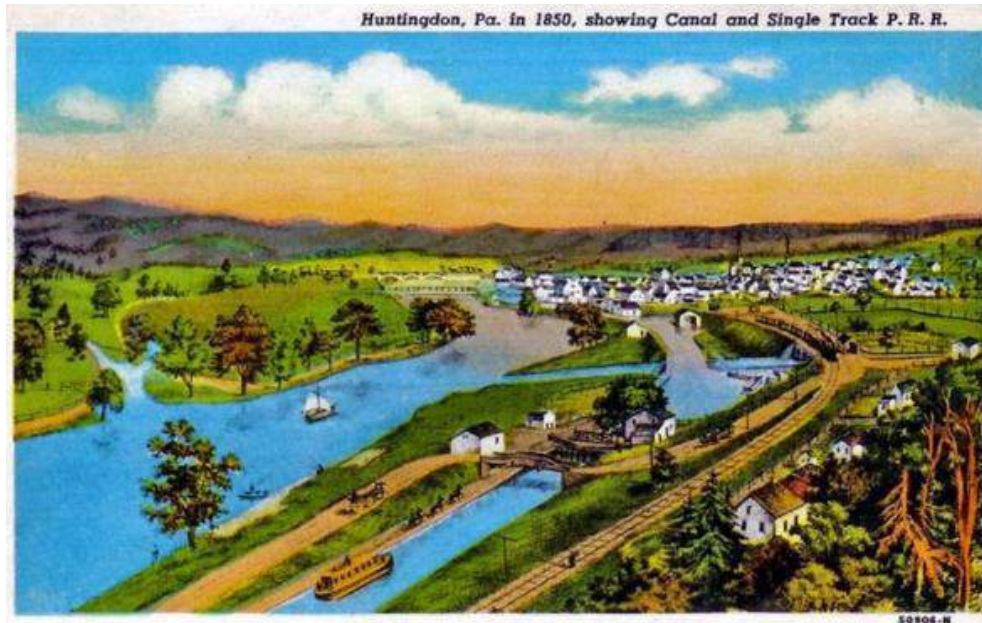
- 16. Bob Thomas and Jane Sheffield thanked everyone for their attendance and input and reminded the group that the **final Public Meeting** will take place at **6:00pm** on **September 20<sup>th</sup>** at the Annex 1 Conference Room, Huntingdon, PA to present the Final Plan and Alignment.

*The above constitutes CTC's interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within five (5) days of the distribution date.*

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# TRAIL STUDY – FINAL PUBLIC MEETING

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WORKSHOP NOTICE:

## MAIN LINE CANAL GREENWAY – HUNTINGDON AND MIFFLIN COUNTIES TRAIL FEASIBILITY STUDY

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A SEGMENT OF THE SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL

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**DATE:** Thursday, September 20th, 2018

**TIME:** 6:00PM - 7:00PM

**LOCATION:** Bailey Building Ballroom (233 Penn St., Huntingdon, PA 16652)

**Allegheny Ridge Corporation**, in coordination with **Huntingdon and Mifflin Counties** has been working with **Campbell Thomas & Co.** and **Laird LA** to prepare a Trail Feasibility Study for the Main Line Canal Greenway.

We invite you to attend Public Meeting #3 for the Main Line Canal Greenway Trail Alignment, where we will present the Final Report for the proposed trail.

Following the Public Meeting, the Study Team will make a similar short presentation to the Huntingdon County Planning Commission at 7:00pm at the Annex 1 Conference Room (205 Penn St. Huntingdon, PA)

**We value your ideas and opinions, and hope you can attend. We ask your assistance in inviting others to also attend.**

### FOR INQUIRIES CONTACT:

Jane Sheffield, Exec. Director  
Allegheny Ridge Corporation  
(814) 932-7754

[JSheffield@alleghenyridge.org](mailto:JSheffield@alleghenyridge.org)

\\cfcserver\projects\911-hunt\log\draft - invitation for main line canal public workshop #3 2018-09-20 v001.docx



**SIGN-IN SHEET****CT  
&C****Project:**Date: 9.20.2018 Meeting #: 3 - PUBLIC Mtg. - HUNTINGDON. PA.

Campbell Thomas &amp; Co.—1504 South Street—Philadelphia PA 19146-1636

Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com

Architecture ♦ Preservation ♦ Community and Transportation Planning

	NAME / ADDRESS	ORGANIZATION	TELEPHONE # (If not already given)	EMAIL (If not already given)
1	RON RAABENA	Hunt Co Planning		
2	Bob Benson	Hunt Co. Plan-Comm		
3	April Feagler	TDA		
4	Cindy Bickel	Union Township		
5	NEAL CAMPBELL	HUNTINGDON		
6	Dan Miller	ALEXANDRIA BORO. NEWTON-WAYNE HIS. SO.		
7	Phil Cahill	Huntingdon Quess		
8	MARK COLUSSY	H.C.P.C.		
9		HUNT CO PLANNING		
10				
	NAME / ADDRESS	ORGANIZATION		
1	Ann Thompson - Bellefonte	Union Twp?		
2	STEVE KEND	HISTORICAL SOC		
3				
16				
17				
18				
19				

911-HUNT

# Public Workshop #3 - MAIN LINE CANAL GREENWAY TRAIL FEASIBILITY STUDY HUNTINGDON AND MIFFLIN COUNTIES

Minutes – Public Meeting #3

Meeting Date: Thursday, September 20th, 2018 (6:00pm-7:00pm)

Meeting Location: Bailey Building Ballroom (233 Penn St., Huntingdon, PA 16652)

Distribution Date: Tuesday, October 2<sup>nd</sup>, 2018

Attendance:

- See Attached Attendance Sheet

Review & Comment:

## **I. WELCOME**

1. **Jane Sheffield** of the Allegheny Ridge Corporation (ARC), **welcomed everyone** and thanked them for attending the Public Workshop #3 for the Main Line Canal Greenway.

## **II. INTRODUCTIONS**

2. A **short introduction** from all attendees took place before Bob Thomas from the consulting team went through a brief PowerPoint presentation of the Trail Study.
3. Bob provided an overview of the September 11<sup>th</sup> National Memorial Trail and subsequent Main Line Canal Greenway Trail Study, explaining that the work presented identifies a 61-mile trail corridor between the Lower Trail terminus at Alfarata in Huntingdon County and Lewistown in Mifflin County.

## **III. PROJECT SLIDESHOW PRESENTATION**

4. Bob Explained that the Main Line Canal Greenway is both a **trail and economic development opportunity** for the region and both the **Main Line Canal Greenway** and **911 National Memorial Trails** are **developing networks**, which will be implemented in stages over time.
5. **Research** included looking at past greenway plans, canal towns, historic trails and sites, loop opportunities, historic roads and railroads, water access, public transportation, PALTA preserved lands, and First Energy utility easements.
6. Bob identified sections of Old Route 22 and highlighted the potential for use of “advisory bike lanes”, and application for shared use on rural roads.
7. The **Planning Process** included four Steering Committee **Meetings**, two Stakeholder **Workshops**, 3 **Public Meeting**, and multiple **Interviews**.
  - a. Jim Laird noted that he has recently corresponded with Officer Chris Skipper of the PA State Game Commission and is coordinating with him regarding the potential for shared use of the Dinkey grade, which runs parallel along the north edge of Rt.22 between the Rt. 22 Hotel and the former location of the Dinkey Bridge (across the Juniata River).
8. **Key outcomes** from these discussions included recommendations to:
  - a. Stay close to the original Main Line Canal corridor and Juniata River
  - b. Connect the Mid-State Trail and Standing Stone Trail
  - c. Incorporate river access, parking, education, and historical interpretation.
  - d. Connect the downtowns
  - e. Prioritize economic development potential and envision future business needs.

- f. Plan for recreation and transportation
  - g. Serve both residents and tourist traffic
  - h. Promote awareness of our history and its regional significance
  - i. Interface between water sports (kayaking, canoeing, fishing, rafting, bird watching, and such)
9. Bob Thomas went over the **selected** (interim on-road alignment) **and Ultimate** (off-road) **Trail alignment**. Bob emphasized the focus not only on recommending an ultimate off-road multi-use trail route, but also on connections to downtowns, rural villages and transit (Amtrak/Greyhound)
  10. Jim Laird reviewed the **Probable Cost Summary** highlighting the possibility of considering placement of a new bridge at the former Dinkey Bridge location; explaining various optional alignments such as the Fire Trail versus Dinkey Grades and clarifying that acquisition of easement or fee simple costs are not included.
  11. Seven **Project Phasing Maps** for the interim and ultimate alignment were also presented, as well as **Management / Operation / Maintenance Alternatives, Acquisition Techniques, an Opinion of Probable Cost (by Phase), and Potential Funding Sources Available**.
    - a. Bob emphasized the phasing benefits and strategy to build on existing trails, expanding them from their success and always starting and ending a segment at a logical destination (city, town, park).
  12. Bob noted that next steps toward preparing the final report include summarization and synchronization of management, maintenance, and acquisition techniques.

#### **IV. PROJECT DISCUSSION AND QUESTIONS**

13. Q1: "How much of the farm (in Alexandria) is within the floodplain?" "This is a historic farm".
  - a. A1: Like many trails within the Commonwealth, being in a floodplain is not a disqualifier – rather often a provision of access to unique and interesting landscapes with opportunities for environmental education.
14. Q2: "Is the McVeytown to Strodes Mills section off road?"
  - a. A2: Yes – the ultimate trail alignment is intended to be off road – pending negotiations with property owners.
15. Q3: "There are a lot of private campgrounds – will they be connected?"
  - a. A3: Yes – detailed alignments will need to work closely with campground owners and tenants for trail integration.

*The above constitutes CTC's interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within five (5) days of the distribution date.*

## Agenda for Meetings with PaDOT Districts 2 and 9

### Main Line Canal Greenway / 9/11 Trail in Huntingdon and Mifflin Counties

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- a. **Trail crossings** of PennDOT highways by our preferred alignment
- b. **Potentially available PennDOT right-of-way** for locating our preferred alignment in a sidepath along a PennDOT highway.
- c. Use of **quiet back roads** for the interim trail route that are nevertheless PennDOT highways
- d. **Pinchpoints** along PennDOT highways with the preferred alignment, and potential solutions
- e. Any **upcoming improvements** planned or projected by PennDOT in our Trail corridor which could incorporate the Trail.
- f. Any sections of **abandoned or now lightly travelled former main roads**, such as the William Penn Highway east of Huntingdon, that are still in PennDOT's ownership. We 've had some wonderful such surprises in the past, and hope for more.



**TABULATION OF EXISTING PAVEMENT TYPES**

Route 55-3: Adjacent to Sta. 816+50..... 20' Conc. 9" x 7" x 9"  
 Sta. 816+50 to Sta. 824+35..... 20' Conc. 9" x 7" x 9"  
 Sta. 824+35 to Sta. 824+50..... 20' Surf. Treat. On Stone 4"  
 Sta. 824+50 to Sta. 824+75..... 18' Bit Surf. Treat. Mac. 4" T.B.  
 Sta. 824+75 to Sta. 906+21..... 18' Bit Surf. Treat. Mac. 4" T.B.  
 Sta. 906+21 to Sta. 907+61..... 24' Conc. 7"  
 Sta. 907+61 to Sta. 919+75..... 2" Bit Conc. 7" Old Rigid Pavt. 24'  
 Sta. 919+75 to Sta. 924+05..... 2" Bit Surf. 28" Brick, Conc. Base  
 Sta. 924+05 to Sta. 927+00..... 25' Conc. 7"  
 Sta. 927+00 to Sta. 930+51..... 49' Conc. 7"  
 Sta. 930+51 to Sta. 941+14..... 29' Conc. 7"  
 Sta. 941+14 to Sta. 941+14..... 29' Conc. 7"  
 Sta. 941+14 to Sta. 941+14..... 29' Conc. 7"

Route 33-2: Sta. 0+00 to Sta. 13+25..... 29' Conc. 7"  
 Sta. 13+25 to Sta. 35+45..... 15' Conc.  
 Sta. 35+45 to Sta. 222+00..... 18' Bit Conc. 6" Conc. Base  
 Adjacent to Sta. 222+00..... 16' Bit Conc. 6" Conc. Base

Route 46-3: Adjacent to Sta. 1023+50..... 18' Surf. Treat. On Stone 6"  
 Sta. 1023+50 to Sta. 1044+03..... 16' Surf. Treat. On Stone 6"  
 Sta. 1044+03 to Sta. 1044+03..... 16' Surf. Treat. On Stone 6"  
 Sta. 1044+03 to Sta. 1044+03..... 16' Surf. Treat. On Stone 6"

# COMMONWEALTH OF PENNSYLVANIA

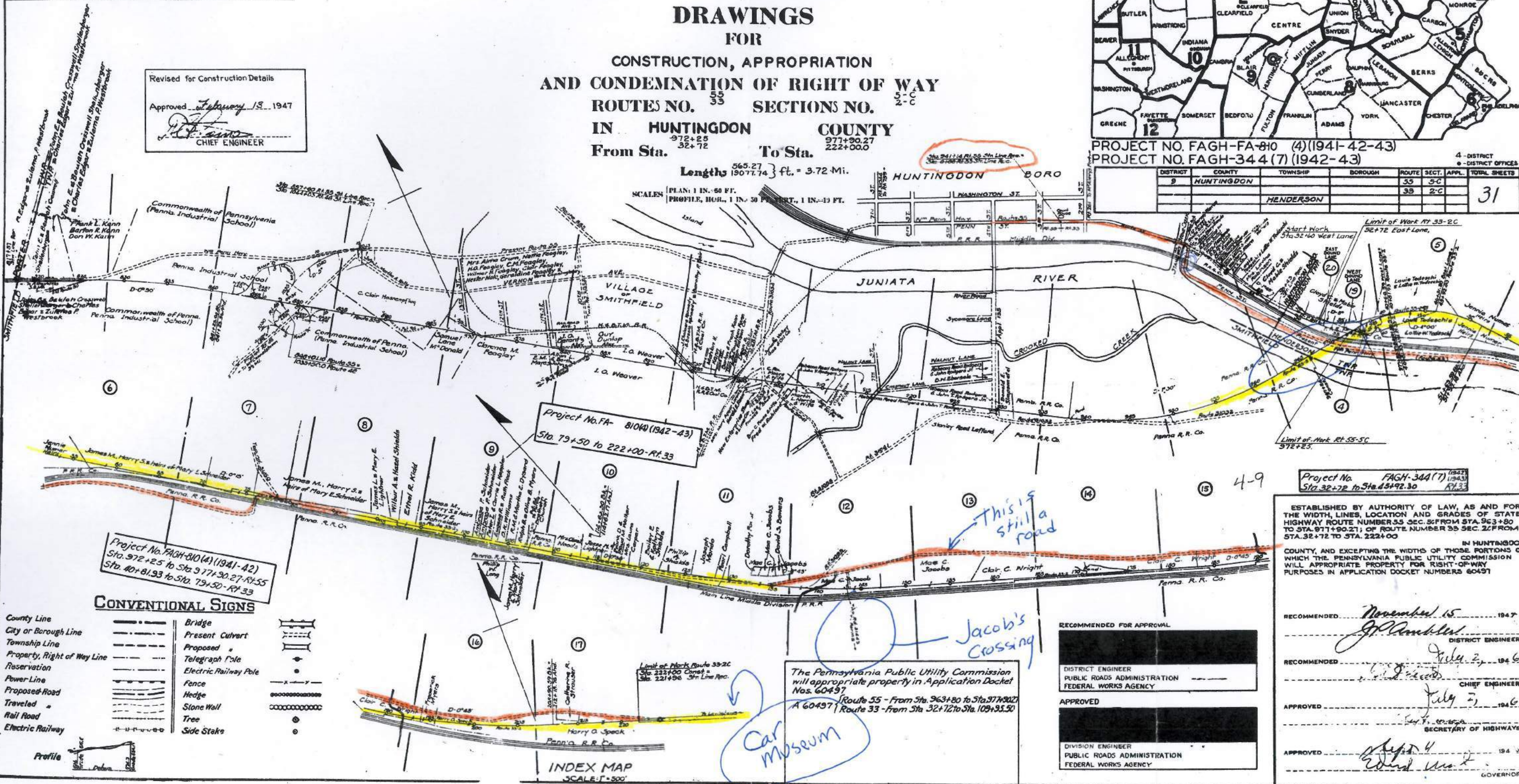


## DEPARTMENT OF HIGHWAYS

### DRAWINGS FOR CONSTRUCTION, APPROPRIATION AND CONDEMNATION OF RIGHT OF WAY ROUTES NO. 33 SECTIONS NO. 2-C IN HUNTINGDON COUNTY From Sta. 972+25 To Sta. 977+90.27



DISTRICT	COUNTY	TOWNSHIP	BOROUGH	ROUTE	SECT.	APPL.	TOTAL SHEETS
9	HUNTINGDON	HENDERSON		33	2-C		31





# Steering Committee Meeting #3 - MAIN LINE CANAL GREENWAY TRAIL FEASIBILITY STUDY

## MIFFLIN AND HUNTINGDON COUNTIES

Minutes – Steering Committee #3

Meeting Date: Tuesday, June 19th, 2018

Meeting Location: Huntingdon County Planning & Development – Annex 1 (1st Floor), 205 Penn St., Huntingdon, PA 16652

Distribution Date: Wednesday, June 26<sup>th</sup>, 2018

### Attendance

<b>Jane Sheffield</b>	ARC	<b>Lindsay Pyle</b>	SAPDC
<b>Mark Colussy</b>	Huntingdon County	<b>Anne Stich</b>	PennDOT
<b>Robert Thomas</b>	Campbell Thomas & Co.	<b>Vince Greenland</b>	PennDOT
<b>Douglas Maisey</b>	Campbell Thomas & Co.	<b>Bill Gomes(conf. call)</b>	Mifflin County
<b>Jim Laird</b>	Laird LA & LP		

### Review & Comment:

#### **I. INTRODUCTIONS**

1. A short introduction from all attendees took place before Bob Thomas from the consulting team went over the workshop agenda for the meeting.

#### **II. PROJECT SLIDESHOW**

2. Bob Thomas went through a Slide Presentation for the meeting. Key points included:
  - a. A general overview of the study corridor and relationship to the 911 National Memorial Trail.
  - b. Mapping of Preliminary Study Corridors
  - c. Field Views / Background Information / Inventory and Analysis Methodology
  - d. Previous Steering Meetings, Public Meetings, Interview feedback
  - e. Meetings arranged with PennDOT District 2 and District 9, as well as with Penn-Elec to discuss opportunity areas
  - f. Selecting a Phase 1(interim on-road alignment) vs. Ultimate (off-road) Trail alignment
  - g. Proposed Alignment Maps
  - h. Examples of other long-distance trail development and ongoing management.
  - i. Next Steps:
    - i. Public Meeting #2 – June 28th, 2018, 6:00pm-8:00pm (Body & Soul Community Center, McVeytown, PA)
    - ii. Steering Committee Mtg #4 – Just Prior to Public Meeting #3
    - iii. Public Meeting #3 – September 20th, 2018, 6:00pm-8:00pm (Annex 1 Conference Room, Huntingdon, PA)
  - j. An overview of key work between now and September 20<sup>th</sup>.

#### **III. PROJECT DISCUSSION**

3. **It was recommended that the design team check on the SAPDC Bike and Pedestrian Plans if they have not done so, to ensure that the recommendations align with other planning**

**efforts.**

4. J. Laird discussed the difference between an on-road interim alignment and the off-road alignment, which is the ultimate plan for the 911 National Memorial Trail and the Main Line Canal Greenway.
5. J. Sheffield noted that Huntingdon County is looking at “Safe Route to Schools” opportunities which might align well with the trail in places.
  - a. R. Thomas added that the trail will likely be a signed alignment that utilize sidewalks and roads through towns such as Huntingdon and McVeytown. In McVeytown the trail might travel along Market St., past the town square, rather than on Route 22, where the Canal is now buried under the road.
  - b. J. Laird added that the ultimate route might stay on-road in places but would be “off-highway”. Some low-volume back roads or historic streets through towns are ideal for walking and biking with little improvement.
6. R. Thomas noted that Utility corridors often offer opportunities for trails. Due to the terrain and agricultural landscape, many aerial easements for power lines are not ideal, but in other areas, where the utility company owns a corridor, a trail may be negotiated. **The design team is looking to set up a meeting with Penn-Elec/First Energy to see if certain opportunities exist.**
7. The design team is also meeting with PennDOT District 9 later today and District 2 next week to discuss both interim trail alignments and the ultimate corridor. Pieces of the Old William Penn Highway, which predates the new Route 22, may still be in PennDOT ownership south of Huntingdon and could provide right-of-way for the future trail. **(See section IV: During the discussion with V. Greenland, it appears the old William Penn Highway is likely still in PennDOT ownership.)**
8. B. Gomes from Mifflin County was unable to attend today’s meeting in person but called-in via conference call. **Bob provided Bill with a quick overview during his call and followed-up with Bill separately to go over the materials that were provided during the meeting.**
9. R. Thomas discussed the next steps, following our Public Meeting #2 to be held on Thursday June 28<sup>th</sup>.
  - a. The design team will develop the final plan along with project phasing and costing.
  - b. Proposed acquisition and easements.
  - c. Maintenance and operation structures.
  - d. Funding opportunities for design and construction.
  - e. Marketing for the trail.
10. J. Sheffield discussed the opportunity to use the Portstown Park trestle crossing to bring the trail across the Juniata in Huntingdon.
  - a. M. Colussy mentioned that the railroad is not in support of this and it is unlikely to happen, even if they don’t have plans to use the bridge in the future.
  - b. R. Thomas mentioned that depending on how railroad corridors were initially developed in many cases, there is a “claw back provision” in place if the railroad is abandoned.
11. J. Laird discussed the feedback that he received from the Mt. Union Boat Launch event on June 9<sup>th</sup>, noting that most people want to see the trail and are interested in connecting to the River and towns. They not only see the trail for local use, but for visitors and tourists also.
  - a. M. Colussy mentioned that the Visitors Bureau took some interesting information from a survey that was provided at the Mt. Union Boat launch. Surprisingly, the survey indicated that there was nobody in attendance from Mapleton.
12. R. Thomas stated that the Main Line Canal Greenway and 911 Trail is going to be a developing project, as with many long-distance trails. He described his experience with the Schuylkill River Trail, which began being developed in the 1980’s and still has some sections

on-road. For the Perkiomen Trail, negotiations took place with numerous property owners, but many successful outcomes were developed for the trail over time.

#### **IV. Discussion with Vince Greenland and Anne Stich (PennDOT District 9)**

13. V. Greenland from PennDOT District 9 arrived at the meeting to discuss some of the proposed on-road alignments and potential interactions of the trail with PennDOT.
14. R. Thomas gave V. Greenland a quick overview of the slide show before discussing some of the opportunity areas that integrate with PennDOT.
15. R. Thomas discussed the Old William Penn Highway alignment. It was noted that the old road is buried in places, but certain sections are still visible and there may be an opportunity to utilize pieces of the old road for the future trail.
16. V. Greenland had preemptively investigated the old William Penn Highway alignment and believes that PennDOT still owns the right-of-way, as he does not see any record of sales. This would need to be investigated further, prior to developing a trail.
  - a. V. Greenland provided the design team with a copy of the plans for Route 22, which shows the Old William Penn Highway and areas that are not buried under the new road.
17. V. Greenland asked that the design team keep in contact with PennDOT to ensure that future crossings / bridges / right-of-way for the 911 Trail is considered with future PennDOT projects.
18. V. Greenland added that PennDOT's Transportation Improvement Plan (TIP) is already looking at project recommendations for 2022, so knowing about plans for the trail early is important.
19. V. Greenland asked if the on-road route would be bike lanes or a signed route, noting that bike lanes are often more difficult to accommodate due to road dimensions.
  - a. R. Thomas believes most would be share-the-road and that recommendations would come from the study.
20. V. Greenland believes that the on-road alignment on Alexandra Pike should be fine but noted that he has always had concern with designating on-road routes if the road is not ideal for all cyclists. He recognizes that many road cyclists are comfortable with sections of high-speed/high-traffic, but he has concerns about encouraging people to ride the road that might not be used to certain on-road conditions.
  - a. R. Thomas recognizes these concerns and explained that the on-road routes are temporary and aim to provide the safest available route today. Adequate signage and notification for trail users will aim to let people know that the on-road conditions are not always ideal for all trail users.
21. **V. Greenland noted that PennDOT is also looking at improving the parking area at the Thousand Steps, which he encourages the design team to look at as well.**

#### **V. MAINTENANCE AND MANAGEMENT**

22. J. Sheffield noted that for the Forest Hills Trails, an agreement with Allegheny Ridge Corporation is set up for contributing in-kind or cash for ongoing maintenance. A similar maintenance structure might be available.
23. J. Laird questioned whether PennDOT can serve as a sponsor for development of trails.
  - a. V. Greenland noted that PennDOT does some work on sidewalk development, but he does not believe Trail development is likely.
24. J. Laird noted that there might be an opportunity to work with existing trail management organizations, such as the 911 National Memorial Trail Alliance and Rails-to-Trails of Central PA, who operates the Lower Trail.
25. M. Colussy noted that Rails-to-Trails of Central PA was interested in operating the Lower Trail extension, which was studied in 2010 and may still have interest.
26. R. Thomas noted that the Appalachian Trail Conservancy has an approximately 60-member

organization of operating entities that manage sections along the entire alignment from Maine to Georgia. The Main Line Canal Greenway might be a similar situation.

27. **R Thomas noted that the Report will include a “Management Matrix” to address recommended management entities.**

28. M. Colussy added that the “Blue Point Communities” group has seen a lot of community support from key projects and is generating a lot of momentum regarding business development, tourism, and boat launches.

## **VI. PROJECT PHASING**

29. R. Thomas noted that Project Phasing will be developed as part of the report. Phasing will consider safety, economic development potential, and availability of right-of-way.

30. Trail Phases will also look to connect to another trail or resource, ensuring that trails “don’t just end”.

## **VII. ADJORNMENT / FINAL COMMENTS**

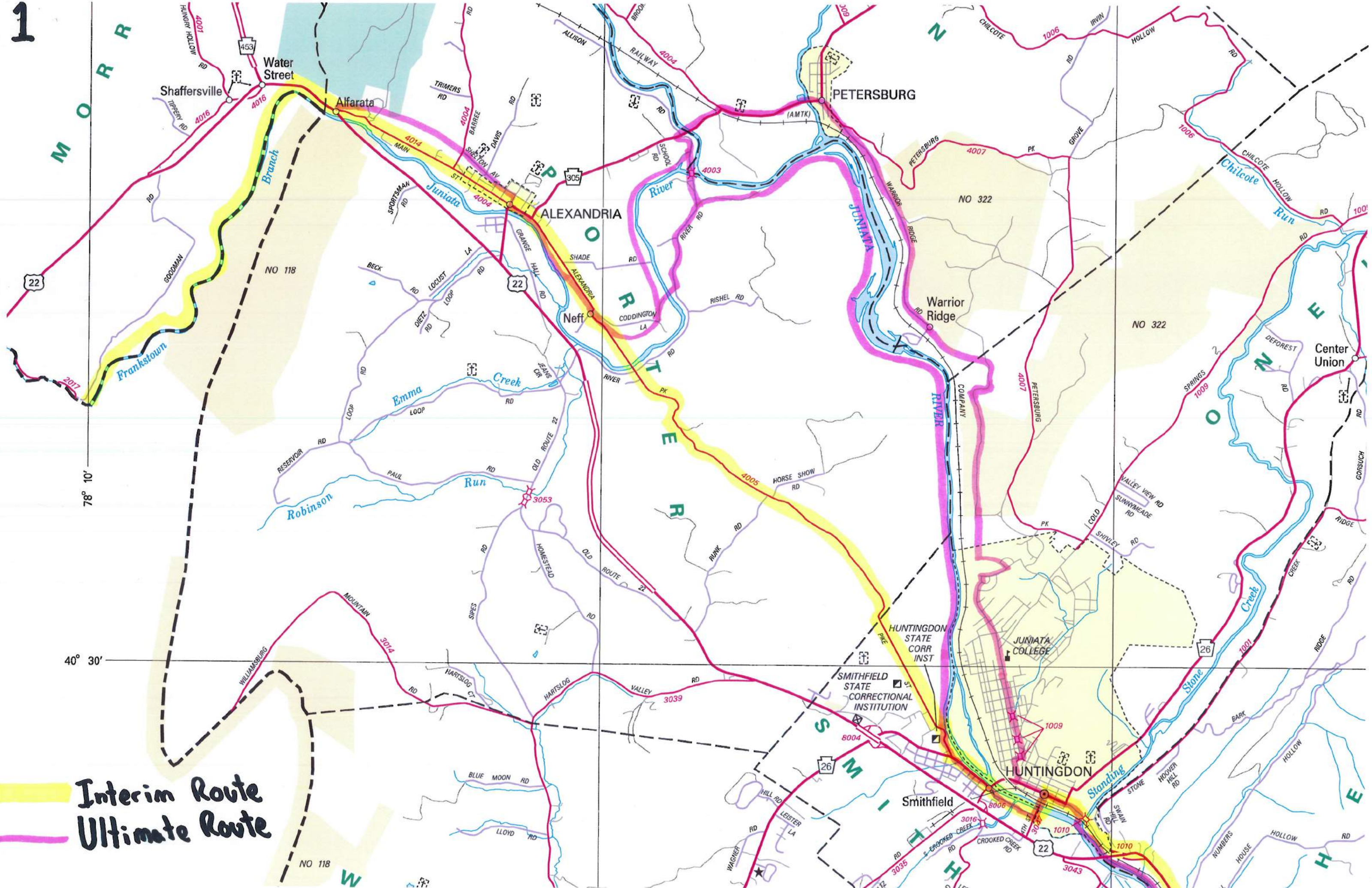
31. J. Sheffield added that the Allegheny Ridge Corporation is looking to move their headquarters to Canal Basin Park and hopes to be involved in the local programming efforts at the park.

32. R. Thomas thanked everyone for their attendance and input and reminded the group that the next Public Meeting will take place at 6:00pm on Thursday June 28<sup>th</sup> at the Body & Soul Community Center in McVeytown, PA.

*The above constitutes CTC’s interpretation of the meeting and will become part of the permanent record unless corrected by any of the parties within five (5) days of the distribution date.*

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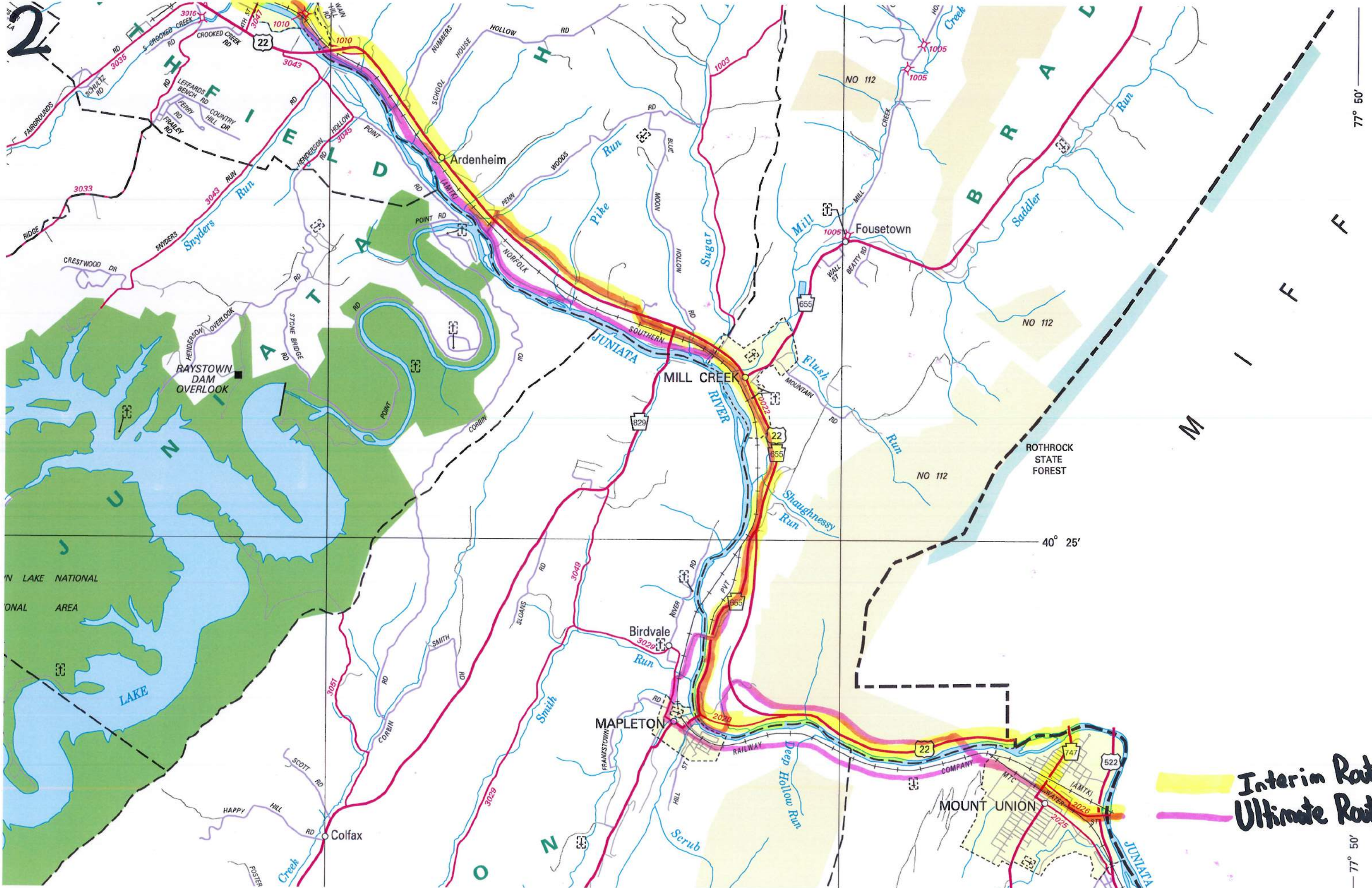




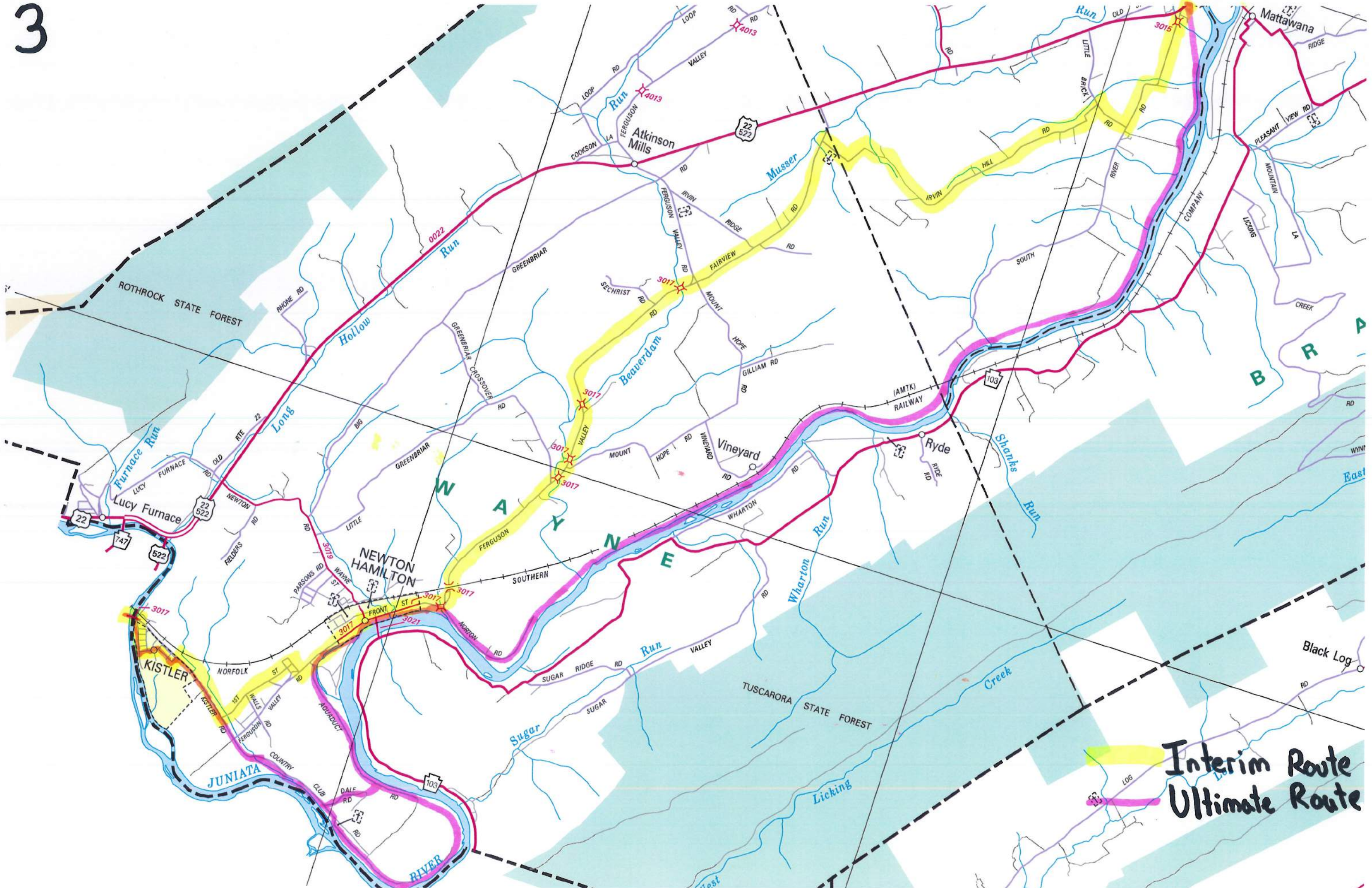
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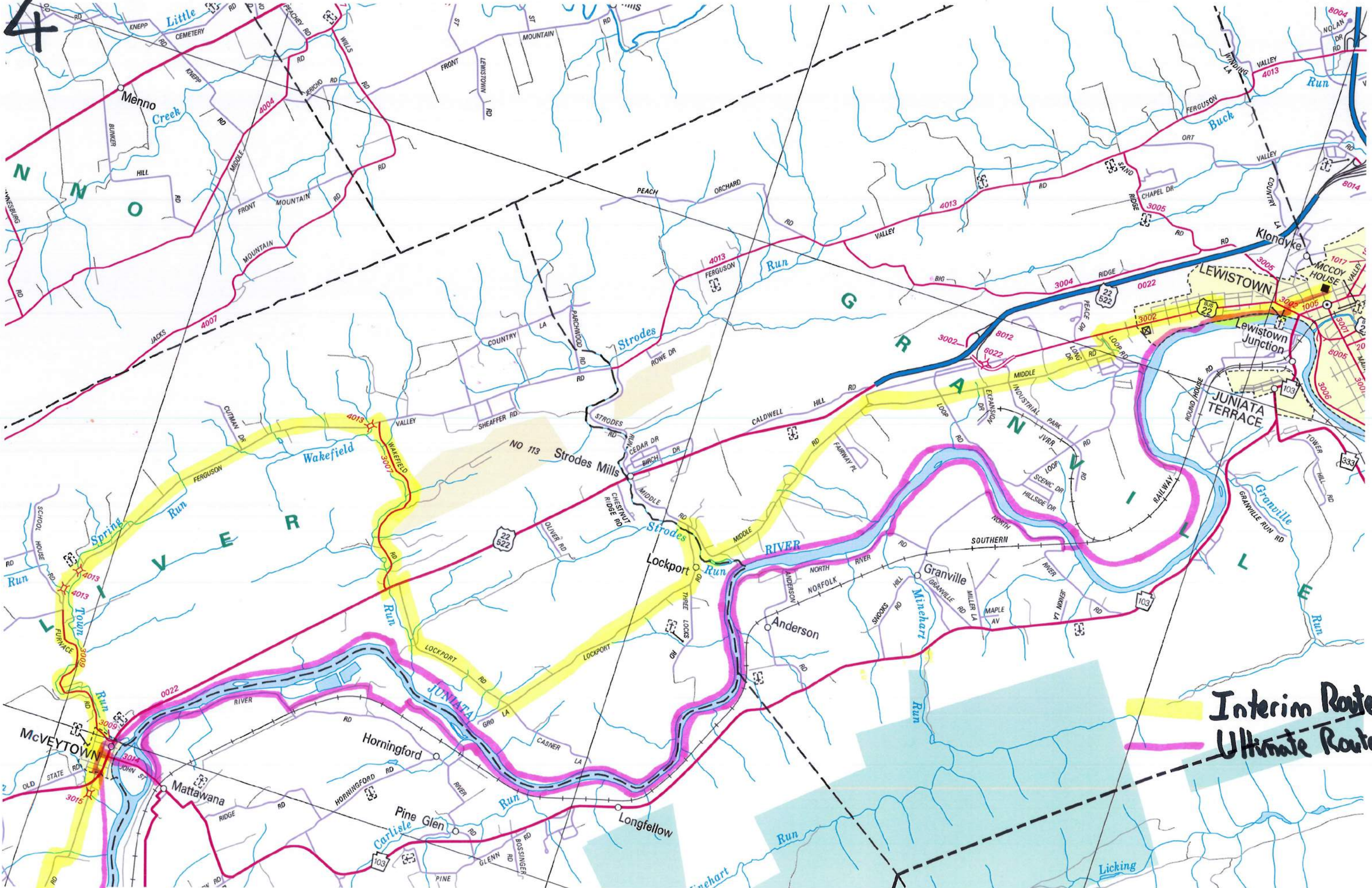
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Interim Route  
Ultimate Route



# Huntingdon County Planning Commission Minutes

Lowie.

## PROJECT LOG

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**CT  
&C**

Campbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1636

Tel:215-545-1076—Fax:267-336-0209—Email:rthomas@campbellthomas.com

Architecture ♦ Preservation ♦ Community and Transportation Planning

Client/Project Code: 911-HUNT

Date: 01-18-2018

Client: ARC

☐ Telephone

CT&C:

Other:

Agency:

☐ Site Visit

CT&C:

Other:

Agency:

☐ Meeting

CT&C:

Other:

Agency:

☐ Hearing

CT&C:

Other:

Agency:

☐ Other:

CT&C:

Other:

Agency:

Phase

Subject

HC PC Mtg.

Index

Quick Overview

→ Is this 911 vs. MLCG vs. Susquehanna River Water Trail.

↳ looking @ 42 miles.

↳ Kanawha / Goshong...

★ MLCG's State Heritage Corridor

↳ Main Line of Public Works.

↳ Baby Overview → Canal RT (much River / or gone)

★ Schedule for Public Mtg.

↳ Study for Sept / Alignment

↳ Study for Sept / Cost.

↳ Responsibility

↳ Phasing / Management

↳ What are the Phases

↳ Victory Park

Questions / Suggestions

Mark Dr.

↳ Dark Gullins → new program / APP.

↳ Free for health → Active Rec. Prescriptions

Lowie → Is it better to focus on a single corridor to it as a catalyst project.

↳ So do we look @ rec. for extensions of an extension...

RT → Hunt to Mt. Union → heavily populated

★ Will we need to secure ROW for this → (X) → mentally...

↳ consent / License Agreement / Acquisition → not looking to rip out Eminent Domain.

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Sutton → likely paved → out of town → crushed stone.

Rec.

# PROJECT LOG

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**CT  
&C**

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 Architecture ♦ Preservation ♦ Community and Transportation Planning

Client/Project Code: \_\_\_\_\_ Date: \_\_\_\_\_ Client: \_\_\_\_\_

<input type="checkbox"/> Telephone	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Site Visit	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Meeting	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Hearing	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Other: _____	CT&C: _____	Other: _____	Agency: _____

Phase \_\_\_\_\_ Subject \_\_\_\_\_

→ Rec. Gregory the F.S. → Community Service Hb.  
 ↳ 9/11 Theme → lots of support  
 ↳ lots of volunteer Community → Boy Scouts/Vets.



# Mifflin County Planning Commission Minutes

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☐ Partner       
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**CT  
&C**

## PROJECT LOG

**M. H. Co.  
Planning Co.**

Campbell Thomas & Co. — 1504 South Street — Philadelphia PA 19146-1636  
 Tel: 215-545-1076 — Fax: 267-336-0209 — Email: rthomas@campbellthomas.com  
 Architecture ♦ Preservation ♦ Community and Transportation Planning

Client/Project Code:      Date: 1-25-2017 Client: ARC

<input type="checkbox"/> Telephone	CT&C: <u>    </u>	Other: <u>    </u>	Agency: <u>    </u>
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<input type="checkbox"/> Other: <u>    </u>	CT&C: <u>    </u>	Other: <u>    </u>	Agency: <u>    </u>

Phase      Subject     

Main Line Canal Greenway. → 911 Nat. Memorial Trail.

Connecting 3 Alignments.

↳ ECG, GAP → "how to get across?"

Connecting Sites Along the Hwy. —

Need to work w/ Prop. owners... → Do you have contacts...

→ Same trail → MLCG →

↳ Public transit / Auto / Bike / Walking

↳ DNR finding for "Major trails".

Dropbox → MLCG Report...

↳ Interview list... to speak to →

↳ let us know

↳ Kent Spiker → get his Contact Info. → Agri. Community.

↳ look @ GTS / Field News / looking @ the MLCG

↳ Stakeholder Workshop -- this evening...

April 5 → 1st Pub mty....

Oct 28 → 2nd Pub Mty

Apr 20th → Present Report...

→ 2nd Mty @ Maveyham or Bellview.

Union Township Office in Bellville → good Option.

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↳ Maveyham → Stakeholders → "Body + Soul"

↳ where we want to start looking...

# PROJECT LOG

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☐ Partner 2  
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**CT  
&C**

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Client/Project Code: \_\_\_\_\_ Date: \_\_\_\_\_ Client: \_\_\_\_\_

<input type="checkbox"/> Telephone	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Site Visit	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Meeting	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Hearing	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Other: _____	CT&C: _____	Other: _____	Agency: _____

Phase \_\_\_\_\_ Subject \_\_\_\_\_

② Question

★ Finding Source + all Trail Alliances...  
 ↳ Working w/ local orgs. to get funding.

★ DCNR Ended + Somerset Co. for Study.

? Considers → [Corasites / Stop Over]  
 ↳ potential lodging

↳ Connecting to local Resources...

Identify  
 Cultural Food / lodging →

Trail Width → 10"-12" typical... for

↳ Rural → physically crushed Stone...

↳ Certain areas entered in horses + wagons — certain interest.

Difficulties w/ Pub. trail in M. Allen Co.

? looked @ pers. about RPs → No. Interest from 45 prop owners.

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? → What is obligation on Prop. Owners ~  
 ↳ Rmmer-ex: earnest /-landowner liability Pub. Assets

↳ Who would enhance Motorized Vehicles...  
 ↳ Fire Access  
 ↳ Once put Call Boxes.  
 ↳ New bus call service

? → how is chosen Migrant Brought together...  
 ↳ Working w/ ARC / Planning Commission / Pub. Mtn. Stakeholder / Mtn. Steaming Comm / make rec.

# PROJECT LOG

3)

Page \_\_\_\_\_ of \_\_\_\_\_

☐ Partner \_\_\_\_\_  
☐ \_\_\_\_\_  
☐ \_\_\_\_\_  
☐ Log \_\_\_\_\_

**CT  
&C**

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 Architecture ❖ Preservation ❖ Community and Transportation Planning

Client/Project Code: \_\_\_\_\_ Date: \_\_\_\_\_ Client: \_\_\_\_\_

<input type="checkbox"/> Telephone	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Site Visit	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Meeting	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Hearing	CT&C: _____	Other: _____	Agency: _____
<input type="checkbox"/> Other: _____	CT&C: _____	Other: _____	Agency: _____

Phase \_\_\_\_\_ Subject \_\_\_\_\_

? How to handle missing links?  
 ↳ Create a "Temp Route" → back at rt.  
 ↳ Start w/ the best of the lot. --  
 ↳ Wait for new ownership.

Identified Where it would start → look @ proj. phasing.  
 ★ My. thought to get input on places to start + phases...