

Funding Sources Available for September 11th National Memorial Trail

Agency	Contact Information	Program	Contact
Eastern Federal Lands Access Program (FLAP)	http://flh.fhwa.dot.gov/programs/flap/	Aimed to improve transportation facilities that provide access to, are adjacent to, or are located within Federal lands.	Lewis Grimm : FHWA (Planning Team Leader) 703-404-6289 lewis.grimm@dot.gov
PA Department of Community and Economic Development (DCED)	http://community.newpa.com/programs/	Variety of programs, most available via a single application. Multimodal Transportation Fund Program, Marketing to Attract Tourists Program, Local Share Account (LSA) (for Monroe, Northampton and Carbon Counties), Greenways Trails and Recreation Program (GTRP)	Central Office: (717) 787-0771
PA Department of Conservation and Natural Resources (DCNR)	http://www.dcnr.state.pa.us/brc/grants/index.aspx	Variety of funding programs for Technical Assistance, Acquisition and Construction. Can assist with some federal programs. Work directly with the DCNR Regional Advisors to identify best funding program and time frame.	PA DCNR Northeast Region 2: 610-377-5780
PA Department of Environmental Protection (DEP)	http://www.depweb.state.pa.us/portal/server.pt/community/grants_loans/6012	Variety of programs available. Some funding may be used as a match to other state programs.	Regional Office: 570-895-4040
Pennsylvania Department of Transportation	http://www.dot.state.pa.us/Internet/Bureaus/C/PDM.nsf/TAPHomepage?OpenFrameset	Transportation Alternatives Program - provides funding via the Municipal Planning Organizations (formerly known as Transportation Enhancements Program). This is the largest single source of federal funds available for Bicycle and Pedestrian infrastructure. Pennsylvania Byways Program: recognizing roadways that exemplify cultural, historical, recreational, archaeological, scenic, and natural qualities.	Chris Metka Central Office TAP Coordinator Pennsylvania Department of Transportation Phone: 717-787-8065 Fax: 717-787-5247 cmetka@pa.gov
Pa Historical and Museum Commission	http://www.portal.state.pa.us/portal/server.pt/community/grants_and_funding/3748	Keystone Historic Preservation Grants provide 50/50 match funding for protection of historic and archaeological resources.	Certified Local Government Grant Manager Rhonda Johnson 717-783-2838 rhojohnson@pa.gov
Home Depot Foundation	https://corporate.homedepot.com/CorporateResponsibility/HDFoundation/Pages/ComImpactGrant.aspx	Grant up to \$5,000 are provided in the form of The Home Depot gift cards for the purchase of tools, materials, or services.	http://homedepotfoundation.org/page/grant-faqs
PA Environmental Council	http://www.pecpa.org/program/sustainable%20communities	Sustainable Communities Program provides technical assistance to select areas. Contact the Northeast Regional office and Harrisburg Regional office. (no Direct Funding)	Director, Northeast Office: 570-718-6507
National Park Service	http://www.nps.gov/nrcr/programs/rtca/whowecare/www_who_we_are.htm	Rivers, Trails and Conservation Assistance (RTCA) provides Technical Assistance only for project development and capacity building. (No Direct Funding).	Dave Lange, Division Chief, Philadelphia. 215-597-6477
Rails-to-Trails Conservancy	http://www.railstotrails.org/ourWork/whereWeWork/northeast/index.html	Technical assistance for multi-use trail development. Can assist with planning and tools for public outreach.	Patricia Tomes, Program Manager: 717-238-1717

Funding Sources Available for Septemer 11th National Memorial Trail

Agency	Contact Information	Program	Contact
Schuylkill River National & State Heritage Area	http://schuylkillriver.org/Grant_Information.aspx	Schuylkill River Restoration Fund Grant, Land Transaction Assistance Grant, Schuylkill Highlands CLI Mini Grants	
Delaware River Joint Toll Bridge Commission	http://www.dritbc.org/default.aspx?pageid=412	Compact Authorization Program (CAP). Focus on Delaware River Communities in Bucks, Northampton, and Monroe Counties.	Glenn Reibman, 610-739-2448
Peco Green Region Grant	https://natlands.org/services/for-municipalities/peco-green-region-program/	Administered by Natural Lands Trust to all PECO Service Territories (York County for 911 Trail)	Holly Harper, PECO Green Region Open Space Program Administrator, 610-353-5587, hharper@natlands.org
Kodak America Greenways Awards Program	http://www.conservationfund.org/ and http://www.kodak.com/eknec/PageQuerier.jhtml?pg-path=2300617&pg-locale=en_US&requestid=33398	The Conservation Fund Conservation Program	The Conservation Fund: 703-525-6300
PeopleForBikes Community Grant Program	http://www.peopleforbikes.org/pages/community-grants	Provides funding for important and influential projects that leverage federal funding. These projects include bike paths and rail trails, as well as mountain bike trails, bike parks, BMX facilities, and large-scale bicycle advocacy initiatives.	303-449-4893 , info@peopleforbikes.org
Lowe's Charitable and Educational Foundation (LECF)	http://www.lowes.com/cd_The+Lowe's+Charitable+and+Educational+Foundation_474741445	Grants generally range from \$5,000 to \$25,000.	
Recreational Equipment, Incorporated (REI) Conservation and Recreation Grants	http://www.rei.com/stewardship/community.html	Provides grants to select nonprofits that care for the outdoor places our customers love. The process begins with our store teams, who establish meaningful partnerships with organizations and invite them to apply for funding.	
Surdna Foundation	http://www.surdna.org/	Makes grants to nonprofit organizations in the priority areas of: Sustainable Environments Program, Strong Local Economies Program, Thriving Cultures Program	212-557-0010

**OPINION OF PROBABLE COST
SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL - GARRETT TO FL93**

Somerset Co., PA
Date: December 12, 2014

Prepared by:	Campbell Thomas & Co.	and	Laird LA, PLLC
Contact:	Robert P. Thomas, AIA, Partner Campbell Thomas & Co., 1504 South Street, Philadelphia PA 19146-1636 215-985-4354 / rthomas@campbellthomas.com		James S. Laird, Jr., RLA, Principal Laird LA, PLLC, 821 Dick School House Road Roaring Spring, PA 16673 814-312-1798 / jim@lairdla.com

Note 1: This Opinion of Cost is based upon a potential multi-use trail alignment between Garrett and Berlin, PA and the Flight 93 National Memorial near Shanksville, PA. The proposed alignment is envisioned to utilize several sections of the existing Rights-of-Way (of the former B&O Railroad), local streets and roads (Township and PennDOT). Negotiations are currently under way with CSXT for use of several sections of the existing CSXT Rights-of-Way (formerly B&O Railroad). Pending the outcome of these negotiations, the potential alignment may change significantly, thereby requiring a more detailed probable cost based upon the resulting configuration. This Opinion of Cost is based upon the unit costs of similar bridges and multi-use trails. Costs are based upon anticipated acquisition and use of sections of the CSXT R.O.W. in addition to sections of shared access to private properties, Borough streets and numerous Township and PennDOT roadways. The final choice of pavement type and bridge selection, construction specifications, the requirements of funding source and permitting agencies will be determined in coordination with Somerset County.

Segment 1	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	Bike Lane Striping along Berlin Street to Lafayette Street	440	\$5	lin ft	\$2,200	Roadway shoulder and street surface improvements
2	New DOT Bridge - Paint Bike Lanes	135	\$5	lin ft	\$675	Bridge over PennDOT Highway with extensive design and coordination
3	Lafayette Street - shoulder and street surface improvements	840	\$10	lin ft	\$8,400	Roadway shoulder and street surface improvements
4	Trail signs left and right Directional at Berlin/Lafayette Sts.)	4	\$100	Unit Price	\$400	Park Signs may be added by Borough to guide users to athletic fields/pavilions.
5	Walker St. to Jackson St. - shoulder and street surface improvements	580	\$10	lin ft	\$5,800	Resurface asphalt paving, striping and stormwater inlet grate replacements
6	Active CSXT Rail Underpass - surface and drainage inlet grate improvements	1	\$2,500	Lump Sum	\$2,500	Upgrade asphalt surface and stormwater inlets to bicycle safe inlet grates with flush surface approaches
7	Install enhanced high visibility white surface 'universal' crosswalks	4	\$600	Unit Price	\$2,400	Upgrade one corner sidewalk ramp to meet ADA requirements (16' both directions)
8	Trail Crossing' signs left and right Directional at Berlin/Lafayette Sts.)	8	\$100	Unit Price	\$800	Larger signs than minor street configuration
9	New Complete Traffic Signal or User Operated Flashing Yellow Overhead Light at Garrett Rd. (SR 653)/ Walker St. Intersection	1	\$250,000	Unit Price	\$250,000	Consider installation of complete traffic signal or at minimum, a user operated flashing yellow overhead light configuration
Segment Trail Length		1995 l.f. 0.4 mi.		Subtotal	\$273,175	

Segment 2	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	Walker Street to Old House Lane - shoulder and street surface improvements	1850	\$10	lin ft	\$18,500	Roadway shoulder and street surface improvements
	Trail signs at each approaching street intersection	8	\$100	Unit Price	\$800	Adams, Madison and Monroe Streets and Old House Lane
2	Fogletown Road at Old House Lane to former B&O RR bed - shoulder and street surface improvements	650	\$10	lin ft	\$6,500	Roadway shoulder and street surface improvements
	Trail signs at each approach - visible to vehicle and trail traffic	4	\$100	Unit Price	\$400	(NIC) in Trailhead cost
	Trail Head Parking Lot - Where Fogletown Rd. diverts from former B&O RR ROW	1	\$200,000	Unit Price	\$200,000	10 vehicle space gravel parking lot, Trail Kiosk/Sign (NIC additional land acquisition)
	Access Control Gate	2	\$2,500	Unit Price	\$5,000	Fogletown Rd.
3	Multi-Use 12' wide Compacted Gravel Trail Surface on existing former RR subgrade	2500	\$250	lin ft	\$625,000	Utilizes former railbed with existing subbase in place
	Overhead Electric Utility Crossing (No impact anticipated, contact Utility Owner)	1	\$0	Unit Price	\$0	PA One Call and notify Utility Easement Owner
	Segment Trail Length	5000 l.f. 0.9 mi.		Subtotal	\$856,200	

Segment 3	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	New 12' Trail through DOT SR 6219 Construction Area - where former RR ROW has been removed and displaced with stormwater management facilities	2000	\$350	lin ft	\$700,000	Roadway shoulder and street surface improvements
	Segment Trail Length	2000 l.f. 0.4 mi.		Subtotal	\$700,000	

Segment 4	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	Multi-Use 12' wide Trail Fogletown Rd. to Covered Bridge Road	1600	\$125	lin ft	\$200,000	Utilizes former railbed with existing subbase in place
	Prefabricated/ Pre- Engineered 60' Span Bridge over Buffalo Creek	1	\$100,000	Unit Price	\$100,000	Material, Design, Fabrication, Mobilization, Install and Stub Abutment Construction
2	Multi-Use 12' wide Compacted Gravel Trail Surface on existing former RR subgrade	700	\$125	lin ft	\$87,500	Utilizes former railbed with existing subbase in place between bridges over Buffalo Creek
	Prefabricated/ Pre- Engineered 60' Span Bridge over Buffalo Creek	1	\$100,000	Unit Price	\$100,000	Material, Design, Fabrication, Mobilization, Install and Stub Abutment Construction
3	Multi-Use 12' wide Compacted Gravel Trail Surface on existing former RR subgrade	800	\$125	lin ft	\$100,000	Utilizes former railbed with existing subbase in place between bridges over Buffalo Creek
4	Shared Use 12' wide Compacted Gravel Trail Surface on existing former RR subgrade	500	\$250	lin ft	\$125,000	Utilizes former railbed with existing subbase. Access Control Gate needed at Private Property Entrance
	Trail signs at each approach - Covered Bridge Rd.	4	\$100	Unit Price	\$400	Covered Bridge Rd.
	Access Control Gate(s)	2	\$2,500	Unit Price	\$5,000	Covered Bridge Rd. at Burkholder Covered Bridge
Segment Trail Length		3600 l.f. 0.7 mi.		Subtotal	\$717,900	

Segment 5	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	Multi-Use 12' wide Trail Covered Bridge Road to Owl Hollow Road	5600	\$125	lin ft	\$700,000	Utilizes former railbed with existing subbase in place
	Prefabricated/ Pre- Engineered 60' Span Bridge over Buffalo Creek	1	\$100,000	Unit Price	\$100,000	Material, Design, Fabrication, Mobilization, Install and Stub Abutment Construction
2	At-Grade Road Crossing of Private Gravel Road -	1	\$2,500	Lump Sum	\$2,500	Add surface width on existing compacted subgrade and stormwater drainage pipes
	Trail signs at each approach - Private Rd.	4	\$100	Unit Price	\$400	Private Rd.
3	Multi-Use 12' wide Compacted Gravel Trail Surface on existing former RR subgrade	3000	\$125	lin ft	\$375,000	Utilizes former railbed with existing subbase in place between bridges over Buffalo Creek
4	Shared Use 12' wide Compacted Gravel Trail Surface on existing former RR subgrade	550	\$250	lin ft	\$137,500	Separation of Uses - Fencing/Gate/Landscape to be coordinated with Maple Syrup Mill Operator/Owner
	Trail signs at each approach - Owl Hill Rd.	4	\$100	Unit Price	\$400	Owl Hill Rd.
	Access Control Gate(s)	2	\$2,500	Unit Price	\$5,000	Covered Bridge Rd. at Burkholder Covered Bridge
Segment Trail Length		9151 l.f. 1.7 mi.		Subtotal	\$1,320,800	

Segment 6	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	Multi-Use 12' wide Trail Owl Hollow Road to Oldmill Road	3300	\$125	lin ft	\$412,500	Utilizes former railbed with existing subbase in place
	Prefabricated/ Pre-Engineered 60' Span Bridge over Buffalo Creek	1	\$100,000	Unit Price	\$100,000	Material, Design, Fabrication, Mobilization, Install and Stub Abutment Construction
2	Multi-Use 12' wide Compacted Gravel Trail Surface (off Railbed/needs subbase and drainage)	500	\$250	lin ft	\$125,000	New Trail from Buffalo Creek Tributary to Oldmill Road (TR 618)
	Trail signs at each approach - Oldmill and SR219	4	\$100	Unit Price	\$400	Private Rd.
3	Oldmill Rd to Fairview Rd. (Upgrade Gravel Road Surface)	12000	\$50	lin ft	\$600,000	Oldmill Rd to Fairview Rd. (Upgrade Gravel Road Surface)
4	Fairview Rd. (Gravel Road) to (Paved Asphalt) Fairview Rd.	3000	\$50	lin ft	\$150,000	Fairview Rd. (Gravel Road) to (Paved Asphalt) Fairview Rd. Upgrade Road Surface
5	Fairview Rd. (Paved Asphalt) to High St., (Berlin Borough)	3000	\$10	lin ft	\$30,000	Roadway shoulder and street surface improvements
	Trail signs at each approach - High St.	4	\$100	Unit Price	\$400	High St.
	Segment Trail Length	21800 l.f. 4.1 mi.		Subtotal	\$1,418,300	

Segment 7	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	High St. to Main St. (Berlin Borough)	850	\$10	lin ft	\$8,500	Roadway shoulder and street surface improvements
	Trail signs at each approach - Main St.	4	\$100	Unit Price	\$400	Main St.
2	Main St. to SR 219	670	\$10	lin ft	\$6,700	Roadway shoulder and street surface improvements
	Trail signs at Intersection - SR 219/ Main St. (PA 160)	4	\$100	Unit Price	\$400	Crossing SR 219 (Mason Dixon Highway) at Main St. (PA 160)
	Install enhanced high visibility white surface 'universal' crosswalks	4	\$600	Unit Price	\$2,400	Install enhanced high visibility white surface 'universal' crosswalks
3	SR 219 to Diamond St. (Bike Lanes)	720	\$5	lin ft	\$3,600	Roadway shoulder and street surface improvements
	Trail signs at Interesection - Main St. (PA 160) /Diamond St.	4	\$100	Unit Price	\$400	Crossing SR 219 (Mason Dixon Highway) at Main St. (PA 160)
	Install enhanced high visibility white surface 'universal' crosswalks	4	\$600	Unit Price	\$2,400	Install enhanced high visibility white surface 'universal' crosswalks
4	Main St. to Shady Ln.	2400	\$10	lin ft	\$24,000	Roadway shoulder and street surface improvements
	Trail signs at Interesection - Shady Ln.	4	\$100	Unit Price	\$400	Diamond St. and Shady Ln. (Start of Beulah Rd.)
	Segment Trail Length	4640 l.f. 0.9 mi.		Subtotal	\$49,200	

Segment 8	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	Beulah Rd. (T-000) Shady Ln. to Glades Pike (SR 31)	14000	\$10	lin ft	\$140,000	Roadway shoulder and street surface improvements
	New Complete Traffic Signal or User Operated Flashing Yellow Overhead Light (at SR 31 Intersection)	1	\$250,000	Lump Sum	\$250,000	Consider installation of complete traffic signal or at minimum, a user operated flashing yellow overhead light configuration
	Trail signs at Intersection	4	\$100	Unit Price	\$400	(SR 31 / Beulah Rd.) (Start of Willkow Rd.)
	Trail Crossing Approach Signs - 500' on SR 31	2	\$200	Unit Price	\$400	500' Advance High Visibility - both directions
	Segment Trail Length	14000 l.f. 2.7 mi.		Subtotal	\$390,800	

Segment 9	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	Willkow Rd. (T-2033) to PA Turnpike (I-76)	10000	\$10	lin ft	\$100,000	Roadway shoulder and street surface improvements
	Trail signs at Swamp Hollow Rd.	2	\$100	Unit Price	\$200	Trail signs at Swamp Hollow Rd.
	Trail signs at Swamp Ringler Rd.	2	\$100	Unit Price	\$200	Trail signs at Swamp Ringler Rd.
	PA Turnpike (I-76) ROW	1	\$3,000	Lump Sum	\$3,000	Roadway shoulder and street surface/ drainage improvements
	Segment Trail Length	10000 l.f. 1.9 mi.		Subtotal	\$103,400	

Segment 10	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	PA Turnpike (I-76) to Brotherton Rd. (T-1005)	5700	\$10	lin ft	\$57,000	Roadway shoulder and street surface improvements
	Trail signs at Yonai Rd.	2	\$100	Unit Price	\$200	Trail signs at Yonai Rd.
	Trail signs at Brotherton Rd. (T-1005)	4	\$100	Unit Price	\$400	Trail signs at Yonai Rd.
2	Brotherton Rd. (T-1005) (Willkow Rd. to Reiman Rd.)	4400	\$10	lin ft	\$44,000	Roadway shoulder and street surface improvements
	Trail signs at Reiman Rd.	4	\$100	Unit Price	\$400	Trail signs at Reiman Rd.
3	Reiman Rd. (Brotherton Rd. to Sand Rock Rd.)	2200	\$10	lin ft	\$22,000	Roadway shoulder and street surface improvements
	Trail signs at Reiman Rd.	4	\$100	Unit Price	\$400	Trail signs at Reiman Rd.
4	Sand Rock Rd.	250	\$10	lin ft	\$2,500	Roadway shoulder and street surface improvements
	Trail signs at Sand Rock Rd.	4	\$100	Unit Price	\$400	Trail signs at Sand Rock Rd.
5	Weigle Rd. (Sand Rock Rd. to Stutzmantown Rd. T-1001)	4400	\$10	lin ft	\$44,000	Roadway shoulder and street surface improvements
	Trail signs at Stutzmantown Rd.	4	\$100	Unit Price	\$400	Trail signs at Stutzmantown Rd.
6	Stutzmantown Rd. (T-1001) to Old State Bridge Rd.	950	\$10	lin ft	\$9,500	Roadway shoulder and street surface improvements
	Trail signs at Old State Bridge Rd.	4	\$100	Unit Price	\$400	Trail signs at Stutzmantown Rd.

7	Old State Bridge Rd. to Gobbler's Nob Rd.	1200	\$10	lin ft	\$12,000	Roadway shoulder and street surface improvements
	Trail signs at Gobbler's Nob Rd.	4	\$100	Unit Price	\$400	Trail signs at Gobbler's Nob Rd.
8	Gobbler's Nob Rd. to Covered Bridge Rd.	2500	\$10	lin ft	\$25,000	Roadway shoulder and street surface improvements
	Trail signs at Covered Bridge Rd.	4	\$100	Unit Price	\$400	Trail signs at Gobbler's Nob Rd.
9	Covered Bridge Rd. to CSXT At-Grade RR Crossing	2300	\$10	lin ft	\$23,000	Roadway shoulder and street surface improvements
	Site Improvements at CSXT At-Grade RR Crossing	1	\$10,000	Lump Sum	\$10,000	Roadway shoulder and street surface/ drainage improvements
Segment Trail Length		23900 l.f.		Subtotal	\$252,400	
		4.5 mi.				

Segment 11	Description	Quantity	Cost /unit	Unit	Extension	Notes
1	CSXT RR At-Grade Crossing - Pave (2) 24' x 200' approaches with Asphalt both directions	400	\$50	lin ft	\$20,000	Paved Asphalt Approaches for smooth bicycle safe surface (Per CSXT Requirements)
2	Glessner Covered Bridge Rd. - Pave (2) 24' x 200' approaches with Asphalt both directions	400	\$50	lin ft	\$20,000	Paved Asphalt Approaches due to roadway approach slopes
3	Covered Bridge Paved Approaches to Lambertsville Rd. (T-1007)	2400	\$50	lin ft	\$120,000	Re-Pave Gravel Roadway with Asphalt
	Trail signs at Lambertsville and Buckstown Rds.	8	\$100	Unit Price	\$800	Trail signs at Lambertsville and Buckstown Rds.
4	Buckstown Rd. (T-1019)	6400	\$10	lin ft	\$64,000	Roadway shoulder and roadway surface improvements
	Trail signs at Bridge St./Cheerful Valley Ln. and Skyline Rd.	6	\$100	Unit Price	\$600	Trail signs at Bridge St./Cheerful Valley Ln. and Skyline Rd.
5	Skyline Rd. (Buckstown Rd. to F93NM Approach Rd.)	2200	\$10	lin ft	\$22,000	Skyline Rd. (Buckstown Rd. to F93NM Approach Rd.)
	Trail signs at CSXT at F93NM Entrance and bicycle/pedestrian gate re-configuration	1	\$5,000	Lump Sum	\$5,000	Trail signs at CSXT at F93NM Entrance and bicycle/pedestrian gate re-configuration
	Access Control Gate(s)	2	\$2,500	Unit Price	\$5,000	Access Control Gate(s) per NPS and F93NM Requirements
Segment Trail Length		11800 l.f.		Subtotal	\$257,400	
		2.2 mi.				

TOTAL TRAIL LENGTH: 107886 l.f. **TOTAL:** \$6,339,575
20.4 mi.
20.4 (mi. check)

Structures: 4 (60' Span Bridges)

Trail Legend:

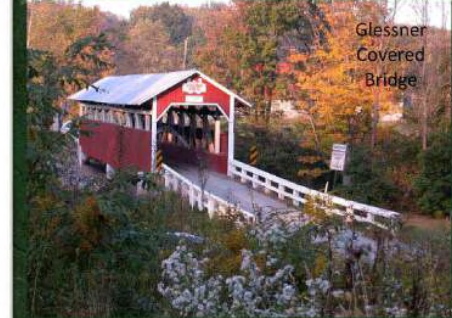
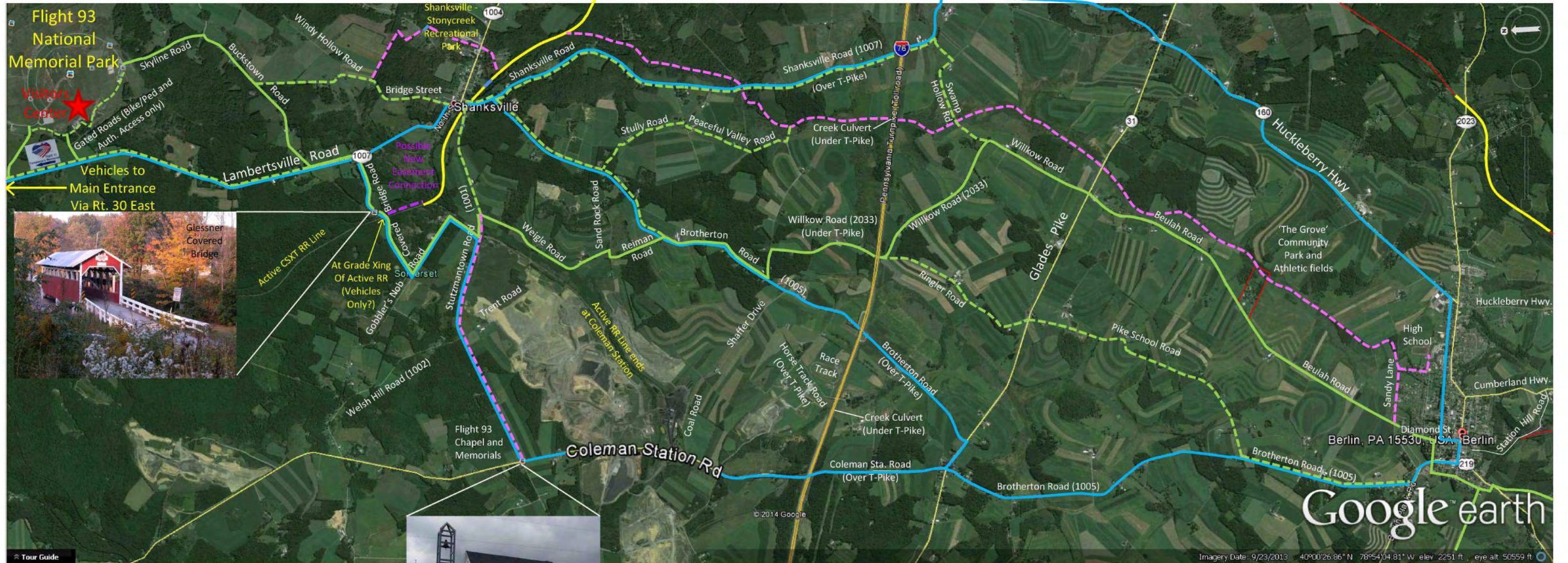
- Bike Route (on road) (preferred)
- Bike Route (on road) (less preferred)
- Bike Connection to Point of Interest
- Auto Touring Route

Right-of-Way Status Legend:

- CSXT ROW (Available Former B&O RR)
- Former CSXT ROW (Now Private)
- Trail Bridges over Creek (1 Needed)
- Potential Stonycreek Off-Road Trail (easement acquisition required)

(DRAFT) Feasibility Study for Use of the Former B&O RR Railbed, Garrett to Berlin
Connecting to The Great Allegheny Passage in Garrett, PA

Primary Preferred Route Connections from Berlin to Shanksville, PA:



Trail Legend:

- Bike Route (on road) (preferred)
- Bike Route (on road) (less preferred)
- Bike Connection to Point of Interest
- Auto Touring Route
- Great Allegheny Passage

(DRAFT) Feasibility Study for Use of the Former B&O RR Railbed, Garrett to Berlin

Connecting to The Great Allegheny Passage in Garrett, PA

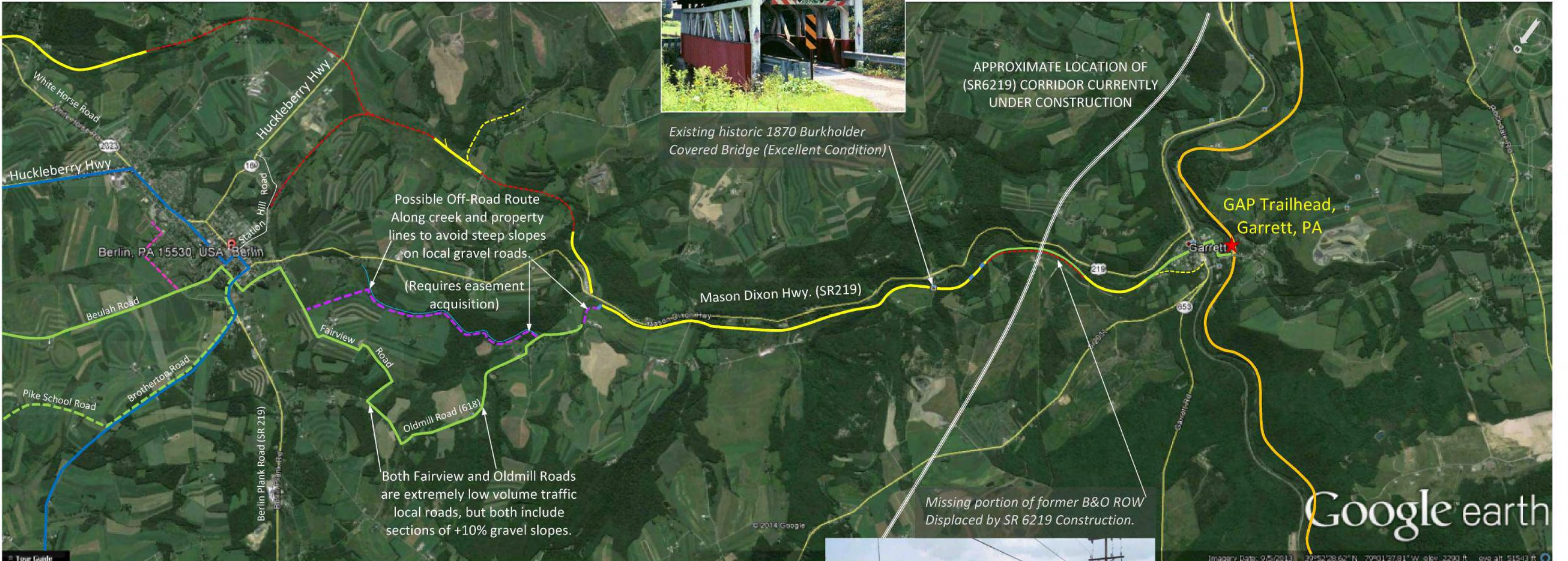
Primary Preferred Route Connections from Garrett to Berlin, PA:

Right-of-Way Status Legend:

- CSXT ROW (Available Former B&O RR)
- Former CSXT ROW (Now Private)
- Trail Bridges over Creek (3 Needed)
- Potential New Off-Road Trail (easement acquisition required)



Existing historic 1870 Burkholder Covered Bridge (Excellent Condition)





THE SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL FEASIBILITY STUDY – Delaware Water Gap to Flight 93 Memorial

Minutes Steering Committee Meeting #1

Date & Time: Wednesday, June 11th, 2014, 10am to 4pm

Attending:

David Brickley	Sept. 11 Trail Alliance	Russ Nee	Morris County Park Comm.
John Brunner	Appalachian Mountain Club	Robert Thomas	Campbell Thomas & Co.
Brad Clemenson	PA Environmental Council	Harry Murray	Campbell Thomas & Co.
William Forrey		Mike Szilagy	Campbell Thomas & Co.
Andy Hamilton	East Coast Greenway Alliance	Tim Wilson	TPW Design Studios
Darlene Heller	Bethlehem Planning Bureau	Jim Laird	Laird LA
Brett Hollern	Somerset County	Angelika Laird	Laird LA

Excused: Keith Newlin National Park Service

Project Review and Comment

1. CTC initiated the meeting with a overview of the project, the organization of the design team for the study, and briefly reviewed the materials included in the information packet assembled by the consultants containing the following:
 - a. Meeting Agenda
 - b. Project Contact Sheet
 - c. Map delineating the Study Region Boundaries
 - d. Consulting Team Scope of Work
 - e. Consulting Team research to date regard contact and information resources
 - f. PA National Parks map
 - g. PA History Trails Map

CTC requested that the committee members review the contact and resource information list and offer additions they felt were important.

2. CTC reported that the study area is divided into 3 regions based on the 2 major scope items and the locations of the consulting team members, Eastern (CTC), Central (TPW Design) and Western (Laird LA), as indicated on the map provided.
3. Scope Item I (GAP to Flight 93 Memorial) is being coordinated by Laird LA as part of the Western study region work. The goal is to have the Scope Item I sections open by the 15th Anniversary of the event in 2016.
4. Meeting attendees and the members of the steering committee introduced themselves and shared their experiences and thoughts regarding the September 11 attack and importance of this project. D. Brickley related his experiences with the Governor's meeting in D.C. four days after the September 11 attacks and the commitment from that meeting to somehow honor the heroes of the day which led to the formation of the September 11 National Memorial Trail Alliance.
5. D. Brickley opened the discussion on the "Vision for the Trail" and how it should influence the trail alignment selection. The vision is a "Pilgrimage Trail" as a memorial to the people and events of the day. It's important to remember what it means and the nature of the trail and route should reflect that. In addition to the memorial aspect, the trail vision reflects that spirit of American

patriotism, resilience and perseverance that brought the nation back from the tragic events of the day, similar to that reflected in the History of the Valley Forge National Memorial Park. The route selection needs to be one that makes “sense to the public” in those terms, both on road and off road.

- a. The issue is that there are so many opportunities with regard to connecting communities, significant sites and local memorials. A way needs to be determined to evaluate and narrow the options.
 - b. R. Nee shared thoughts on the Liberty – Water Gap Trail approach. The general approach was to plan a direct route and invite surrounding communities to participate through connections to the main trail alignment.
 - c. It was mentioned that a similar approach was taken for the PA Highlands Trail, taking the “path of least resistance” with the theme of “following the iron”. It was also noted that parts of the PA Highlands Trail follow a route that may be appropriate for the September 11 Memorial Trail.
 - d. Discussion ensued on the numerous options for the proposed trail route and the sites the trail could link. It was concluded that a sound process needs to be developed for evaluation of the alternatives for determination of appropriate routes and links. J. Laird suggested that effort was needed to make sure the selection process did not “become too political”.
6. R. Thomas related his experience with other trails including similar pilgrimage trails in Europe and the importance of their “multi-modal” nature. Users should not be limited by physical ability. J. Laird relayed his experiences with the another trail and noted that that trail not only provided recreational access along the river, but also provided river access to disabled veterans who had enjoyed fishing along the river prior to their disability. It was noted that not all the stories that could be told along the trail are about tragedy, cultural heritage and history offer opportunities.
7. B. Hollern reported that additional funding was available for a more detailed feasibility for the connection from GAP to Berlin via a former CSX rail line. He relayed that K. Newlin (NPS) is looking forward to the connection of the Flight 93 Memorial site to the Great Allegheny Passage and that the Memorial is already an applicant for funding. It was mentioned that Congressman B. Shuster is supportive of the project and that CSX is also receptive to the use of the corridor. Somerset County Commissioners are also very supportive of completing the off-road trail connection.
8. R. Thomas opened discussion on the Public Meeting process. It was noted that the schedule shows three public meetings spread out through the study and reporting process.
- a. It was generally felt that the public meetings need to be held sooner rather than later during the process, one for each of the three study regions. September to first week of October is the general target.
 - b. The Sept 11 Alliance will coordinate who to invite and compile a list of key contacts to best facilitate getting the word out for the public meetings. A “save the date” notice should be sent out soon.
 - c. Meeting Locations:
 - East Region: Bethlehem, PA – D. Heller to assist with arrangements
 - Central Region: Carlisle, PA – T. Wilson to coordinate on arrangements
 - West Region: Holidaysburg, PA – It was suggested Karl King could coordinate arrangements.
 - d. It was recommended that a separate meeting/presentation be held in Harrisburg, PA specifically geared towards legislators to solicit their support.

9. It was agreed that Scope Item I (West Region – GAP to Flight 93 Memorial connection) has an “accelerated” time frame compared to the Scope Item 2 work of the study and that the public meeting should happen sooner if possible, i.e. early September.
 - a. It was agreed the Scope Item I meeting should present a general approach to the connection as opposed to simply soliciting public input.
 - b. It was suggested that Congressman Shuster’s office be included in this meeting.
 - c. Key coordination issues need to be completed before this meeting:
 - CSX** – Coordination / buy-in for use of Right of Way and release of property
 - PennDOT** – Coordinate with PennDOT – Route 219 extension – Turnpike crossing
 - Property Owners** – One of the property owners of part of the right of way impacted may be an issue
 - d. It was noted Somerset County and Berlin Borough are fully supportive of the efforts.
10. Contact Resources – They should include more than just trail and bike related groups. Alliance to assist in developing master contact list and making contacts.
 - a. State and Federal Agencies – DCNR, DCED, NPS.
 - b. County planning, parks and recreation offices.
 - c. Roads, Bridges and Transportation offices – PennDOT bike/ped coordinators.
 - d. J. Laird noted that the Jerry Stern of PA Tourism is eager to help.
11. Mapping & Mapping Resources
 - a. R. Thomas noted that the mapping scales for the study would reflect the more general nature of the study, particularly for Scope Item II.
 - b. It was noted that the Allegheny Ridge appears to be an obstacle but there are a number of natural corridors that facilitate crossing.
 - c. On and off road routes were noted as important. Consider the following:
 - Planned touring routes, such as the Lincoln Highway Heritage Corridor.
 - Motorcycle Groups - America’s 9/11 Ride – america911ride.org. Motorcycle groups often plan routes to avoid truck traffic.
 - R. Nee noted a route being planned by a Firemen’s organization and will send info.
 - d. It was noted that a number of trail efforts that may contribute as potential routes have been moving slowly due to lack of funding. Inclusion in the Sept. 11 Trail could help accelerate these planning efforts.

Meeting adjourned for lunch and a group walk to the Susquehanna Gateway Heritage Area offices and then resumed in the afternoon.

12. Route planning – Discussion ensued on ways to evaluate the “cultural landscape”. Again it was noted that there were large number of alternatives in terms of significant sites and communities to connect between the two end points in the state. Several basic approaches were discussed in detail.
 - a. Recommendations could be sought on key sites, towns and communities to include. A system of ranking could be developed to rank the significance of the points of interest in regard to the Trail Vision. It was noted that an inventory of the Sept. 11 memorials in the study area be developed.
 - b. Another approach would be to define a central route or spine that is the most direct or makes the most sense first, then select significant sites and communities along the route. Potential

loops could be identified as part of the study. Even with a main spine being defined, it was felt there is still a need to develop criteria for indentifying and evaluating important connections to maintain the significance of the trail, developing a list of entities and sites that reflected the characteristics identified in the trail “vision” – patriotism, resilience, perseverance.

- c. Concern was noted about potentially “offending” communities or groups not included. One suggested solution was to invite communities and sites to plan their own links to the spine with signage along the links identifying them as part of the Sept. 11 Trail network, thus offering inclusion as a “compliment” of sorts.
 - d. It was noted that the routes considered need be planned with regard to services offered, parking, food, toilets, etc. It was felt that these services needed to be available about every 15 miles or so. It was suggested that the historic towns along the route would be best able to provide these trail related services.
 - e. *General Agreement* - Following the above discussion related to defining a main spine, it was generally agreed an effective approach would be to map the existing trail and greenway resources that might serve the general route, focusing on trails in place first to expedite the implementation of the off-road route. The mapping should identify trails in place and those in planning and reflect their timing for development. Color coding to be developed for in place and those 5 years, 10 years and possibly 15 years from implementation.
13. D. Brickley suggested an announcement be sent out from the Alliance regarding the intent of the trail to municipalities seeking interested “partners” for the trail development.
- a. It was noted that this communication would be most effective at that county level particularly to the planners.
 - b. B. Forrey suggested that the Governor’s office be included in this contact effort to solicit support. It was also suggested that it might be valuable to initiate similar contact with his opponent in this year’s election cycle.

Next Steps

1. The Steering Committee and the Consultant Team will continue to identify key contacts for information sources, interviews and potential support.
2. Laird RA will continue to coordinate closely with Somerset County regarding the coordination with CSX, PennDOT and local property owners as needed to develop the preliminary proposal to be presented at the Public Meeting for the West Study Region.
3. The Consultant Team will continue resource research and mapping information development.
4. Public meetings to be scheduled and locations coordinated.
5. The next Steering Committee meeting will be scheduled and conducted by phone conference in mid-July.

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 ten (10) days of the distribution date.

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THE SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL FEASIBILITY STUDY – Delaware Water Gap to Flight 93 Memorial

Minutes Steering Committee Meeting #2 (Revised)

Date & Time: Wednesday, Sept 10th, 2014, 4:00PM (Phone Conference)

Item #8 is revised per the e-mail from J. Brunner rec'd. 9/16/2014 – The e-mail has been attached to these minutes in its entirety for reference.

Attending:

David Brickley	Sept. 11 Trail Alliance	Robert Thomas	Campbell Thomas & Co.
John Brunner	Appalachian Mountain Club	Harry Murray	Campbell Thomas & Co.
Brad Clemenson	PA Environmental Council	Mike Szilagyi	Campbell Thomas & Co.
Andy Hamilton	East Coast Greenway Alliance	Tim Wilson	TPW Design Studios
Darlene Heller	Bethlehem Planning Bureau	Jim Laird	Laird LA
Brett Hollern	Somerset County		

Project Review and Comment

1. R. Thomas initiated the meeting noting the materials distributed for review via “drop box” file sharing and e-mail:
 - a. Overall map enumerating the trail segment corridors in the three study sections, West, Central and East (approx. scale 1:900,000).
 - b. 1:250,000 base map sheets of the trail study sections (7 sheets)
 - c. Section Evaluation Matrix by study section (911 Trail Alignments Summary 2014-09-09 v006 - ALL REGIONS Compiled.xls)
 - d. He noted that in identifying and preparing these materials the consultant team met in August to review coordinate the work of the study sections in all three regions to make sure they “shook hands”, so to speak.
 - e. He noted that, per previous discussions, the PA Highlands route through upper Bucks and Montgomery Counties was noted on the mapping and evaluation matrix.

CTC requested that the committee members review and comment on the materials, particularly the “characteristics” of the trail segments to confirm consultant team evaluations thus far.

2. A. Hamilton raised some clarification issues on specific trail segments:
 - a. On segment E9b of the Highlands route through PA he noted that a portion of the segment might collocate on the Saucon Rail Trail.
 - b. Discussed segment W1. Part of it is the Garrett to Berlin Line and part of it is state highway 30. It was agreed the section should be broken down into sections “W1a” and “W1b” since the two sections had different characteristics. W1a an off road, the Garrett to Berlin Line (CSX owned B&O r/w – not contiguous) with the off road r/w representing about 60% of the segment. W1b a safe on road route on quiet back roads.
 - c. J. Laird noted that “back road” alternates to W1a do exist if the r/w acquisition becomes an issue. He noted that some of the slopes are steep.

3. J. Laird noted that more detailed maps of the W1a and W1b areas are in the drop box.
4. It was requested that the column headings on the matrix be clarified. **Follow-up:** CTC will draft a clarification of the column headings for review.
5. D. Brickley noted the wealth of sites in PA and noted some of his thoughts:
 - a. Valley Forge National Historic Park and Gettysburg National Military Park should be stops. **Follow-up:** Subsequent to this committee meeting, Mike Szilagyi discussed with Bob Thomas a possible option for have the 911 Trail go through Valley Forge, using the Valley Forge to Heinz Refuge Trail and the Schuylkill River Trail, both of which connect with the East Coast Greenway route. CTC will send out a map and explanation for review.
 - b. He noted the Appalachian Trail cannot be used.
 - c. He felt it was important to get to Johnstown.
 - d. He suggested that there could be two routes, one for driving and one for off-road biking/hiking, and they might be in different corridors. R. Thomas noted the use of the Lincoln Highway corridor as the historic driving route and the potential of the Main Line Canal Greenway (C8, W6 & W7) as the off-road biking/hiking route. He also suggested the route may evolve over time as resources develop. The potential importance of a parallel road route for the off-road was noted for groups that may want to have a “sag van” as part of their tour.
6. Question: What is the Motorcycle Route through central PA? Routes 22 and the Route 30 corridor were noted. Information to be researched. (Note: Brochure e-mailed to study team 9/11/2014).
7. In response to a question it was noted that the Bicycle PA Routes are shown on the base mapping being developed at 1:250,000
8. Question: Where does the trail cross the Delaware River? J. Brunner noted two apparent options; 1) Connecting to the Liberty-Water Gap Trail at Portland, PA or 2) the Highlands route crossing at ... Easton, Riegelsville, Milford were noted. Connecting to the D&L Delaware Canal Trail seems to expand options. Currently the study has focused on the pedestrian bridge crossing at Portland PA (north of the D&L) to Columbia NJ, utilizing the Liberty-Water Gap Trail.
9. Discussion of the Highlands Corridor in PA:
 - a. The trails are generally described as “rugged footpaths”.
 - b. There are reasonable on road routes for bicycling.
 - c. Trail assets include those in the area of Quakertown. Saucon Rail Trail was mentioned linking Quakertown to Bethlehem when it is extended south its current end at Coopersburg.
 - d. It was noted that the Perkiomen Trail could be used as a connection to Valley Forge Park.
10. It was noted that there is some “push” to use the Highlands corridor through NJ which is again described as rugged footpaths. There are concerns about trail conditions with both the Liberty-Water Gap and Highlands corridors as the get into western NJ. The importance of the “multi-use” character and accessibility of the off-road trail were noted as important features.
11. Andy Hamilton mentioned the importance of connections with NJDOT in getting the trail built in northern New Jersey, and that their interest could influence the final recommended alignment.
12. J. Laird raised the question of the status of the B&O acquisition from CSX.
 - a. D. Brickley noted that the status was unresolved, but that they were working with CSX and he would keep pressing.
 - b. B. Hollern mentioned that Somerset County was already working with CSX on acquisition of other lands in the county and CSX had currently agreed to donate 170 acres they were no

longer using. It was agreed that there might be an opportunity to expand those negotiations into acquisition of the B&O r/w. **Follow-up:** B. Hollern to follow-up with CSX.

- c. Additional, minimally used CSX r/w was noted along Stonycreek River that DCNR has shown as future rail trail or rail w/trail. D. Brickley indicated that in his experience CSX gets resistant when discussing even minimally active lines.
13. Public meetings & schedule – D. Brickley expressed concern about being “boxed in” to certain routes at the public meetings. R. Thomas noted that the public meetings, at this point, should be primarily for information gathering and input as opposed discussions of specific routes. Discussion on location, dates and times for the 3 public meetings and the Harrisburg legislators meeting reached the following tentative schedules and conclusions:
- a. East Section Meeting – Thursday, October 16th in Bethlehem, PA. D. Heller is working to finalize location.
 - b. Central Section Meeting – Monday, October 20th in Carlisle, PA. **Follow-up:** T. Wilson learned on 9-11-14 after that the location is now booked for that date. He is following up on other dates.
 - c. West Section Meeting – Target dates are October 28th, 29th, 30th or 31st in Holidaysburg, PA. Tentative locations are the Community Meeting Room in Holidaysburg or Canal Basin Park. It was agreed that it would be beneficial if Congressman Shuster (PA 9th) could attend the meeting and final schedule should be worked around his availability to the extent possible. **Follow-up:** J. Laird will coordinate with Jim Frank with regard to Shuster’s attendance.
 - d. Harrisburg legislator’s meeting – It was agreed that the meeting should be scheduled for sometime after the November elections and members of the General Assembly should be invited, including incoming members resulting from the elections. It was noted DCNR should be invited to be part of this meeting. **Follow-up:** A location and date needs to be determined.
 - e. It was noted that Kent Taylor at DCNR offered to “broadcast” the meeting notices.
14. Next Steering committee conference call was scheduled for Tuesday, Oct. 14th, 4:00 PM. CTC will send out dial-in details when the call is set-up.

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E-MAIL FROM J. BRUNNER - 9/16/2014

Just a few comments or clarifications pertaining to potential collaboration and co-location with PA and NJ Highlands routes. The below comments needn't be reflected in the minutes except perhaps #7.

I recommend that all of you who will be involved closely with trail planning for the 911 Trail on the eastern end of the state visit our new PA Highlands Trail website and look at the interactive map. Just click down into the different layers and you'll see what is proposed for the Highlands Trail Route, particularly between the Delaware and Susquehanna Rivers. I'm not convinced that a connection with the NJ Highlands Trail is as desirable as a Liberty-Water Gap connection. Keeping an open mind! However...*there may be ways to coordinate 911 Trail planning with PA Highlands Trail planning in Lancaster-Lebanon-Montgomery-Bucks since some of our co-locations may turn out to be identical.*

Click on the link to look at the PA Highlands Routes and we have descriptions of all of the planned co-located trails: <http://pahighlands.org/>

Comments:

2 A. (a) As Andy H. pointed out, the preferred route for Highlands Trail on the easternmost section goes into Quakertown to pick-up the Saucon Rail Trail, which we're working to extend another 5 miles south from Lehigh County into Bucks and Q-town (that effort is gaining momentum). The other alternative is a less urban (but more road) route over to the Delaware River through Bucks Co. (which is what the CT&C map shows). The northern rail trail route connecting Quakertown with Bethlehem should also be mapped. The goal of the PA Highlands Trail Steering Committee has always been to link to the Perkiomen Trail no matter what because it gets us to the Schuylkill River Trail near Valley Forge. It takes us out of the designated Highlands Region for a few miles but it's the best prospect for getting through Montgomery County (again, look at our map of the two aforementioned trail route alternatives on our website)

7. (refers to item 8) The Highlands Route crossings would either be Riegelsville or Easton. Delete "Milford" from minutes because that isn't a Highlands Trail connection (nor did I say it was). Milford is a pretty little town and there's an unused rail corridor along the river from there up to Riegelsville, but getting from the D&L Trail to a bridge would be much easier in either Riegelsville or Easton.

8. (refers to item 9) Clarification: the identity of the NY/NJ Highlands Trail is a "rugged footpath" (not so much on the PA side as the minutes indicate) – and although AMC and our partners are generally following that 'rugged footpath' theme in the Pennsylvania Highlands region...long stretches of the envisioned PA Highlands Trail route are co-located on multi-use paths between the Delaware River and the Susquehanna River. I haven't hiked or biked much of the official NJ Highlands trail but what I have seen on the western end is pretty rugged (goat paths!). The 'other' NJ Highlands Route touted by Mike Helbing and John Trontiss – it is conceptual and a mix of footpath and road route through some pretty countryside. I will speak with the organization that officially oversees and had built the NJ Highlands Trail to find out how this other proposed branch fits in. (NY/NJ Trails Conference)

9. (refers to item 10) There is some confusion as to what constitutes the Highlands Trail in western NJ, or rather where it reaches the Delaware. The official NY/NJ Highlands Trail currently meets the Delaware River at Riegelsville. The other proposed branch at Phillipsburg sounds interesting but as far as I know only a small piece(s) exists.

<http://www.nynjtc.org/book/highlands-trail-guide>

John P. Brunner

Mid-Atlantic Recreation Planner
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215-962-9581 (cell)
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[Pennsylvania Highlands Trail Website](#)
[Pennsylvania Highlands Trail on Facebook](#)
[AMC Website](#)



THE SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL FEASIBILITY STUDY – Delaware Water Gap to Flight 93 Memorial

Minutes Steering Committee Meeting #3

Date & Time: Tuesday, Oct 14th, 2014, 4:00PM (Phone Conference)

Attending:

David Brickley Sept. 11 Trail Alliance
Bill Forrey
Brett Hollern Somerset County

Robert Thomas Campbell Thomas & Co.
Doug Maisley Campbell Thomas & Co.
Jim Laird Laird LA

Project Review and Comment

1. **Plans for the three Public Workshops** were discussed in detail, and all agreed to the following agenda for each Workshop:
 - a. After an informal gathering around maps and questionnaires, David Brickley will welcome the audience, giving some background on the 911 Trail and the Alignment Study.
 - b. We'll break into small groups of 6-8, each around an overall map at each table to review ideas on routes and sites and points of interest to be served. Someone from the Steering Committee and/or the Consulting Team will help facilitate the discussion at each table. Someone will be appointed "scribe" at each table.
 - c. Following 30-45 minutes of small-group discussion, each table will report back to the entire audience.
 - d. A general Q&A session will follow, along with informal discussions.
 - e. Everyone will turn in their questionnaire and additional sheets of notes for scanning and review by the Steering Committee and the Consulting Team.
 - f. The locations shown on the Press Release were confirmed. A copy is attached to these minutes.
2. **Publicity for the upcoming Workshops:**
 - a. Central Region: Tim Wilson will contact the Carlisle Sentinel to assure they have listed the Carlisle workshop to be held on October 27th
 - b. Western Region: Jim Laird will contact the local media to assure they have listed the Hollidaysburg workshop to be held on October 21st
3. **Slide Show for the Public Workshops:** This is a PDF file and may be viewed in the Project Dropbox. Once you log into Dropbox, go to the following and click on the file:

[Dropbox>911 Memorial Trail>Public Workshop Materials>911 Slideshow 2014-10-13 v003.pdf](#)

4. **Status of CSX Right-of-Way:**

- a. David Brickley reports the negotiations are "in limbo." He will keep pressing the matter with the CSX representative.
 - b. David recommended we obtain the "Valuation Section Maps" for the Berlin Branch from CSX. Bob Thomas will follow up with Brett Hollern.
5. **Application for Survey Funds** of the Berlin Branch railbed. There has been no activity. Bob Thomas will speak with Brett Hollern to see how this might be accomplished.
6. The **Timetable for either a ribbon-cutting or a ground-breaking for 9-11-2016** was reviewed. Bob Thomas will work with Brett Hollern to see if and when we'll need to focus on Timetable "B" which allows for an on-road route to be complete and for a groundbreaking for an off-road route between Garrett and Berlin.
7. Bob Thomas discussed the status of the **Amendment for Additional Services** to allow for developing a complete signage plans and details such that an on-road route could be developed and opened between Garrett and the Flight 93 National Memorial by September 11, 2016.
8. At the last conference call several people requested a more detailed description of the various **criteria used in the Table of Characteristics** of the possible Trail Segments. This description is attached to these minutes.
9. The **next Steering Committee conference call** was not scheduled. This will be done following the three public workshops this month.

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Project Review and Comment

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THE SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL FEASIBILITY STUDY: Delaware Water Gap to Flight 93 Memorial

Minutes Steering Committee Meeting #4

Date & Time: Monday, December 8th, 2014, 2:00PM (Phone Conference)

Participating:

David Brickley	Sept. 11 Trail Alliance	Keith Newlin	National Park Service
Brad Clemenson	PA Environmental Council	Peggy Pings	NPS RTCA
Bill Forrey		Kent Taylor	W PA Conservancy
Andy Hamilton	East Coast Grwy Alliance	Robert Thomas	Campbell Thomas & Co.
Darleen Heller	Bethlehem Png Comm	Jim Laird	Laird LA
Brett Hollern	Somerset County	Tim Wilson	TPW Design Studios

Project Review and Comment

- 1. Report on the Public Workshops:** The Consulting Team summarized the information provided by the three workshops held this fall in Bethlehem, Hollidaysburg and Carlisle. Minutes and a compendium of comments received at each workshop, along with copies of the maps that were marked up at each workshop table had been distributed to Study Committee members several days before this telephone conference.
- 2. Next Steps and Plans for the next Steering Committee Meeting and Workshop** were discussed as follows:
 - a. The Consulting Team will wrap up its research and prepare materials including maps and updated selection criteria for review by the Steering Committee. This information will be distributed by January 30th.
 - b. The Steering Committee will then have several week to review the materials.
 - c. The Steering Committee will meet for an all day workshop during the second half of February at which time the preferred alignment will be selected by the Committee
 - d. Following the all-day workshop the Consulting Team will complete the Draft Alignment Study for review by the Steering Committee.
- 3. Details for the February Steering Committee Workshop** were agreed to as follows:
 - a. **Date and time:** Bob Thomas will send out a "Doodle" in early January to aid in picking a date between February 16th and 27th. The workshop will run from 10am to 4pm with a lunch and walking break, as did our workshop kickoff meeting this past June.
 - b. **Location:** Kent offered to make the DCNR offices in Harrisburg available. He noted Tuesdays are best for Wes Fahringer. [Follow-up: To ease winter travel, and to encourage participation by DCNR staff, the meeting will be at DCNR in Harrisburg]

- c. **Wi-Fi and Projection Capability:** The Consulting Team will assure with DCNR that these services will be available at the workshop.
3. **Other Comments and Requests on Research and Mapping:**
- a. It was noted that the National Park Service has expressed interest in the Trail passing through **Delaware Water Gap**
 - b. Kent Taylor noted the importance of **State Game Lands** for use in planning the possible alignment alternatives
 - c. The Consulting Team was asked to map **major breaks, gaps and barriers** to the development of potential trail alignment corridors
 - d. The Consulting Team was asked to check **names on the map from the 2011 public workshops**. David and Kent can be helpful with this item.
 - e. **Rockwood – Johnstown Rail Corridor:** It was reported that CSX would be pleased to sell this line to a regional rail operator. There may be the possibility that the corridor could accommodate a rail-with-trail development.
4. **Discussion re: CSX Right-of-Way and GAP>FL93 Trail Segment:**
- a. There was a discussion of “FLAP” (Federal Lands Access Program) funding being the source with the most funding available. This is a program that seeks to tie federal lands together. There must be an owner, and there was a discussion of how and who would be involved in identifying who that might be.
 - b. The “Connecting People to Parks” grant applications are due 12-17-2015
 - c. CAT3 (Alternative Transportation Funding) would be the third choice for funding as the dollars available under this program are much more limited.
5. The **next Steering Committee conference call** was not scheduled. Instead, the next meeting will be the workshop in Harrisburg in the second half of February

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 ten (10) days of the distribution date.

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THE SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL FEASIBILITY STUDY – Delaware Water Gap to Flight 93 Memorial

Minutes Steering Committee Meeting #5

Date & Time: Wednesday, Feb. 25th, 2015, 10:00AM (Offices of DCNR)

Distribution Date: March 6, 2015

Attending:

David Brickley	Sept. 11 Trail Alliance	Brett Hollern	Somerset County
Karl King	RTT CPA	Russ Nee	Morris County Park Comm.
Peggy Pings	NPS – RTCA	Annette Schultz	The RBA Group, Inc.
Kent Taylor	PA DCNR	Robert Thomas	Campbell Thomas & Co.
Alex MacDonald	PA DCNR	Harry Murray	Campbell Thomas & Co.
John Brunner	Appalachian Mountain Club	Doug Maisey	Campbell Thomas & Co.
Brad Clemenson	PA Environmental Council	Tim Wilson	TPW Design Studios
William Forrey	PA Parks & Forests Fnd.	Angelika Laird	Laird LA
Andy Hamilton	East Coast Greenway Alliance	Jim Laird	Laird LA
Darlene Heller	Bethlehem Planning Bureau		

Project Review and Comment

1. D. Brickley - Welcomed all to the meeting and thanked K. Taylor of DCNR for hosting. Based on what was displayed he indicated he felt the consultant team had produced an excellent product and was looking forward to the presentation.
 - Introduced A. Schultz from RBA and noted RBA Group would be leading the consulting team for the 911 Trail bicycle and pedestrian study of New Jersey, recently endorsed and funded by NJDOT.
2. R. Thomas started the presentation:
 - Summarized the format of the meeting: Review the information developed in the morning; break for lunch and a brief walk to the City Island Bridge (part of the Capital Area Greenbelt); work on alignment selection in the afternoon; then review next steps and schedule.
 - Noted the maps displayed on the back wall representing observations and data collected by the consultant team through committee input, public meeting input, planning contacts and research.
 - Noted materials displayed on the tables included the proposed (potential) corridors study map, the updated trail data "matrix" spreadsheet, a reduced version of the "Significant Sites" mapping and the site index list.

- Noted the goal was to come away from the meeting with a decision from the committee on where the trail should go. Suggested that it was still possible that the different modes (pedestrian, bicycle, motor vehicle) might still be most appropriately served in difference corridors or alignments.
3. R. Thomas – Slide Presentation:
- The slide show started with a presentation of the Inventory and Analysis mapping of the study area showing the potential corridors as they relate to various conditions and information as follows:
 - Statewide Study Corridors** – PA state road map with the potential corridors highlighted.
 - Topography** – Corridors as they relate to the region’s ridge and valley conditions.
 - Watersheds and Major Rivers** – Corridors as they relate to the three regional watersheds and their associated waterways.
 - Population Centers** – Corridors as they relate to the major populations centers.
 - State and Federal Lands** – Corridors as they relate to the locations of state and national game and park lands.
 - Historic Indian Trails** – Corridors as they relate to an historic trail and footpath mapping developed by PHMC?
 - Historic PA Railroads** – Corridors as they relate to historic rail corridors.
 - Trail and Bicycle Routes** – Corridors as they relate to existing and planned trails and multi-use trails, and the PA bike route system.
 - PA Scenic Roads and Byways** – Corridors as they relate to existing scenic roads and byways noted by PHMC???
 - Recommended PA Motorcycle Roads** – Corridors as they relate to a mapping of recommend motorcycle routes developed by “MotorcycleRoads.com”.
 - Public Transportation Service** – Corridors as they relate to major public transit routes.
 - Significant Sites** – Corridors as they relate to sites believed to consistent with the character of the trail.
 - The slide presentation continued with a number of images of conditions and points of interests along the various corridors with a narration by R. Thomas.
 - The concept of a “pilgrimage trail” was discussed showing four examples of other pilgrimage type trails, the Camino de Santiago de Compostela in Spain, the Israel National Trail, the Hood River County Fruit Loop in Oregon and the North Carolina Barbecue Society Historic Barbecue Trail. The notable characteristic they all share in common is their non-linear, wandering nature in an effort to include the significant points of interest.
4. Following the slide presentation, R. Thomas distributed and presented the consultant team’s preliminary observations on a possible trail alignment for the Memorial Trail through Pennsylvania from the Delaware River to the link with the Great Allegheny passage in Garrett, PA. Like the examples of pilgrimage trails presented, the route was non-linear, generated from the data analyzed, with a strong emphasis on existing multi-use trail systems in place and in

planning and the significant sites. The route map as presented is attached and incorporated as part of these minutes.

5. Initial discussion on the Eastern Section:

- The proposed Eastern Section route is non-linear and takes advantage of significant trail and greenway assets developing in the four Blue Mountain Ridge gaps; Delaware Water Gap, Wind Gap, Lehigh Gap and Schuylkill Gap. The approach allows both the use of significant trail assets developed along the rivers and inter-connection of the major population centers of the area on both sides of the ridge.
- In the Eastern Section it was noted that the mapping should show links to Valley Forge National Historic Park and the Garden of Reflection from the East Coast Greenway leg of the 911 Trail along the Delaware River. The Valley Forge link includes the proposed Forge to Refuge Trail on the west side of Philadelphia and the Schuylkill River Trail along the east bank of the river through Montgomery County and Philadelphia. It was noted Valley Forge should also be added to the sites list and mapping.

6. Initial discussion on the Central and Western Sections:

- In the Central and Western Sections the two options are primarily represented by the Mainline Canal Greenway route to the north and the Lincoln Highway corridor to the south. The route presented by the consultant team follows primarily the Mainline Canal Greenway to Harrisburg, but includes a "loop" to the Lincoln Highway Corridor to include Gettysburg.
- The first question raised was will the Mainline Canal Greenway really work? Four modes are considered key components of a complete route; walking/hiking, bicycling, motor vehicle/scenic roads, and public transit.
- The issue of separating the modes was discussed again; the Lincoln Highway corridor is generally better suited for motor vehicles, the Mainline Canal Greenway is being developed as generally an off-road trail. "Pinch points" were noted for both sections, but it was generally felt with the scenic roads conditions might be managed better along the Mainline Canal route. It was noted that bike route S, generally following the Lincoln Highway corridor, had points near Breezewood that were considered "dangerous".

7. D. Brinkley asked that each person at the meeting, in turn, offer their thoughts. In general all attendees felt the preliminary alignment presented worked very well and were complementary of the efforts of the consultant team. Specific comments and suggestions included the following:

- The Eastern Section was seen as good, in general, but it was felt connecting Lancaster should be considered. A route from Reading to Columbia via Lancaster or even a spur from Columbia to Lancaster were suggested. Sites significant to the Underground Railroad were noted along the route from Reading to Columbia via Lancaster.
- It was suggested the next generation of the mapping include more specific indication of the routes for specific modes of travel.
- A potential link from Rockwood to the Flight 93 site was suggested. A potential "spur" route was suggested.
- The link to NJ was seen to be a little confusing on the map. It was noted that at least two locations were being considered, Portland or Riegelsville, relating to the Liberty-Water Gap

Trail and the Highlands Trails respectively. It was further noted that existing trail assets along the Delaware facilitated links to either or both locations.

- While the Lincoln Highway corridor is an historic and important route, in the Central and Western Sections the Mainline Canal Greenway was seen as the far more preferable route.
- It was noted that the alignment connected well to parks and campgrounds.
- Bedford, on the Lincoln Highway corridor was noted as having potentially important sites, but the Mainline Canal Route was still preferred. One suggestion for connecting Bedford was through the Raystown Reservoir lands.
- Concern for "too many" spurs, secondary routes, or alternates to the main alignment were noted. It was suggested the focus should be on establishing one main alignment and note others as potential links.
- While a more direct route might be less complicated, it was felt the connections made by the proposed alignment made sense.
- Responsibility for building and managing the various sections will need to be reviewed and discussed further. It's hoped that local entities will be interested in managing portions of the trail as is already the case with Somerset County.
- Potential for economic development was noted.
- It was noted that while not in the scope of work the map should be extended to show Pittsburgh and potential for inclusion via the Great Allegheny Passage. Again it was noted that the Valley Forge and Garden of Reflection should be included on the mapping linking via the East Coast Greenway and the D&L Trail networks.
- It was noted that the non-linear nature of the proposed alignment makes the route an "adventure" as opposed to trail simply going from one point to another.
- Again the Raystown Reservoir was noted as a good link offering activities along the route. Other "activity" resources should be noted along the route.
- The "richness" of the northern, Mainline Canal route in the West and Central Sections, in terms of the quality of the experience, was noted. It was also noted that the Mainline Canal route extends the trail alignment to reach more people.
- Users of all ages and abilities should be considered in the planning and design.
- The preference of the Mainline Canal route was noted in terms of bringing more of the history of the Commonwealth to the trail compared to the Lincoln Highway corridor through Bedford.
- It was noted that the report narrative will have to clearly layout the justification for the route chosen so it can be "sold" (marketed) to the public and the reasons for the choices clearly understood.
- It was noted that the report narrative will explain the method of selection and explain the nature of a "pilgrimage trail".

At this point the meeting broke for lunch and for the walk to the City Island Bridge.

8. D. Brickley noted that there seemed to be "no negatives" at all on the proposed basic alignment.

- He introduced A. MacDonald from DCNR who had joined the meeting. R. Thomas reviewed the proposed alignment again for Mr. MacDonald.
 - Noted that the afternoon would be spent fine tuning the alignment for future presentations to the PA Legislature and the Governor's office.
9. A. Hamilton joined the meeting and noted he was pleased to see the progress in the trails development. He also noted that the East Coast Greenway National Summit was being scheduled for May
10. The Garrett to Flight 93 section was briefly discussed. It's the first section that is planned for implementation and links the Flight 93 Memorial to the Great Allegheny Passage leg of the 911 Trail network.
- B. Hollern reported that Somerset County has some funding in place for a group of projects that includes "Corridor K" which overlaps the work for the Garrett to Flight 93 section.
 - The goal is to have an off road trail constructed on the CSX corridor or an on road bike route signed by September 2016.
 - B. Hollern reported that the county is interested in acquiring the CSX corridor as a park.
 - The trail will link to the "rear entrance" to the Flight 93 Memorial Site, the former construction entrance.
11. D. Brinkley asked CTC to send the proposed alignment map for reviewed at the meeting the 911 Trail Alliance National Board members in preparation for the phone conference on 2/26/2015.
- He noted that the next steps included presenting the alignment for adoption by the board at their April meeting.
 - The proposed alignment also needs to be presented to Somerset County as the sponsors, DCNR as the study funding source, the Governor's office and the PA Legislature.
 - The steering committee and the alliance will also need to develop the public relations program for promoting the PA sections of the trail.
 - He asked that the proposed alignment be kept confidential until the Alliance makes a formal announcement.
12. Implementation issues were discussed briefly:
- Some sections may be unique to the 911 Trail; others will be on existing or proposed trails. Coordination with management entities for existing and proposed trails and their "buy-in" is needed.
 - CTC will contact known entities as part of developing the report. A new table will be developed by section for the report that will include notations about ownership conditions and potential management arrangement.
 - A. Hamilton noted that with the East Coast Greenway, typically a letter is developed between the Greenway and the entity managing the existing Trail. He noted rarely is a more formal MOU used. He also noted that in different states the ECG was done differently.
 - J. Laird noted with regard to economic development, it might be beneficial to contact DCED.

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 ten (10) days of the distribution date.

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November 5, 2014



**September 11th Memorial Trail Feasibility Study
Central Public Meeting – Carlisle – Held October 27, 2014**

The following comments were gathered from the meeting attendees at the “breakout session” tables:

Table 1 –

- Ingleby Weather Rock
- A more northern route would allow:
 - attachment to Pine Creek trail leading to PA grand canyon
 - access to snowmobile and four wheeler trail of northern PA
 - many waterway trails
 - many on road bicycle routes already developed; some with wide berms for Amish travel
- Aaronsburg Story
- Penn’s Cave – all water cavern
- Bellefonte – birthplace of governor Andrew Curtin
- Cleveland Airmail Historic Site?
- Sites included
 - Historic Boalsburg – Birthplace of Memorial Day
 - Penn State University – initial land grant?
 - Grange Fair – only tent fair still university in existence
 - Penn Valley – national historic landscape
- Maintenance
 - Gregg Township in Center County has accepted liability and maintenance for any trail developed

Table 2 –

- it seems to me that the selection of a preferred route should be selected based on the desired user experience. i.e., the overall interpretive approach should guide the trail alignment through Pennsylvania.
 - good work identifying proposed routes!
 - connecting to the Susquehanna River (Northwest Lancaster Trail and crossing at (SR. 462) could help support the “resiliency” theme.
 - Cowens Gap – Tuscarora Trail
 - Pike to Bike – Bedford and Fulton Co.
 - Rt. 30 Lincoln Highway
 - Ft. Loudon – Electric Railway

Appendix I

- Momentum in Lancaster County!
- Susquehanna River
- Conewago – Lebanon

Table 3 –

- Bedford Co. Tunnels (Unique asset) (W3B)
 - old turnpike
 - remnants of south penn railroad
 - lots of the old turnpike ROW
 - old stone culverts along the route
- Southern allegheny mountain bike trails have been mapped
 - CCC Camp at Valley –Hi
 - building still remaining in state forest land
- Turnpike trail and possible use of route around Raystown Lake between Huntington and Everett
 - mountain biking
 - HB&T Railway run & East Broad Hop Railroads (Connection)
 - Route S State Bike Rout along Route 30 (scenic road for automobiles)
 - second longest highway tunnel in the U.S.
 - access to Buchannon State Fores
 - Future Turnpike Trail for bikes
 - Bedford has a great bike shop
 - Bedford springs resort (voted top resort in U.S.)
 - Washington Staying in Bedford / French and Indian War
 - Old Bedford Village (war Reinactment)
 - Historical taverns / French and Indian war history
- Franklin Co.
 - historical houses, farms and property
 - conestoga wagons made in Lancaster
 - Buchannon’s Birthplace in Mercersburg
 - C&O Canal has great history
- Look at camping along routes
 - Shawnee Lake
- As we go through this process (RAGBRAI) – Different Routes across Iowa (Towns Compete) Delineate route based on competition.
- Quecreek Mine
- Harrisburg Captiol Greenbelt
- Hiking and Rail Trails – Less Maintenance – Hikers are less excited about a rail trails (too easy). Encourage looking at a variety of easy hiking sections – We have the AT for serious hikers

Table 4 –

- Include Pike 2 Bike (Important to Commuters) in Bedford and Fulton Counties.
- Carlisle – Army heritage Museum / Army War College

- Annville Area E12 – Fort Indiantown Gap – Active Military Training Area
- Cowan’s Gap – WC3 – Forbes Rd. Forbes Road Trail, 1700’s road dug to reach Ft. Pitt to support the French and Indian War later called Varderbilia Filly???, western route through Carlisle, Bedford, Etc.
- Carlisle Indian School
- Pine Grove Furnace State Park – AT Museum, WWII POW, Iron Furnace
- Market St. Bridge between Wrightsville and Columbia, adjacent is burned bridge piers from the Civil War stopped Confederate advance. John Wright Museum.
- Gettysburg NPS Military Park
- Grand History Loop Trail – Through York Co., Adams Co., MD. 200 mile loop.
- Derry Township – Study to create safe route between Hershey and Harrisburg.
- RAGBRAI – Ride across Iowa – Every year towns compete to be on the route. Use Incentive to “Compete” for the route locations.
- 1700’s forts through the area.
 - Fort Hunter – Harrisburg
- Milton Hershey History. Factory, Chocolate World – from Hershey to Harrisburg being studied for improvement.
- Mine Disasters – Three Mile Island
- Ore Creek Mining Disaster, TMI Disaster, Knox Mine Disaster, other similar.
- Lincoln Highway motoring route, Mainline Canal Greenway – boating, bicycling, ped path.
- Sam Lewis State Park – Wrightsville – 2nd choice for national capitol, DC was 1st.
- Harrisburg – Capital Area Greenbelt- a trail that circles the Capital and the Riverfront Park Trail along the Susquehanna River.
- Native American Heritage along Juniata Path / Juniata River
- Captain John Smith Trail includes Juniata River and its branches.
- York City has site that includes old County Courthouse replica and old building that was site where Washington was going to be overthrown.
- York was capital of US when Articles of Confederation were signed.
- Burning of Chambersburg during the Civil War, rebirth afterwards.
- Sparring Hill is northern most point that Confederates reached.
- Millenium Trail from 2000 declared for Mainline Canal Greenway, Path of Flood Trail completed into Johnstown, efforts now to connect to Allegheny Portage Site (NPS) then to Hollidaysburg to existing Lower Trail, and extend then to Huntingdon.
- PA Bike Routes – all are on state roads. Not all these roads have shoulders for safe cycling, although they were planned along the best state routes available at the time. Local roads may be better for cycling, but more difficult to plan with the many municipalities that need to be dealt with.
- Give presentation to PPAC – Dec. 9 Harrisburg- See Joe Stafford for details.

Meeting notes by Harry Murray (CT&C) – 911 Trail Central Section Public Workshop 10-27-14

1. RPT – brief introduction to the meeting indicating the purpose of the meeting was to solicit help in identifying resources in the Counties of the Central Region study area.
2. David Brickley reinforced “this is your meeting” and the Alliance is looking for help with planning. Noted several committee members present; Tom Wright, Kent Taylor with DCNR, Bill Forrey
3. D. Brickley summarized history on how the trail idea developed.
Started September 15th, 2001 at a multi-state trail & greenway conference of 13 states
Looking for some way to connect the memorial to the events of 911 to Trails and Greenways
Idea proposed to connect the three national memorials.

Develop a triangular route forming the longest off road trail network in the country
Two sections generally in place; WTC to Pentagon – East Coast Greenway, Pentagon to Pennsylvania – the Great Allegheny Passage.

The third leg, from the GAP to Flight 93 and the back to the WTC is the subject of this study and will form the longest long distance trail in PA. The section across northern New Jersey is largely already in place as the Liberty-Water Gap Trail

Looking for connectivity along the route

Criteria:

- a. It’s the east to west route linking two national memorial sites. In PA from Flight 93 to the Delaware River linking to the Liberty (referencing the Statue of) –Water Gap Trail.
- b. Honor key points in PA, 911 memorials plus sites relating to the founding of the country or historic events reflecting patriotism and resilience. Johnstown – the flood, resilience, Bethlehem – the steel industry, resilience.

It’s a thematic, pilgrimage trail.

Plan is to create a cycling and hiking trail with a related motorcycle, public transit and motor vehicle routes.

4. RPT – Again the purpose of the meeting is for input and gathering information on trail resources, sites, maintenance and management potentials. The information will be used to develop layers that can be analyzed to develop the best route recommendations.
5. Slide show
6. During the slide show a question was raised regarding reversionary rights along the former B&O Railroad (now CSX).

7. D. Brickley noted that the Liberty to Water Gap is a series of 6 local trails interconnected to form the 150 mile route.
8. It was noted that the East Coast Greenway is a 1200 mile trail network along the East Coast from Maine to Key West.
9. RPT noted that the trail planning will also identify local groups interested in implementing and managing the trails such as Somerset County.
10. Bicycle PA was raised as a resource and it was recommended that appropriate routes be included. Signing the routes might be an issue.
11. The “Pike 2 Bike” effort was noted as a potential resource using the abandoned section of the PA turnpike in Bedford and Fulton Counties.
12. Group broke into 5 tables for group discussions.
13. Table 5 discussion (Tim and Harry with Dennis)
Dennis is an AT hiker and works with a group responsible for maintaining a section of it. Note that there are 2 types of AT hikers, day hikers and those that do the entire length every year.

These hikers look for the varying challenges of the AT conditions.

“Easiness” was raised as an issue by Dennis and he felt that for the purposes of the 911 trail an easy route was preferred to appeal to more users. He also felt this would make the trail less attractive to the groups of AT users he generally hikes with.

Trail maintenance is also an issue. He noted there are not many people involved in it and a trail like the AT is a high maintenance condition. He suggested that the 911 trail routes might want to be selected for conditions that offered ease of maintenance.

He mentioned the Clarks Ferry Bridge and the East-West Rail line.

He noted RT. 147 up to Halifax.

For on road bike routes he suggested roads with at least 6 foot wide shoulders.

He offered to volunteer to scout Central Section routes with Tim.

TABLE REPORTS

TABLE 2

Trail efforts in southern Lancaster County were suggested

Connections to trails along the Susquehanna River – Lebanon Valley Rail Trail were noted

Lincoln Highway into Fulton County

“Pike 2 Bike” noted

“Overall interpretive approach” should be the primary guide to route selection

TABLE 3

Connection to Bedford PA via RT 30

“Pike to Bike” recommended

Bedford Springs Hotel – History includes George Washington and the French & Indian War

Raystown Lake noted

East Broadtop RR – National Historic Landmark

Mountain Biking – Civilian Conservation Corp Work Camp

Remnants of the South Penn RR

Turnpike (Pike 2 Bike) presents one of the best opportunities – easy grade for ease of use – longest tunnel was noted

Wounded Warrior Project was noted in relation to ease of use for the overall trail

TABLE 4

Pike to Bike topped their list

Annville Area (E12) – Fort Indiantown Gap (Active Military Training Center)

Cowan’s Gap State Park

Carlisle Indian School

Gettysburg

Bicycle Route S

Iowa Bike Ride (RAGBRAI) was noted for process of participation – towns compete to be along the route

Other disasters – Quecreek Mine Rescue noted

Connection to the Capital Area Greenbelt in Harrisburg

PA is so rich in sites people don’t have to stay on the route – side trips

Consider not planning as one single route and market as a corridor

TABLE 5

Hike difficulty and maintenance are issues along the AT

Recommended use of rail-trails and canal-trails for ease of use and maintenance

Develop a single standard for the route conditions and use it as a standard for selecting routes

Make it easy to use



SIGN-IN SHEET

Project: SEPTEMBER 11th MEMORIAL TRAIL FEASIBILITY STUDY

Date: 10/27/2014 Meeting: CARLISLE PUBLIC MEETING

TPW Design Studios - Landscape Architecture + Planning
310 Elmwood Boulevard - York, Penna. 17403
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SIGN-IN SHEET

Project: September 11th Memorial Trail Feasibility Study

Date: 10/27/2014 Meeting: CARLISLE PUBLIC MEETING

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THE SEPTEMBER 11TH NATIONAL MEMORIAL TRAIL FEASIBILITY STUDY – Delaware Water Gap to Flight 93 Memorial

PUBLIC MEETING/WORKSHOP #1- Eastern Region

Thursday, October 16, 2014 from 7:00 PM - 9:00 PM
Victory Fire House, 205 Webster Street, Bethlehem, PA 18015

Meeting Minutes:

1. David Brickley began the evening workshop by thanking everyone for their attendance and provided a brief introduction for the September 11th National Memorial Trail. This trail is of national significance and will provide a physical linkage connecting the three memorials that commemorate the tragic events that occurred at the Pentagon, Flight 93 crash site near Shanksville, Pennsylvania, and the World Trade Center on September 11, 2001.
2. David Brickley proceeded by asking the project study committee members, the consulting team, and all workshop attendees to introduce themselves.
3. After brief introductions, Robert Thomas of the consulting team addressed the audience and went over the general format for the evening workshop. A minor technical difficulty delayed the project slide show, so Bob Thomas proceeded with the project description and summary, explaining why everyone is here today and what we look to accomplish. The slide show presentation was provided later in the evening without incident.
4. In conclusion of the project description and summary, Bob Thomas instructed the audience to break into small groups of 6-8 people, each around an overall map at each table to review ideas on routes, sites, and points of interest to be served. Members of the steering committee and/or the consulting team helped facilitate the discussion at each individual table and appointed a “scribe” to take notes and provide feedback to the overall group. These small group discussions proceeded for 30-45 minutes.
5. After the break out groups had gathered ideas, Bob Thomas took the time to go through the slide show; this provided greater detail to possible route opportunities and key regional assets that exist in the region. He explained that this trail feasibility study is not solely focusing on an off-road multiuse trail route, but it has the opportunity to incorporate an on-road motorcycle touring route.
6. Following the presentation, each breakout group provided feedback to the greater audience. The following ideas and suggestions were discussed by the four tables:

Group One (Primarily focused on historical sites and existing trails in the eastern region)

- Group one listed Valley Forge, Gettysburg, Harrisburg, York, and Lancaster as key historic places to connect to.

- Cornwall Furnace and Hopewell Furnace N.H.S. were also listed as valuable historic locations.
- Proposed 911 Trail connections and routes from Northampton County were discussed. These included a route from Portland to Bangor, Bangor to Pen Argyl, Pen Argyl to Wind Gap, Wind Gap to Jacobsburg State Park via parts of the Plainfield Township Trail, Jacobsburg State Park to Easton via parts of the Palmer Bikeway, and Easton to the D&L Trail.
- There was also discussion of a connection to Monroe County's Cherry Valley National Wildlife Refuge and an interest to incorporate the Pennsylvania Highways State Bike Route "S".

Group Two (Focused on historical towns, key destinations, and trails)

Noted assets include:

- Nesquehoning Kovatch Fire Truck Manufacturer.
- The Fireman's Drinking Fountain in Slatington.
- Easton, PA as a major connection. Easton is where the first public reading of The Declaration of Independence took place only four days after it was adopted in 1776. Easton is also the home of Georg Taylor, who was a signer of the Declaration of Independence.
- Washington Crossing should be connected.
- Bethlehem is home to the Steel Stacks and Blast Furnace Welcome Center.
- Potential trail links should include the Saucon Rail-Trail and the South Bethlehem Greenway.
- The D&L Trail should be a major connector from Easton to Trenton
- Jim Thorpe was home to coaling transportation industrialists Asa Packer, Josiah White, and Erskine Hazzard.
- Wrightstown Veterans Cemetery is historically significant.
- Columcille Megalith Park in Bangor, PA.
- A group member also recommended that we discuss historical facts/places with Martha from the National Canal Museum in Easton, PA.

Group Three (Looked primarily at links from the Liberty Water Gap Trail)

- The Liberty Water Gap can be linked at Portland via Route 611. A spur off of 611 in Upper Mount Bethel can link to Bangor, which was known for state industry and quarrying. Route 611 can also connect to Bethlehem and the D&L Canal via Easton.
- Rout 191 parallels the Appalachian Trail and has amazing panoramic views at the border of Monroe and Northampton Counties.
- Kirkrigde Retreat Overlook is part of a conservation easement that will ultimately be home to miles of trails. Cherry Valley National Wildlife Refuge is located across the street from Kirbridge Retreat Overlook.

- Old Route 22 can be used to connect to areas near Hershey, the Indiantown Gap National Cemetery, Harrisburg, and Shartlesville.

Group Four focused on the areas in the Lehigh Valley.

- This group noted that Bethlehem has all the amenities listed on the Questionnaire: commemorative sites, restaurants/food stores, historic sites, trail related lodging and retail services, museums and cultural institutions, recreation sites, transportation, and areas of worship.
- The D&L trail should be a major connector, as it links Easton, Bethlehem, and Allentown.
- Other points of interest throughout the broader region include the Pinnacle hiking destination, the Yuengling brewery in Pottsville, Jim Thorpe Borough, and the canal and lock systems.

7. Following the large group discussion, Bob Thomas and David Brickley answered any additional questions and thanked everyone for attending. Bob Thomas provided his e-mail address, so the audience can reach out with any future questions and concerns.

8. The questionnaires, maps, and log sheets that had been provided to attendees as they entered, were gathered by the consulting group for analysis.

SIGN-IN SHEET

CT & C

Project:

Public Workshop #1 Bethlehem.

Date: 10-16-2014

Meeting #:

Campbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1636
 Tel:215-545-1076—Fax:267-336-0209—Email:thomas@campbellthomas.com
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1 of 2

SIGN-IN SHEET

CT
&C

Project:

Date: 10-16-2014 Meeting #: Public Workshop #1 Bethlehem.

Campbell Thomas & Co.—1504 South Street—Philadelphia PA 19146-1636
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September 11th Memorial Trail Feasibility Study
Western Section Public Meeting at Hollidaysburg, PA YMCA, October 21, 2014

The following comments were gathered from the meeting attendees at 6 “breakout session” tables:

Table 1 – If the intent of the 9-11 Memorial Trail is to “Celebrate America”, then part of it should fall on America’s first cross-country highway - The Lincoln Highway (Rt. 30)

- Existing bicycle route (Route S) in existence since 2003
- Completed PennDOT approved section maps
- Route designed by PA pedestrian & Pedal Cycle appointed by Gov. Tom Ridge under the auspices of State Rep. Rick Geist.
- Route is part of a system of signed cross state bike routes.
- Route starts in the east at Washington Crossing and connects Valley Forge,
- Gettysburg, Buchanan’s birth place, Caledonia State Park, Buchanan State Forest
- The abandoned State Turnpike (Pike 2 Bike) in Fulton/Bedford counties
 - Whiskey Rebellion in Bedford, New Baltimore (which is the easiest crossing of the Allegheny Front) to Roxbury, to Shanksville & Flight 93NM
- No need to reinvent the wheel; it’s been done.

Table 2 – FLNM to Johnstown:

- CSX has an active train route 2 lines wide from Johnstown to Somerset. This line passes within 1 to 1.5 miles of FL 93. (Feasibility study done on part of this route)
- Johnstown area
 - Johnstown has connections, part on, part off, through the city, past Johnstown Flood Museum to the Path of the Flood Trail, which goes through the oldest railroad tunnel in America.
- Johnstown to Lower Trail
 - Path of the flood goes through Mineral Point
 - Ghost Town trail goes through Nanty Glo
 - An old Trolley line connects these places
 - Ghost Town Trail gets to Ebensburg and the rail gets to Gallitzin where it's very close to 6-10 Trail of the Allegheny-Portage Railroad NHS; close to Lower Trail
- Lower Trail
 - Connects to Williamsburg at the far side of Huntingdon County

- Table 3 – “We favor the Northern most route towards Johnstown”
- Flood of 1889 – Johnstown Flood Memorial
 - Inclined Plane – Johnstown Flood Museum
 - Thunder in the Valley motorcycle gathering in June (draws tens of thousands of visitors from all over the nation)
 - Towards Hollidaysburg @ Summit Trail via pathway of the Flood Trail and 6 - 10 Trail (contact Larry Custer) – both trails completed
 - Lemon House and Portage Railroad (Historical Significance)
 - Mainline Trail
 - To Mount Union via Lower Trail through Watergap (feasibility studies have been completed)
 - Mount Union – Underground Railroad significance and availability of River access (Blueways) DCNR funded improvements (contact Jane Sheffield)

- Table 4 – “Our table was very enthusiastic about the northern corridor towards Johnstown, Cresson, Hollidaysburg, Huntingdon, Mount Union.”
- There is already an established touring route through the Alleghenies
 - It follows the mainline of the RR and enables bicyclists and hikers to use the train (Amtrak needs to allow bicycles on the train)
 - For Veterans, Raystown has the “America the Beautiful” Veterans Discount Program
 - The Lower Trail is transportation corridor to canal system with interpretive signs – a very scenic and peaceful ride
 - Trans Allegheny Trail (www.transalleghenytrails.com) includes The Lower Trail
 - The Northern corridor can use Economic Development. It has great natural resources but could benefit from an influx of visitors.
 - Transportation history – Native American Trails, canals, trains, river trails make it a national story to tell
 - Long list of things to see:
 - Johnstown Steel, Flood museums, Portage RR, Portage RR Trail, Horseshoe Curve,
Altoona RR Museum, Hollidaysburg Canal Par, Canoe Creek State Park, Lower Trail,
Brick Yards in Alexandria, Raystown Lake
 - Thousand Steps near Mapleton
 - Right Of Way for Huntingdon Broadtop RR
 - Corridor follows beautiful Juniata River
 - Lewistown – remnants of PA Canal
 - Harrisburg – Wildwood Nature Center has remnants of PA Canal
 - Automotive Museum on Route 22, Huntingdon, PA
 - Route would connect with Ghost town trail in Ebensburg

Table 5 – Ideas:

- Shanksville to Johnstown along Stony creek River along old CSX corridor
- Jim Mayer Riverswalk Trail to Path of the Flood Trail from Tire Hill to Mineral Point on East side of Johnstown (Through Staple Bend Tunnel) existing Trails
- Mineral Point to Nanty-Glo on Salt Lick Trail (old trolley line)
- Nanty-Glo to Ebensburg on Ghost Town Trail (existing trail)
- Ebensburg to Gallitzin on back roads with possible rail corridor
- Gallitzin to Duncansville on Muleshoe Rail Corridor and 6 to 10 Trail (NPS Trail)

- NOTE: Salt Lick Trail to Ghost Town Trail corridor would be easier to build than Mineral Point to Cresson along RT 53.

Table 6 –

- Current initiative by Rails to Trails of Central PA, PennDOT Dist. 9 & Canoe Creek State Park to link the park to The Lower Trail at Flowing Spring.
- Discussions underway with property owners to obtain easements to extend The Lower Trail to Hollidaysburg and West to 6-10 Trail
- 1,000 Steps Hiking Trail (part of Standing Stone Trail) at Mapleton, PA
- Segment of Main Line Canal watered at Riverside Campground just West of Lewistown – motorized boat rides available
- Access to Amtrak w/bicycles would be ideal. It can make or break a person's decision to do a trip – needs to be considered
- Very enthusiastic about the possibility of following the Main Line Canal Greenway; obviously steeped in history
- Mount Union stop on the Underground Rail Road
- 2 PA Turnpike tunnels – Pike 2 Bike (Don Schwartz – Bedford Co. Planner (814) 623-4827



September 11th
Memorial Trail
Public Meeting Comments

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September 11th
Memorial Trail

Public Meeting Comments

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Project Meetings for Flight 93 to Delaware Water Gap Feasibility Study

Both meetings were instrumental in discovering options, precedent studies and status of the DOT flyover project for SR 6219:

June 27th, 2014:

JSL and Brett Hollern met at Somerset County with DOT District 9-0 Project Managers to discuss the location, scope and alignment of the SR 6219 overpass project. While the SR6219 overpass construction has eliminated the former B&O R.O.W., potential exists for PennDOT to provide a trail or one lane maintenance road for use by Somerset County. (Exhibits depicting configuration of this location to be included as Appendix)

May 20, 2015:

Team members (Consultants and 9/11 Alliance Staff) met at Stonycreek Township Municipal Building, reviewed several maps and proceeded to view several remnant segments of old railroad and/or trolley beds. The meeting revealed a high level of support, interest and commitment to assist in the implementation of a signed share the road program as a short term alignment from Berlin to Shanksville. Also, the Townships unveiled a previously explored off road trail along Stonycreek concept that would connect Berlin Borough to the Community Park, under The PA Turnpike and potentially all the way to Shanksville Borough.