

Knox & Kane Rail Trail

link to the great outdoors



Feasibility Study

August 30, 2011



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ACKNOWLEDGEMENTS

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TABLE OF CONTENTS

CHAPTER ONE: Introduction-	1-1
Study Purpose	
Regional Overview	
Overview of the Knox Kane Railroad	
Project Area Description	
Communities Along the Corridor	
The Planning Process	
Review of Existing Planning Documents	
CHAPTER TWO: Physical Inventory & Assessment of the Corridor-	2-1
Project Area Inventory and Resources	
Segment Descriptions	
Existing Site Conditions	
Physical Analysis Conclusions	
CHAPTER THREE: Demand for and Potential Trail Use-	3-1
Demand For and Potential Trail Use	
Trail Case Study Overview	
CHAPTER FOUR: Citizen Participation-	4-1
Knox & Kane Public Participation Process	
Steering Committee	
Project Website	
Key Person Interviews	
Public/Open House Meetings	
Landowner’s Meetings	
User Group Focus Meetings	
Conclusions	
CHAPTER FIVE: Trail Towns and Whistle Stop Communities-	5-1
Trail Towns: A Valuable Asset	
Trail Town Attractions	
Regional Greenways Plans: Trail Town Recommendations	
Applying Trail Town and Hub Recommendations to the Knox Kane Feasibility Study	
Becoming A Trail Town	
Community Perspective on their Trail Town Potential	
Trail Town Public Space Capital Improvements	
Specific Recommendations	
CHAPTER SIX: Conclusions and Recommendations-	6-1
Benefits of Trails and Greenways	
Legal Feasibility	
Physical Capacity	
Political Will	
Management and Operational Capacity	
Mitigation Measures	
Pilot Project	

TABLE OF CONTENTS

CHAPTER SEVEN: Trail Concept Plan-	7-1
Project Goals	
Trail Concept	
Trail Tread	
Motorized Linkages	
Alternate Routes	
CHAPTER EIGHT: Trail Operation, Maintenance and Security-	8-1
Who will Own and Manage the Knox Kane Rail Trail	
Organization	
Organizational Options	
Trail Management	
Safety and Security	
Liability Concerns and Protection	
What to do Next	
Funding	
Federal Funding Sources	
CHAPTER NINE: Financial Feasibility-	9-1
Trail Development Costs	
Land Acquisition / Trail Use Agreement	
Development Phasing	
Pilot Project Development Costs	
APPENDIX A-	A-1
APPENDIX B-	B-1
APPENDIX C-	C-1
APPENDIX D-	D-1
APPENDIX E-	E-1
APPENDIX F-	F-1

INTRODUCTION

STUDY PURPOSE

The purpose of this project was to conduct a feasibility study for establishing a rail-trail within the Knox-Kane rail corridor. The feasibility study considers the potential benefits and negative impacts of a trail system, environmental constraints, legal feasibility, and community input, as well as develops recommendations for facilities, uses and implementation. The outcome of the feasibility study outlines the corridor's potential as a multi-use trail, and determines the viability of the corridor for motorized and/or non-motorized use. A key component of the study is the identification of demonstration projects and potential partners for trail development.

This study provides a roadmap for developing the Knox Kane Rail-Trail Corridor, based on extensive public input. Local support is a critical piece for developing the trail corridor, and only those sections with local support should be developed.

REGIONAL OVERVIEW

This project is truly a regional project, spanning four counties (Clarion, Forest, Elk, and McKean) and two Local Development Districts (Northwest Pennsylvania Regional Planning and Development Commission and North Central Pennsylvania Regional Planning & Development Commission.) All four counties are also part of the 12-county Pennsylvania Wilds Conservation Landscape Initiative, which promotes projects such as this that provide sustainable economic development and improve quality of life for residents and visitors.

Demographic data for each county are below.

County	2010 Population	Population % change, 2000 to 2010	Area, Sq mi	People, Sq mi	Average Age
Clarion	39,988	-4.3%	602.44	66.4	39.4
Elk	31,946	-9.0%	828.65	38.6	45.1
Forest	7,716	56.0%	428.12	18.0	43
McKean	43,450	-5.4%	981.57	44.3	41.5

OVERVIEW OF THE KNOX KANE RAILROAD

The Knox-Kane Railroad began operations after it acquired the right-of-way from the Baltimore and Ohio Railroad in 1982. The primary function of the railroad was to provide service between Knox in Clarion County and Kane and Mt. Jewett in McKean County. In addition to transporting freight, such a coal, the Knox-Kane Railroad ran a tourist operation from Marienville through Kane across the Viaduct at Kinzua Bridge State Park. Although the tourism market became more important to the Knox Kane Railroad as freight deliveries in the region decreased, the tourism operation suffered a fatal blow when a section of the Kinzua Viaduct was toppled by a tornado in 2003. The tourist train limped on into 2006, when it ceased operations due to lack of ridership. The Knox-Kane Railroad was sold at auction in 2008 to the Kovalchick Corporation, a steel scrap company based in Indiana, PA. In 2009, the Kovalchick



INTRODUCTION

Corporation filed for an abandonment exception of the railroad, and the Kovalchick Family Trust filed to railbank the corridor for interim trail use.

Number of Trails developed from Rail banking in PA

- *Armstrong Trail—34.8 miles*
 - *Great Allegheny Passage—43 miles*
 - *Hoodlebug Trail—10 miles*
 - *Lebanon Valley Rail-Trail—14.5 miles*
 - *Palmer Township Rail Trail—7.8 miles*
 - *Pine Creek Rail Trail—62 miles*
 - *Snow Shoe Trail—18.5 miles*
 - *Warren-North Warren Bike Trail—3 miles*
 - *Panhandle Trail—29 miles*
- 9 Trails totaling 219.8 miles**

PROJECT AREA DESCRIPTION

The project area begins, to the south at milepost 95.3 at North Clarion Junction, PA and extends to milepost 165.2 at Mt. Jewett, PA for a distance of 69 miles. In addition, the project area considers the connection from Mt. Jewett to Kinzua Bridge State Park (approximately 3.9 miles), which is also under Kovalchick ownership and is railbanked, and the connection from Knox to North Clarion Junction (approximately 12.4 miles), which had been abandoned previously and reverted to the original property owners.

COMMUNITIES ALONG THE CORRIDOR

The Knox-Kane corridor transverses 11 municipalities, including the boroughs of Kane (population 3,730) and Mt. Jewett (population 919) in McKean County, the village of Marienville in Jenks Township (population 3,629), Forest County and the village of Leeper in Farmington Township (population 1,934), Clarion County.

Proposed trail towns along this corridor include Kane, Mt. Jewett, Marienville, and Leeper. In addition, potential hubs include the Kinzua Bridge State Park and Lantz Corners in McKean County, and Russell City and Lamont in Elk County. The trail corridor also passes through or near Knox and Shipperville in Clarion County, and the Cook Forest State Park.

THE PLANNING PROCESS

The planning process for the study was designed to determine the feasibility of developing a rail trail within the former Knox and Kane railroad corridor. The focus of the plan was to determine :

1. **Ownership** -Is it legally feasible to develop the trail?
2. **Physical Capacity** - Is it physically possible to develop the trail?
 - Motorized (snowmobile, ATV)
 - Non-motorized (bicycle, walking)
 - Non-motorized (equestrian)
3. **Political Will** - Is there political will and support to build the trail?
 - General public
 - Landowners
 - Economic development interests
 - Communities
 - Public Officials



INTRODUCTION

4. Management & Operational Capacity - Is there management capacity to operate and maintain the trail?

Management Entity

Partnerships

Funding: capital and operations

Liability

REVIEW OF EXISTING PLANNING DOCUMENTS

The conversion of the Knox Kane Rail corridor to a public trail has been discussed in numerous planning documents for the region. Each document sets forth specific recommendations supporting the development of a trail. Benefits to the region outlined include recreational, economical, social, transportation, cultural, historical and ecological. The following existing planning initiatives were reviewed as part of the planning process:



- ◆ Clarion County Greenways Plan
- ◆ Forest County Greenways Plan
- ◆ North Central Pennsylvania Greenways Plan
- ◆ Forest County Tourism Assessment Report
- ◆ Making an Impact—2010 Update on the Pennsylvania Wilds Initiative
- ◆ Outdoor recreation in the 21st Century The Pennsylvania Wilds
- ◆ Kinzua Bridge State Park Recreational Assessment
- ◆ Knox Kane combined Environmental and Historic Report
- ◆ Allegheny WILD! A citizens Vision for the Allegheny Nation Forest
- ◆ Pennsylvania ATV Riders and Their Needs



INTRODUCTION

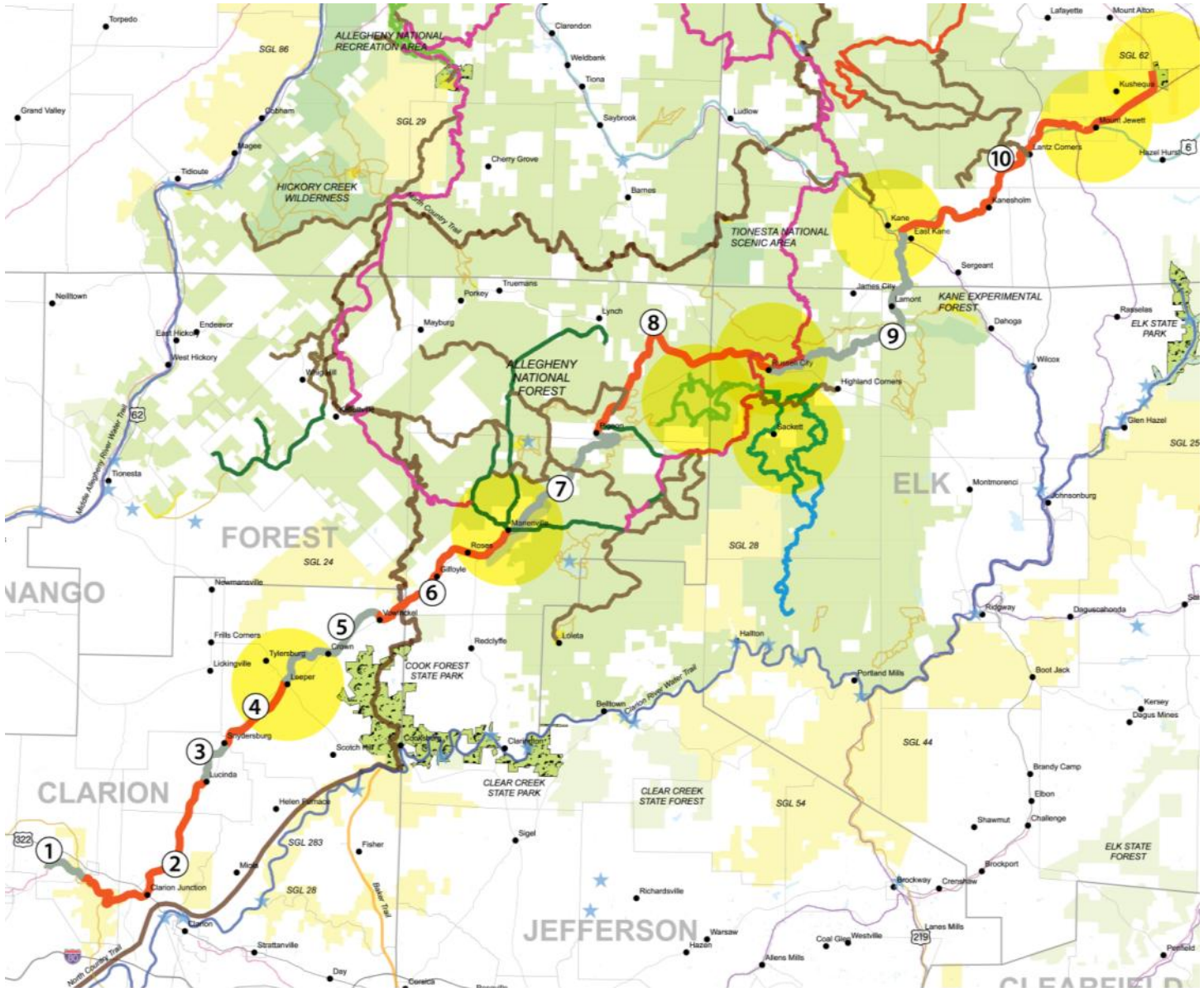
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PROJECT AREA INVENTORY AND RESOURCES

The Knox and Kane railroad corridor traverses four counties in Pennsylvania. The corridor begins at Clarion Junction in Clarion County and travels northeast through Forest, Elk, and McKean Counties. The overall length of the railbanked corridor segment is 69.9 miles. As a railroad corridor, the line was developed to be as level as possible and thus follows a winding path within the moderately hilly topography through which it exists. The corridor passes through primarily rural landscapes and small towns. Although most of the adjacent lands are undeveloped and approximately 25 miles of the corridor is within or adjacent to lands of the Allegheny National Forests (ANF), there are limited long views. The corridor parallels State Route 66 in Clarion, Forest and Elk counties, and U.S. Highway 6 in McKean County. The corridor is often within site of these two major arteries, resulting in numerous road crossings. At present, the rails along the corridor are being removed leaving the existing railbed.

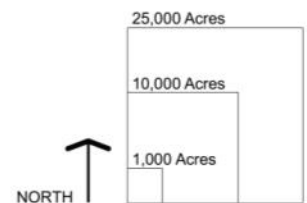
Given the length of the corridor, the corridor analysis was compiled based on a review of the best available archival information and the planning teams walking assessment of the corridor on October 26th to October 28th, 2010. Although the project limits for the railbanked section of the corridor stretches from the North Clarion Junction to Mt. Jewett, the site analysis and walking assessment also included approximately 8.5 miles of corridor from North Clarion Junction southwest to Knox, and approximately 3.9 miles of corridor from Mt. Jewett to Kinzua Bridge State Park.

PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR



LEGEND

- | | | | |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|----------------------------------------|
| Knox & Kane Railroad | REGIONAL AMENITIES | TRAILS | Red Bank to NY State Snowmobile Route |
| County Boundary | National Forest | State/National | Allegheny State Forest Snowmobile Loop |
| Municipal Boundary | National Recreation Areas | Regional | Destinations |
| Interstate/US Highway | State Forest | Local | Trail Segments |
| Major State Highway | State Park | State Bicycle Route | |
| Lake/Pond | State Gamelands | Water Trail | |
| Populated Places | Allegheny National Forest Recreation Areas (includes campgrounds, trailheads, canoe launches and other recreation areas) | ATV Trail - No Snowmobiles | |
| RAILROADS | Public Boat Access Points | ATV Trail - Available for Snowmobile Use (Not Groomed) | |
| Active Railroad | | Snowmobile Connector | |
| Inactive Railroad | | Township / Municipal Road - Snowmobile Joint Use | |



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

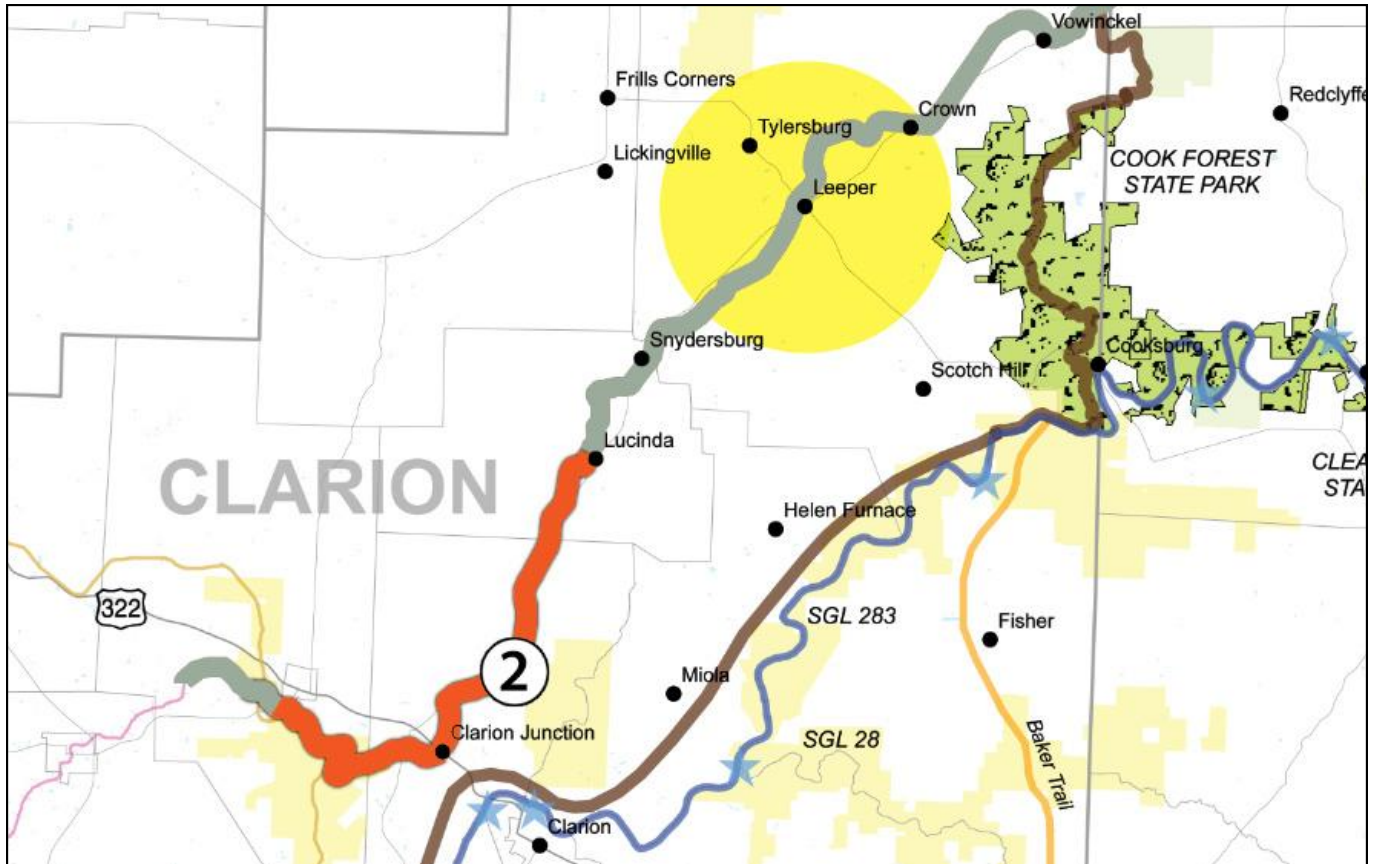
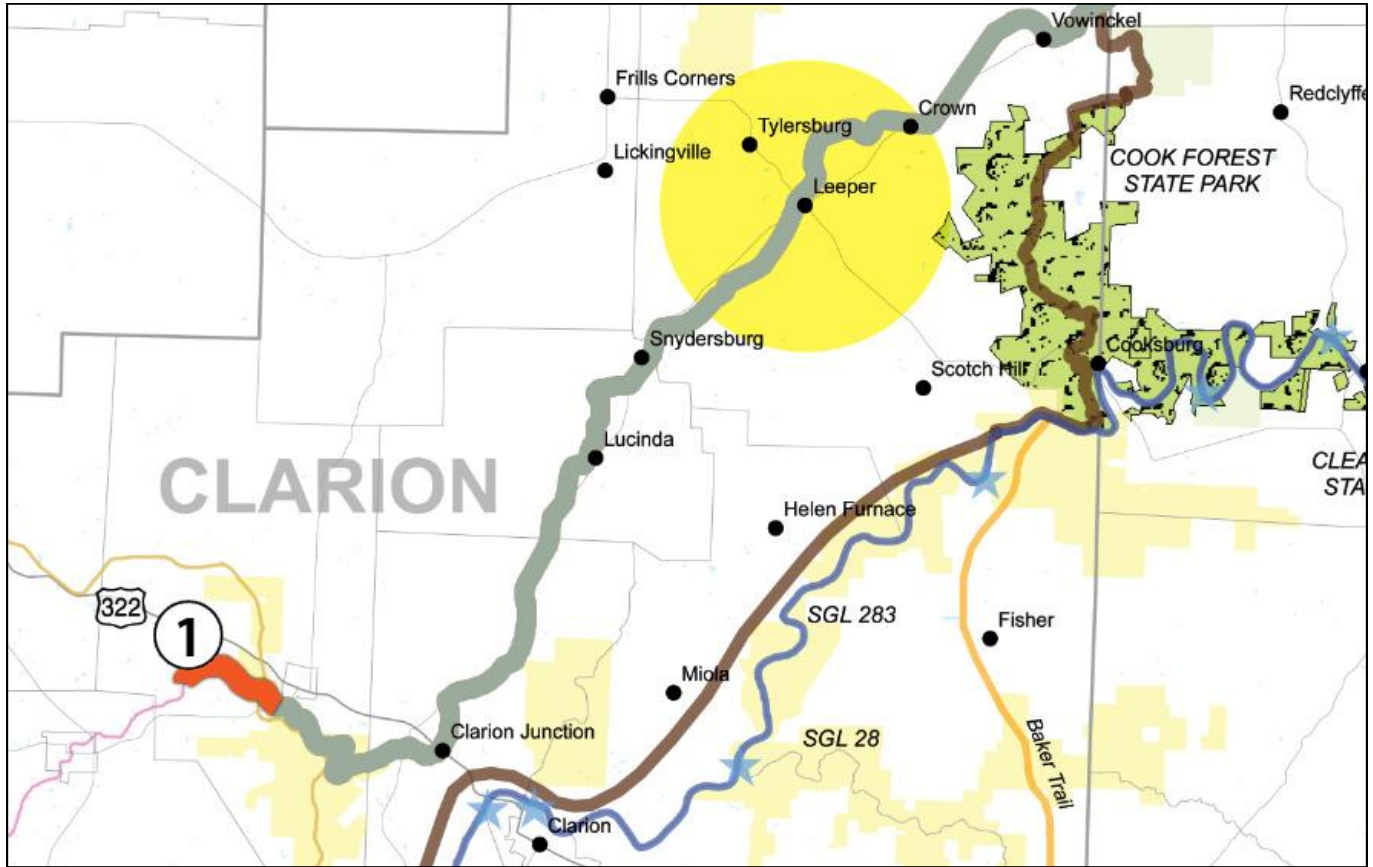
SEGMENT DESCRIPTIONS

Segment #1: Knox to Shippenville

- ✦ Ohio Street to State Route 208 crossing
- ✦ 4.5 Miles
- ✦ 7 crossings (2 state roads)
- ✦ 2 bridges (No. 1 -578', No. 2 -35')
- ✦ Bridge No. 1 has been burnt at northern end
- ✦ 8 - 10' clear width
- ✦ Rails and ballast removed
- ✦ Sections maintained
- ✦ Signs of ATV use adjacent to corridor
- ✦ NCT—North Country National Scenic Trail crossing
- ✦ Travels through State Game Lands 63



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

Segment #2: Shipperville to Lucinda

- ✦ State Route 208 crossing to Old Fryburg Road
- ✦ 10 Miles
- ✦ 15 crossings (4 state roads)
- ✦ 1 bridges (Bridge No. 3)
- ✦ 8 - 10' clear width - mostly clear - varied corridor widths
- ✦ Rails and ballast removed
- ✦ Sections maintained through State Game Lands
- ✦ Several areas of steeply sloping banks - 50'+
- ✦ Very scenic and isolated
- ✦ Gas line appears to be located in corridor

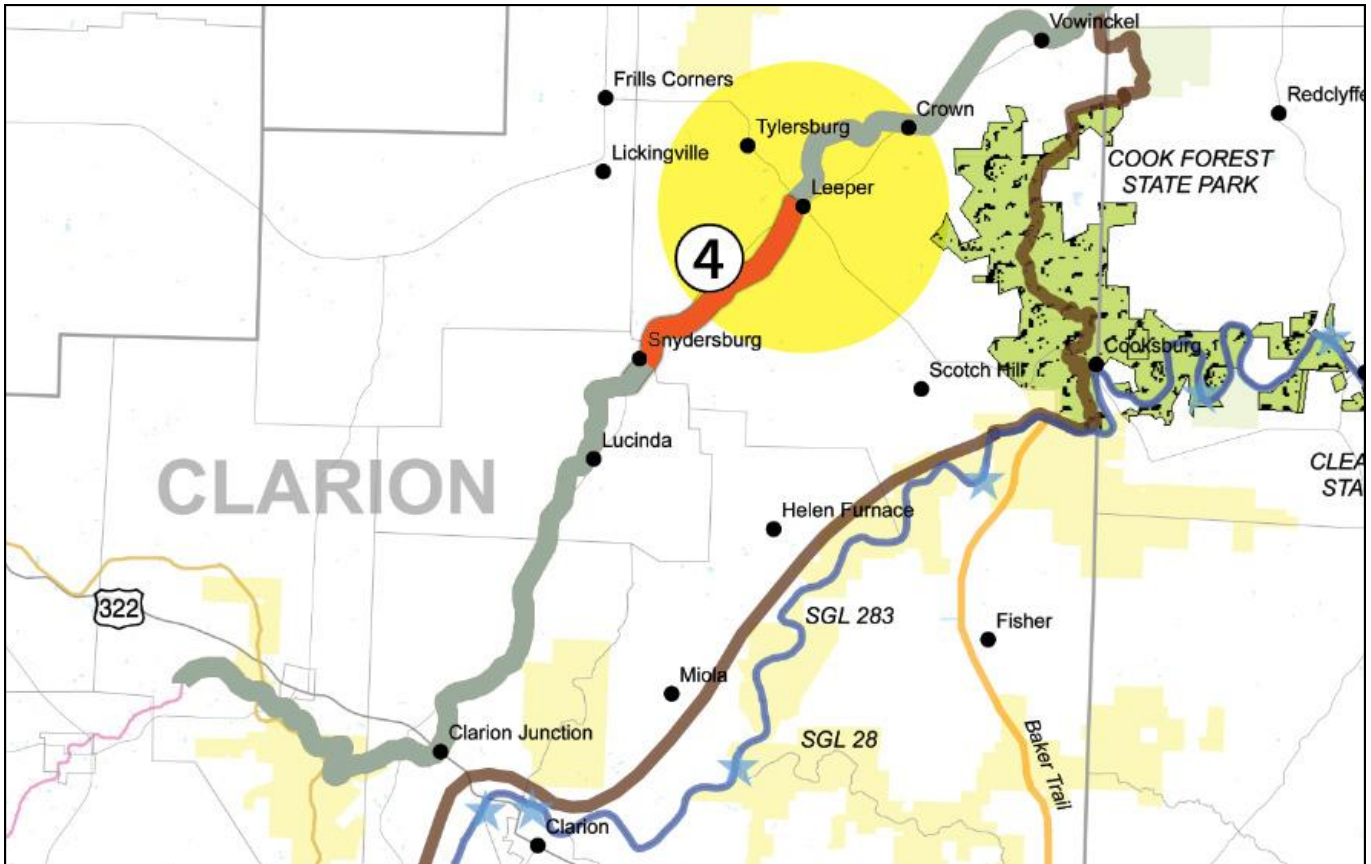
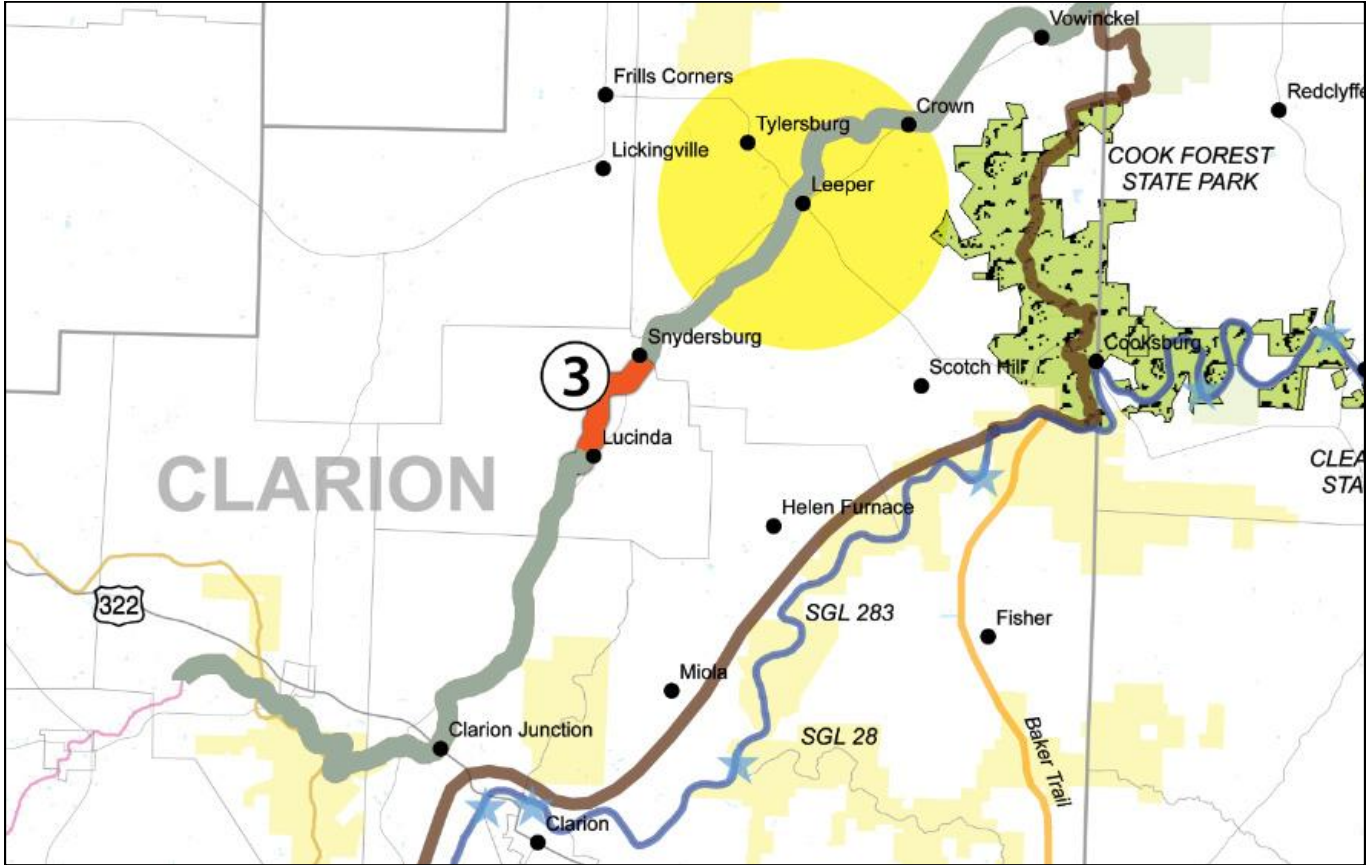


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Segment #3: Lucinda to Snydersburg

- ✦ Old Fryburg Road to Sarveymill Road
- ✦ 2.2 Miles
- ✦ 4 crossings (2 state roads)
- ✦ 0 bridge
- ✦ 8 - 10' clear width - mostly clear - varied widths
- ✦ Rails removed in sections
- ✦ Several areas of steeply sloping banks - 50'+
- ✦ Mostly along State Route 66

PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

Segment #4: Snydersburg to Leeper

- ✦ Sarveymill Road to State Route 36
- ✦ 4 Miles
- ✦ 7 crossings (5 state roads)
- ✦ 0 bridges
- ✦ 8 - 10' clear width - mostly clear - varied widths
- ✦ Rails and ballast intact
- ✦ Relatively gently sloping topography
- ✦ Mostly along State Route 66

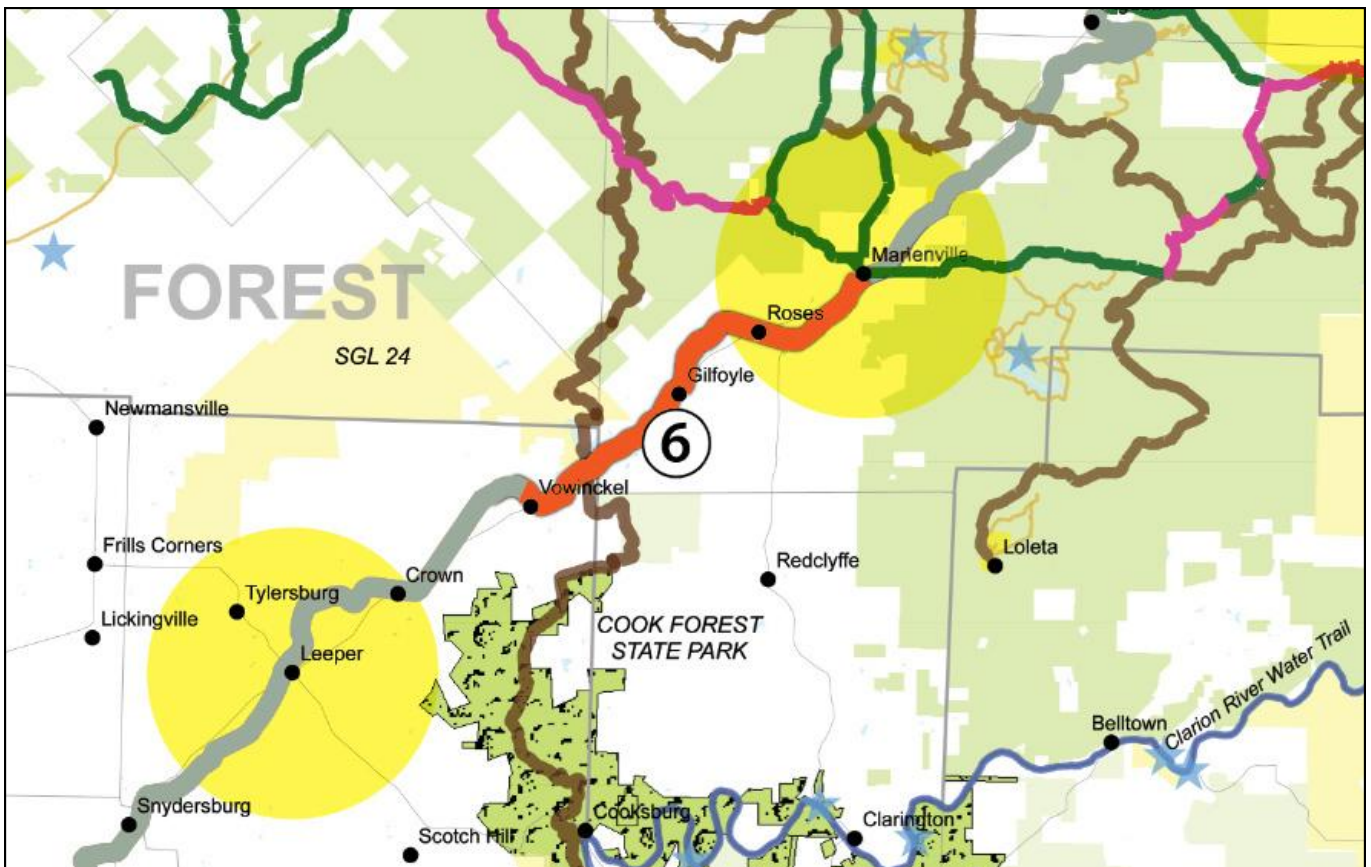
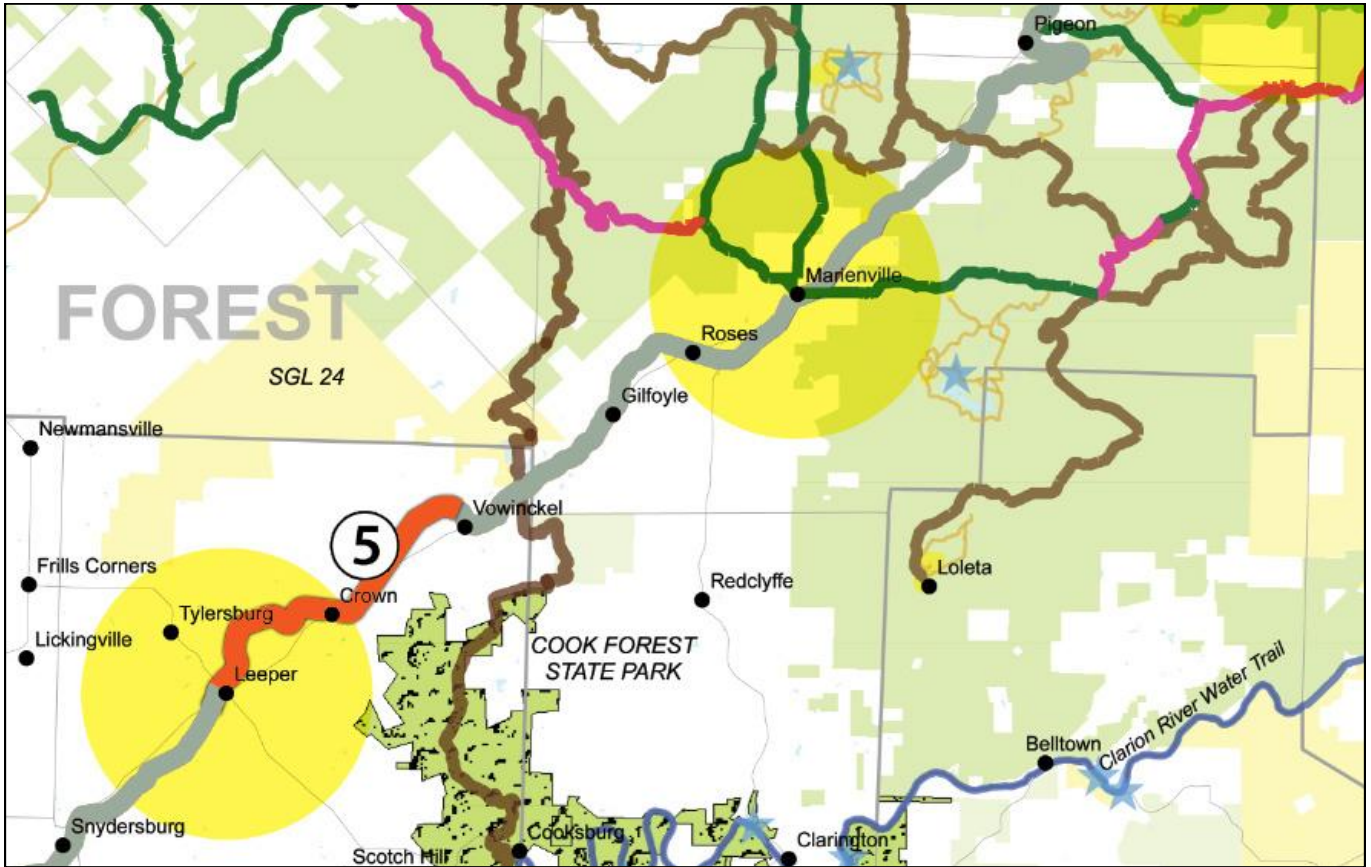
PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

Segment #5: Leeper to Vowinckel

- ✦ State Route 36 to McDonald Drive
- ✦ 5.7 Miles
- ✦ 7 crossings (2 state roads)
- ✦ 0 bridges
- ✦ 8 - 10' clear width - mostly clear - varied widths
- ✦ Rails and ballast intact
- ✦ Relatively flat



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

Segment #6: Vowinckel to Marienville

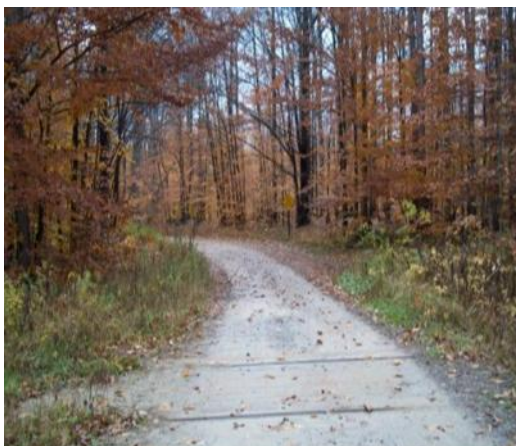
- ✦ McDonald Drive to South Forest Street
- ✦ 8 Miles
- ✦ 10 crossings (6 state roads)
- ✦ 0 bridges
- ✦ 8 - 20' clear width - mostly clear - varied widths
- ✦ Rails and ballast intact
- ✦ Relatively gently sloping topography
- ✦ Several structures within 30' of tracks
- ✦ Hunting Camps
- ✦ Side slopes dropping from 5 to 15'



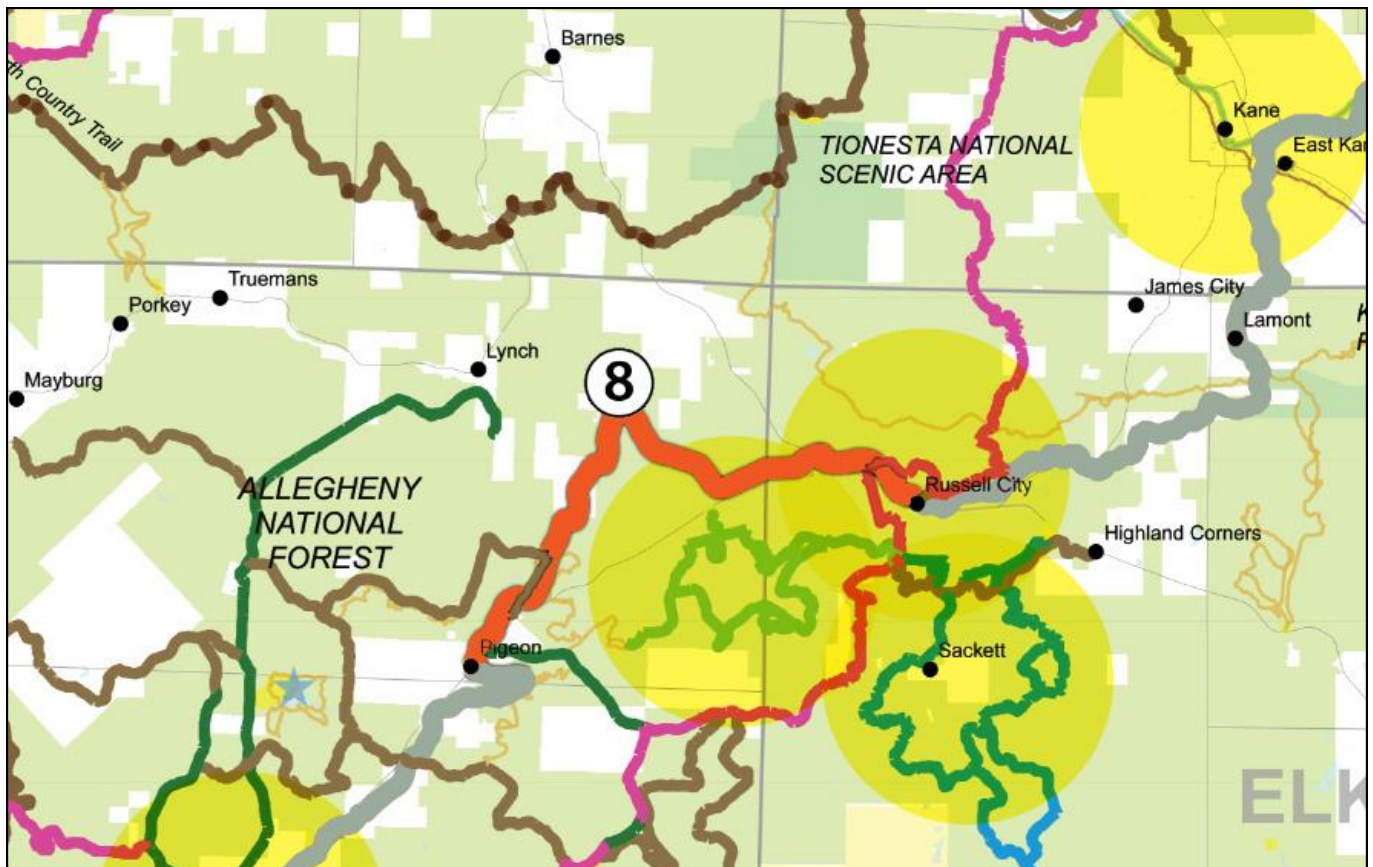
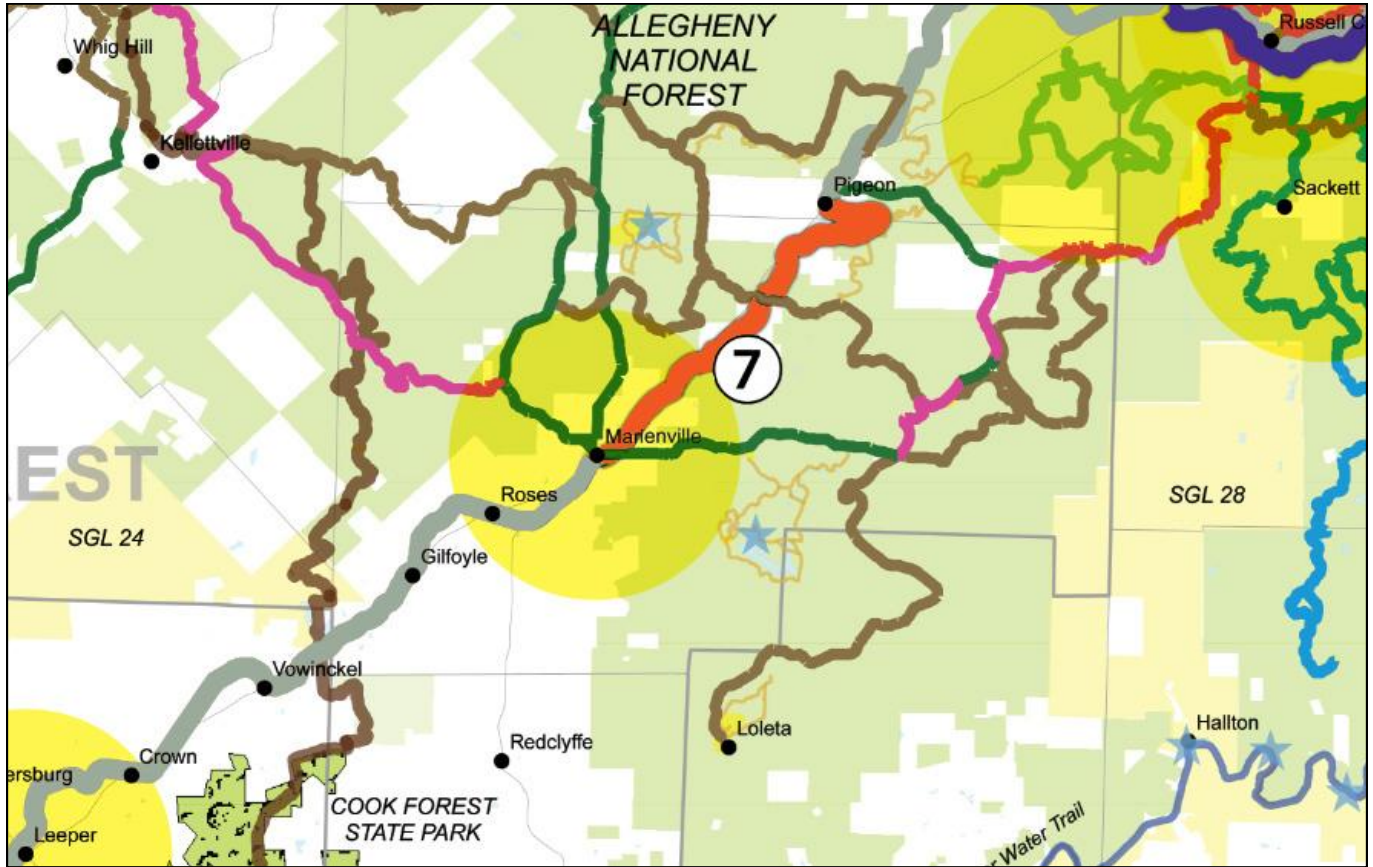
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Segment #7: Marienville to State Route 66 Crossing (Pigeon)

- ✦ South Forest Street to State Route 66 crossing at Pigeon
- ✦ 7.7 Miles
- ✦ 10 crossings (1 state road)
- ✦ 0 bridges
- ✦ 8 - 20' clear width - mostly clear - varied widths
- ✦ Rails and ballast intact
- ✦ Relatively gently sloping topography
- ✦ Goes thru ANF
- ✦ Several areas back off State Route 66



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

Segment #8: State Route 66 Crossing (Pigeon) to Russell City

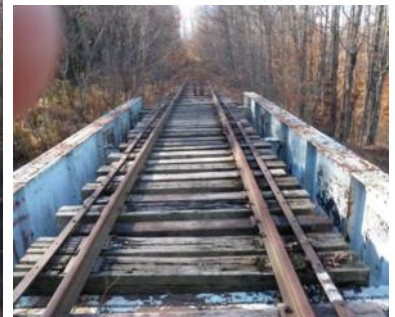
- ✦ State Route 66 crossing at Pigeon to Coon Run Road
- ✦ 11.5 Miles
- ✦ 15 crossings (0 state roads)
- ✦ 0 bridges
- ✦ 8 - 20' clear width - mostly clear - varied widths
- ✦ Rails and ballast intact
- ✦ Goes thru Allegheny National Forest
- ✦ Several gas wells within close proximity to rail line
- ✦ Most varied trail width section



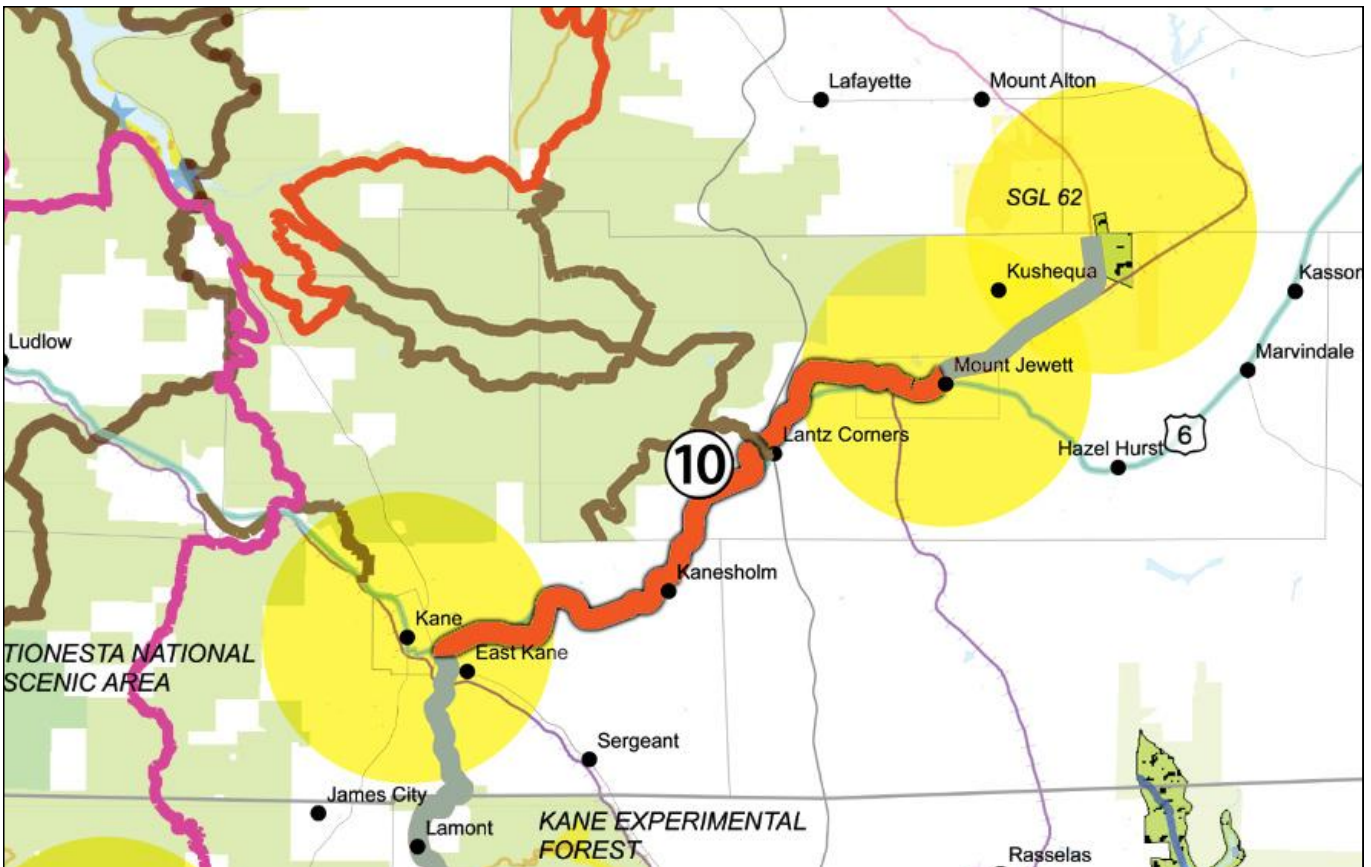
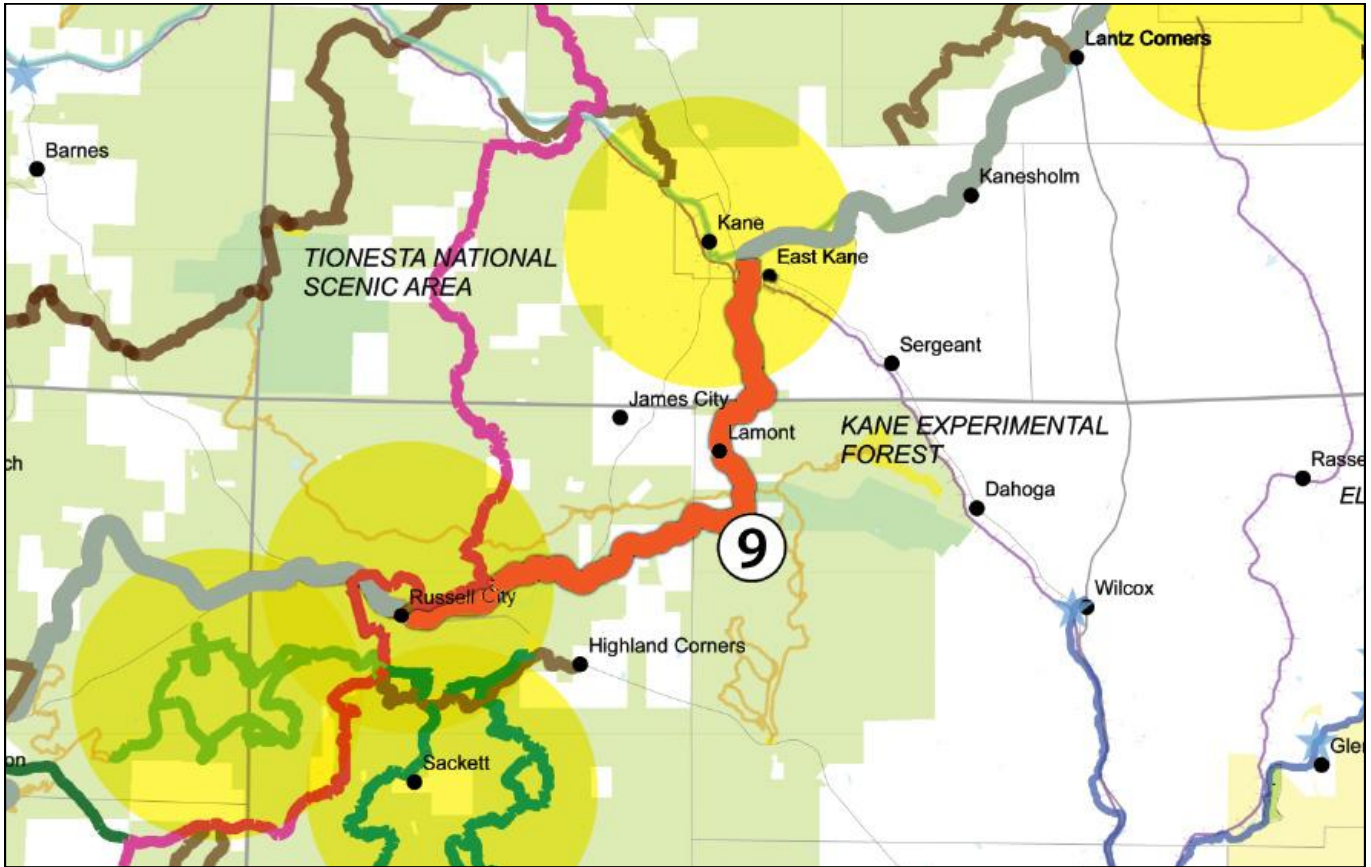
PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

Segment #9: Russell City to Kane

- ✦ Coon Run Road to Brick Yark Road
- ✦ 11.9 Miles
- ✦ 18 crossings (1 state road)
- ✦ 2 bridges
- ✦ 8 - 20' clear width - mostly clear - varied widths
- ✦ Rails and ballast intact
- ✦ Goes thru Allegheny National Forest



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

Segment #10: Kane to Mt. Jewett

- ✦ Brickyard Road to Center Street
- ✦ 12 Miles
- ✦ 28 crossings (5 state roads)
- ✦ 5 bridges
- ✦ 8 - 20' clear width - mostly clear - varied widths
- ✦ Rails and ballast intact
- ✦ Mostly along US Route 6



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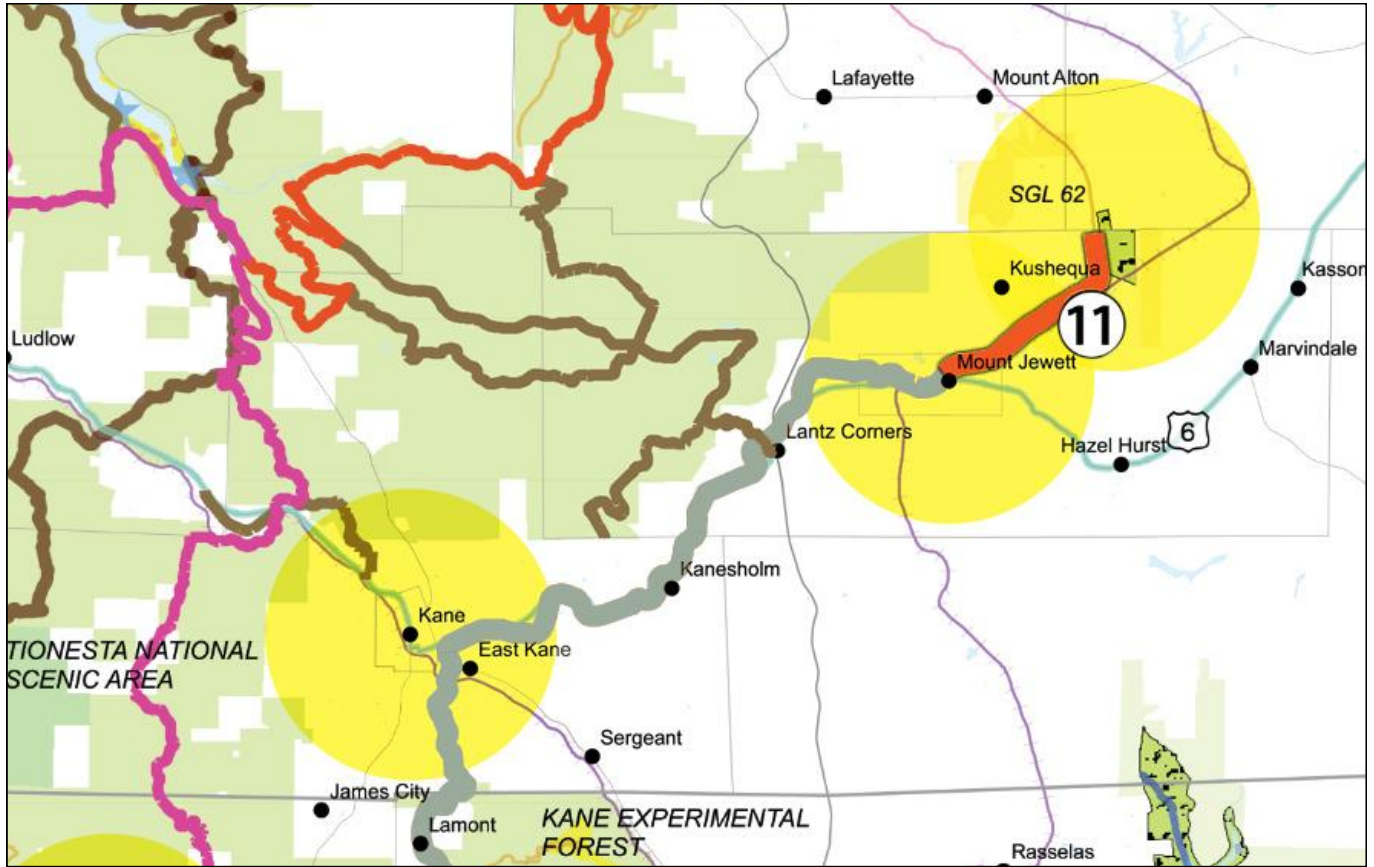


Segment #11: Mt. Jewett to Kinzua Bridge State Park

- ✦ Center Street to Kinzua Bridge
- ✦ 3.8 Miles
- ✦ 2 crossings (0 state roads)
- ✦ 0 bridges
- ✦ Varied sections 8 - 20' clear width
- ✦ Rails and ballast intact
- ✦ Mostly set back away from US Route 6



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

EXISTING SITE CONDITIONS

The following existing site conditions were summarized from the combined Environmental and Historic Report for the Knox and Kane Railroad as prepared by Johnson Environmental Management Corp. dated 2009, phone interviews with the Kovalchick Corporation, and site visits to the corridor.

Mt. Jewett to Kinzua Bridge State Park

The study area for the railbanked portion of the Knox Kane corridor extends from Clarion Junction to Mt. Jewett for 69.9 miles and lies on the former Buffalo and Pittsburgh rail line. The segment beyond Mt. Jewett to Kinzua Bridge State Park lies on the former Erie Railroad right-of-way. Conversations with Kovalchick Corporation indicate that this portion of the corridor has also been railbanked.

Knox to Clarion Junction

While not in the study area the planning team reviewed the corridor in the field. Conversations with adjacent landowners and others indicate that this corridor was formally abandoned and sold to the individual landowners along the corridor. This section could ultimately provide further connections to Shipperville, town of Knox and ultimately Clarion via other trails.

Allegheny National Forest

Approximately 16.3 miles of the existing corridor runs through the ANF. Portions of adjacent lands are designated as sensitive management areas. Special attention will need to be given to address restricting access in order to protect these resources.

Right-of-Way Width

Based on a desk top review of the Railroad Valuation Mapping, the right-of-way varies up to a maximum width of 60-feet along the track areas. In some instances the right-of-way decreases to a 40' width. In certain areas, such as the segments associated with the trestle bridges, the right-of-way is as wide as 80'.

Hazardous Waste Site

There are no known hazardous waste sites or hazardous material spills along the Line.

Threatened Species/Critical Habitats

The U.S. Fish and Wildlife Service indicates that no federally listed species are known or likely to exist within the project area.

PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

History of Carrier Operations

The Line was constructed in several stages between 1881 and 1883 by Pittsburgh and Western Railroad, the Pittsburgh Bradford and Buffalo Railroad and the New York, Lake Erie and Western Railroad. The Line was eventually consolidated under the Pennsylvania and Western Railroad and in 1902 was purchased by the Baltimore and Ohio Railroad. The Baltimore and Ohio Railroad operated the Line as part of the Northern Subdivision until 1982, when the newly formed Knox & Kane Railroad assumed operation. The Knox & Kane Railroad operated the Line until the first quarter of 2006 when all freight and passenger services were halted due to declining freight and deteriorating track conditions.



National Register of Historical Places

The actual construction dates of the buildings are not known. However, the Lucinda and Marienville stations have each been historically restored within the past decade. The Knox and Kane office in Marienville was historically a feed/grain mill but were completely gutted and retrofitted as a modern office in the 1990s. The Roundhouse structure includes an older concrete block section (the portion greater than 50 years old) and a newer frame and steel/wood sided section which was constructed in the 1990s.



The Stations at Lucinda and Marienville may qualify for National Register of Historic Places. The Roundhouse and Knox & Kane offices in Marienville have been renovated and rebuilt to the point that they are not likely to be historically significant. Responses from the State Historic Preservation Office indicates that there are no National Register of Historical Places listed or eligible properties affected by the abandonment. However any new proposed uses or planned development would require additional review and compliance with section 106 process of the National Historic Preservation Act, 16 U.S.C. 470f.



Existing Railroad Bed Composition

The existing bed composition varies throughout the corridor. The majority of the corridor consists of a cinder ballast roadbed while portions have been reconditioned to include stone ballast. The rails have been salvaged in certain areas and in some cases the ballast and ties removed. The current owner plans to continue to salvage the lines in the corridor.



Erosion and Drainage Problems along Rail Corridor

There are several notable areas of concern for erosion within the corridor. Private landowners along the corridor point to the illegal use of ATV's as the cause of erosion problems as they travel and cross the corridor. There are several areas of immediate safety concern due to the severe erosion associated with the existing culvert crossings. In some cases the culverts have eroded away leaving the existing lines and

PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

ties suspended in mid air.

Existing Pennsylvania Department of Transportation Right-Of-Ways

A review of the Pennsylvania Department of Transportation’s (PennDOT) Public Highways Maps, for Clarion, Forest, Elk, and McKean Counties, 2010, indicates that PennDOT holds the right-of-ways and jurisdiction over the following roads within the study area:

US 322	SR 4015—Old Fryburg Road
SR 66	SR 1008—Lutz Drive
SR 1013—Sawmill Road	SR 36—Colonel Drake Highway
SR 4004—Arnold Avenue	SR 2003—Blood Road
SR 3004—Muzette Road	SR 899—Marienville Road
SR 2005—South Forest Street	SR 1005—Sheffield Junction Road
SR 948—Montmorenci Road	SR 4004—Lindy Trail
SR 4009—Highland Road	SR 321—Brick Yard Road
SR 3001—South Settlement Road	US 6
US 219—Buffalo Pittsburgh Highway	SR 3009—Kushequa Avenue

Any portion of the proposed trail located within or crossing a PennDOT right-of-way must:

- ◆ Be designed and developed in accordance with PennDOT standards
- ◆ Be reviewed and accepted by PennDOT through their Highway Occupancy Permit process

Intersections and Access Points

The former rail corridor intersects with public roads and driveways, in the study area in the following locations:

US 322	Paint Mills Road	SR 66
Lewis Lane	Un-named Roadways	Selker Road
Schupp Road	Old Fryburg Road	Lander Drive
Liking Drive	Sarvey Mill Road	Whitney Lane
Griebel Drive	Wolbert Drive	Sawmill Road
Pumphouse Lane	SR 36	Arnold Avenue
Marshall Drive	Walley Run Drive	Haggerty Drive
Double J Lane	Slater Drive	McDonald Drive
Tom’s Run Road	Rock Lane	Kahle Drive
Blood Road	Oakwoods Road	Yeaney Lane
SR 899	South Forest Street	Lamonaville Road
Snyder Lane	Prison Road	Byromtown Road
Watson Farm Road	Sheffield Junction Road	Montmorenci Road
Coon Run Road	Hickey Road	Lindy Trail
Highland Kane Road	Highland Lamont Road	7 Mile Road
Petra Lane	Novosel Road	Old State Road

PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

Highland Road	T328	Brickyard Road
High Point Drive	Biddle Street	Old Slate Road
Conklin Drive	Ideal Farm Road	South Settlement Road
Ideal Farm Road	US 6	Cyndi Lane
Midway Road	Wolf Farm Road	T449
West Wood Lane	Avon Lane	Division Street
Kushequa Avenue	Center Street	US 219

Topography

As a former rail bed, there are no significantly steep or abrupt grade changes along the linear alignment of the rail bed. Cross sections within the limits of the corridor width however vary greatly. Just south of Mt. Jewett the rail bed was developed in a fill situation. As a result there are severe drop offs of 20 to 30 feet from the top of the rail bed. In a number of instances the drop offs and banks are immediately adjacent to the edge of the railroad ties. Similarly, there are instances in which the railbed was developed in cut sections with banks up to 20 feet from the top of railbed.

Plant Ecology

The trail corridor traverses a diverse landscape from fields to a manicured golf course and bisects the natural woodlands of the Allegheny National Forest. The corridor passes through an area which is largely rural with small towns. Numerous invasive species have re-vegetated the former railbed and its edges in certain areas.

Hydrology

A review of the USGS mapping and field investigation of the study area indicated that there are three streams that pass under the Knox Kane Railroad. These crossings include Canoe Creek, Deer Creek, and Paint Creek.

Bridges and Culverts

While a detailed analysis of the condition of the wood and steel bridges within the corridor was outside the scope of this study, no obvious or serious defects were noted during the physical walking assessment of the corridor. A number of small culverts and drainage ways were observed to either be failing and in some instances collapsed due to the severe erosion associated with the existing channels and tributaries.

PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

	Feature Number	Feature Crossing	Existing (Yes/No)	Length (Approximate)	Segment Number
Knox to Clarion Junction	1	Canoe Creek	Yes	578'	1
	2	Utility Access	Yes	35'	1
	3	Paint Creek	Yes	600'	2
Clarion Junction to Kinzua Bridge State Park	4	Carlson Road	Yes	40'	9
	5	Buffalo & Pittsburgh Railroad	Yes	150'	9
	6	Depression	Yes	591'	10
	7	Driveway	Yes	482'	10
	8	Utility Access	Yes	85'	10
	9	Utility Access	Yes	140'	10
	10	Utility Access	Yes	11'	10

Feature #1– 0.7 Miles East of Knox



Feature #2– 1.4 Miles West of Shippenville



Feature #3– 1.4 Miles East of Shippenville



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

Feature #4– 2.5 Miles Southwest of Lamont



Feature #5– 0.7 Miles South of Kane



Feature #6– 0.4 Miles West of Kane



Feature #7– 1.0 Mile West of Lantz Corners



PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

Feature #8— 1.8 Miles West of Mt. Jewett



Feature #9— 1.7 Miles West of Mt. Jewett



Feature #10— 1.1 Miles West of Mt. Jewett



Regional Connectivity

The nearly 70 mile stretch that makes up the Knox Kane corridor provides a unique transportation and recreation spine within the region. The corridor could connect to future local and county trail efforts, some of which are planned to connect to trails in the Pittsburgh region and New York.

PHYSICAL ANALYSIS CONCLUSIONS

- ◆ The 69.9 mile corridor offers tremendous opportunity for a regional trail.
- ◆ Clarion Junction to Knox should be evaluated as a potential long term goal for extension of the corridor. This segment is approximately 9 miles long and was sold in 1999 to different interests within the corridor.
- ◆ The existing narrow rail bed offers opportunity to provide an 8 to 10 foot wide trail tread, without significant grading. In some areas the ballast, tracks, and ties have already been removed.

PHYSICAL INVENTORY & ASSESSMENT OF THE CORRIDOR

- ◆ The width of the right-of-way provides ample room for consideration of a second trail tread.
- ◆ Motorized trail uses are generally not compatible with many existing land uses.
- ◆ There are several areas of the corridor that are isolated. Safety and security must be addressed in any future planning.
- ◆ There are a number of areas that have a reduced right-of-way width which will require unique design solutions to meet trail design and safety criteria.
- ◆ The railbed is located in the center of the right-of-way which will pose challenges for accommodating multiple treads.
- ◆ The corridor traverses a variety of landscapes and offers diversity to the trail experience. The small towns transitioning to forests with creeks and woodlands offer a mix of scenery. The towns are very unique and offer nearby establishments that offer food and sundry items for trail users.
- ◆ Compliance with the ADA is necessary and will require special attention at road crossings, within the small towns, and at future trailhead facilities.
- ◆ While the rail bed is generally available, the integrity of the bed structure is unknown. Generally, in the undeveloped areas the former ballast appears to be in place although overgrown with vegetation. Significant clearing and grubbing will be required to establish the trail.
- ◆ The numerous drainage ways, traversing the trail tread, will require culvert, and drainage swale improvements.
- ◆ The 78 different road crossings, plus various other access and residential drive crossings, will require proper signage and traffic calming to provide safe pedestrian/bicycle crossing.
- ◆ The existing trestles are unique to the railroads history and heritage. Special consideration for structural renovation or an alternate path must be considered.
- ◆ The structural integrity and extent of deterioration of the trestles will require additional study.

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DEMAND FOR AND POTENTIAL TRAIL USE

DEMAND FOR AND POTENTIAL TRAIL USE

Pennsylvania is quickly becoming recognized as a destination for trail riding. Successful trails such as the Great Allegheny Passage, Schuylkill River Trail, York County Heritage Rail Trail, and Pine Creek Trail have helped to increase public awareness of the recreational and economic benefits of trails. Trail and greenway planning and development in the four county region of the Knox and Kane corridor is well underway. The recently completed Greenway plans for North Central and Northwest Pennsylvania inventoried sixty one (61) existing trails and two (2) water trails within the four counties. Identified routes for additional trails include:

Clarion County	-Five (5) trails and two (2) water trails
Forest County	-Three (3) trails and one (1) water trail
Elk County	-Twelve (12) trails and two (2) water trails
McKean County	-Twenty Five (25) trails and three (3) water trails

The Knox and Kane corridor is the only trail that is located in all four counties.

The existing population base within this corridor and the existing recreation facilities and resources will provide a ready audience for the trail. The trail length, diverse setting, and connections to both population and recreation destinations will likely generate interest from the immediate area and beyond. Trail use is one of the most popular recreation activities in the Commonwealth that is enjoyed by a broad cross section of the population. According to the 2009-2013 Statewide Comprehensive Outdoor Recreation Plan for Pennsylvania, when asked what kinds of recreational facilities should be provided more widely, or in greater numbers, a desire for more bicycle paths or trails was indicated by over half (55%) of survey participants.

Percentage of PA Residents who wanted more of following facilities:

- Biking trails 55%
- ATV trails 48%
- Walking trails 44%
- Snowmobile trails 42%
- Equestrian trails 40%

Percentage of PA Residents who participated the following activities:

- Walking 84%
- Biking 25%
- ATV 9%
- Equestrian 6%
- Snowmobile 4%

It is anticipated that the Knox and Kane Rail Trail will be used during all four seasons of the year by a variety of users to include walkers, hikers, joggers, nature enthusiasts, equestrians, cyclists, and cross-country skiers. The majority of use will occur



Pennsylvania's Trails - A National Leader

- ◆ No. 1 in the nation with 138 open rail trail projects
- ◆ Over 1,370 miles of rail trails
- ◆ Great Allegheny Passage-Longest multi-use trail in the nation at 150 miles and the Rails-to-Trails Conservancy's first Hall of Fame Trail
- ◆ Over 1,900 miles of water trails with the 500-mile Susquehanna Greenway and Water Trail as one of the nation's longest
- ◆ 24 National Recreation Trails-8 new trails designated in 2009 adding over 400 miles
- ◆ Over 25,000 miles of water and land-based trails with an additional 3,500 miles proposed
- ◆ C&O and GAP Trails combine to make the longest continual bike trail in the nation

Source: 2009-2013 Statewide Comprehensive Outdoor Recreation Plan



DEMAND FOR AND POTENTIAL TRAIL USE



during non-winter months. Winter trail use will include cross-country skiing and snow shoeing.

Conflict on the trail can occur whenever people perceive unacceptable differences between themselves and another group. Conflict often manifests itself as a difference between the perceived “low impact” passive user and “high impact” aggressive user. It can also be asymmetrical where one group reports conflict while the opposing group experiences little or none.

Here are a few of the most common trail conflicts:



Equestrians: Horses are easily startled by unseen loud noises or fast moving rail users. Injury to the horse, rider or other trail users can result.

Cross county skiers: Appreciate the calm and serenity of the experience. Skiers value established ski tracks and resent ski tracks being walked on or run over by snowmobiles. The noise and exhaust smell from snowmobiles disturbs the experience. Skiers often worry that a fast moving snowmobile on the same trail may not see them in time to avoid a collision.

Hikers/walkers: Appreciate the calm and serenity of the experience. Do not like being startled by the sudden approach of a quiet bicyclist or having horse manure on trails.



Bicyclists: Appreciate the calm and serenity of the experience. Prefers a smooth trail surface, which can be easily damaged by horse or ATV use.

Trail design, polices and management are tools that can be used to reduce trail conflict. It is far more effective to recognize the potential for conflict early in the process so that you can develop a trail that meets user’s needs and provides a safe and pleasant experience.



A number of methodologies exists for forecasting the demand and use of bicycle and pedestrian trails. They range from simple and affordable to complex and expensive. Given the budget for this project and the length of the corridor, as well as the wealth of readily available trail research, a comparison of case study of trails within the region was analyzed and is outlined below. This methodology provides rough estimates of demand based on user counts for comparable facilities within a comparable environment. The selected case studies do not include motorized trail use because it is not a common use on rail trails in Pennsylvania. Based on length, area characteristics and proximity to the Knox Kane rail corridor, the Pine Creek Trail and the trails of the Oil Heritage Region were selected for comparison. The third trail, the Great Allegheny Passage, was included for reference as a long distance trail which the Knox Kane corridor could become once connected to other regional trail networks. A detailed overview of each trail has been summarized from recent trail user surveys.



Although the total population of the four county area is slightly less than the selected comparison trails (123,100), the trail setting, length and area characteristics are comparable. Based on the below case studies, the anticipated visits per year for the Knox Kane Trail, should it be built would be in the range of 100,000 to 160,000 users.

DEMAND FOR AND POTENTIAL TRAIL USE

		TRAIL SYSTEM		
		Pine Creek	Oil Heritage Region	Great Allegheny Passage
MARKET FACTORS				
Setting		Rural	Rural	Rural
Market Served		State	State	National
DESIGN				
Length (At Time of Study)		62.6	60.0+	150.0
Average Width (Ft)		10	8	15
Surface (Typical)		Crushed Limestone	Asphalt	Crushed Limestone
USER DEMAND				
User Visits		125,000	160,000	800,000
DEMOGRAPHICS		YEAR		
Location (Counties)		Lycoming & Tioga	Venango & Crawford	PA-Allegheny, Fayette, Somerset, Westmoreland MD-Allegheny
Population	2010	158,092	143,749	1,877,952
Medium Income	2000	\$33,018	\$32,909	\$32,924
Households	2010	63,427	57,649	803,874
Household Size	2010	2.49	2.49	2.34

Trail user profiles and user criteria are identified below for the anticipated users of the Knox Kane Rail Trail.

Pedestrian Trail User

Description: Walkers, hikers, joggers and nature viewing.

Design needs: Pedestrians tend to have fewer design requirements than other users. Most prefer softer surfaces (such as rubber, mulch or crushed rock) to lessen impacts on their knees, though some users, such as power walkers and those pushing strollers, may prefer more compact surfaces. The minimum recommended vertical clearance for pedestrians is eight feet.

Amenities: Benches, drinking fountains, shaded rest areas and restrooms. Where dogs are permitted, consider providing dog-friendly drinking fountains, bag dispensers and trash bins to encourage people to pick up after their dogs.



DEMAND FOR AND POTENTIAL TRAIL USE



Equestrian Trail User

Description: Horseback riders.

Design: Suitable trails for equestrians have become increasingly hard to find, particularly close to urban areas. Many trails prohibit equestrian use, fearing conflicts with other users and damage to the trail surface. However, with proper design, a multi-use trail can accommodate equestrians while minimizing user conflicts. Hard surfaces (asphalt and concrete) and coarse gravel can injure horse hooves, so equestrians prefer loose or compacted dirt trails. If you plan to use a hard surface, consider placing a softer, separate five-foot-wide tread for horses alongside the main path. Vertical clearance should be at least 10 feet, with a horizontal clearance of at least five feet. Sight distance should be at least 100 feet, and proper signage is needed to indicate which user has the right-of-way priority.

Amenities: For Horses: Parking and staging areas, water for horses, hitching posts at any area where the rider may stop to take a break (e.g. rest areas, restrooms). It is advised to consult local equestrian groups to develop equestrian-friendly facilities.

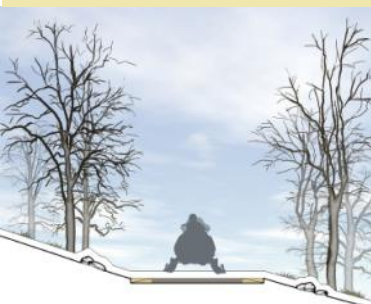
For Riders: Benches, drinking fountains, shaded rest areas and restrooms. [Note: Equestrians often prefer water crossings to bridges. If this isn't practical, provide mounting blocks at the ends of bridges so that riders can dismount and lead their horses across the structure.]

Snowmobile Trail User

Description: Snowmobiles (which can be used on multi-use trails with as little as six inches of snow, without causing much damage to the trail surface). [Note: Trails that receive federal funding (except through the Recreation Trails Program) may not permit ATV use, though in some instances snowmobiles are acceptable. For more information, contact your State Trails Administrator.]

Design: Trails should be at least 8 to 10 feet wide to accommodate one-way traffic. For two-way traffic, trail width should be at least 12 to 14 feet. As motorized users travel at much greater speeds than other users the trail should be free of obstacles and provide good sight lines. Branches and other debris should be cleared at least two feet on each side of the trail with a 10-foot vertical clearance (factor in anticipated snow levels) and a minimum of 400 feet in sight distance. If the trail features bridges or tunnels, they must be at least eight feet wide with a minimum carrying capacity of five tons. Intersections can be dangerous for these users, so where possible it's best to double the trail width at intersections to improve maneuverability.

Amenities: Benches, restrooms, shade shelters, rest areas, access to food and beverages, and access to gas stations.



Pennsylvania Snowmobile Facts

- ◆ There are 42,000 snowmobiles registered in the Commonwealth of Pennsylvania.
- ◆ The estimated annual economic impact of snowmobiling in Pennsylvania is \$160,782,120.
- ◆ Pennsylvania snowmobilers make an annual average of 9 day trips in Pennsylvania. 4.28 day trips outside of Pennsylvania and 3.56 overnight trips in Pennsylvania.
- ◆ Snowmobilers spend on average \$350 per in state trip and \$933 per out of state trip, in addition to \$4,000 annually on snowmobiles and another \$750 on associated equipment.

Source: Pennsylvania State Snowmobile Association

DEMAND FOR AND POTENTIAL TRAIL USE

ATV Trail User

Description: All Terrain Vehicles [Note: Trails that receive federal funding (except through the Recreation Trails Program) may not permit ATV use, though in some instances snowmobiles are acceptable. For more information, contact your State Trails Administrator.]

Design: Trails should be at least 8 to 10 feet wide to accommodate one-way traffic. For two-way traffic, trail width should be at least 12 to 14 feet. As motorized users travel at much greater speeds than other users the trail should be free of obstacles and provide good sight lines. Branches and other debris should be cleared at least two feet on each side of the trail with a 10-foot vertical clearance (factor in anticipated snow levels) and a minimum of 400 feet in sight distance. If the trail features bridges or tunnels, they must be at least eight feet wide with a minimum carrying capacity of five tons. Intersections can be dangerous for these users, so where possible it's best to double the trail width at intersections to improve maneuverability.

Amenities: Benches, drinking fountains, restrooms, shade shelters and rest areas.



Bicycle Trail User

Description: Recreational, commuting and touring cyclists.

Design needs: The AASHTO Guide for the Development of Bicycle Facilities is viewed as the national standard for bikeway design. Note: If your trail project receives federal or state transportation funding (such as Transportation Enhancements funds), you will most likely have to adhere to AASHTO guidelines. Consult your local department of transportation before beginning design. Bicyclists prefer hard surfaces and require a vertical clearance of at least eight feet, with 10 feet needed for overpasses and tunnels. Adequate sight distances for cyclists are critical for user safety; AASHTO recommends that multi-use trails provide a minimum sight distance of 150 feet. Ideal grades for bicyclists, over long distances, are less than three percent (typical for old railroad beds), although up to five percent is acceptable.

Amenities: Benches, drinking fountains, shaded rest areas, restrooms, bicycle racks and bicycle lockers (located at transit nodes or places of employment).



Shared Use Trail

Description: Walkers, hikers, joggers, bird watchers, recreational, commuting and touring cyclists

Design needs: Shared use paths are facilities on exclusive right-of-way and with minimal cross flow by motor vehicles. These facilities are most commonly designed for two-way travel. Bicyclists prefer hard surfaces and require a vertical clearance of at least eight feet, with 10 feet needed for overpasses and tunnels. Adequate sight distances for cyclists are critical for user safety; AASHTO recommends that multi-use trails provide a minimum sight distance of 150 feet. Ideal grades for bicyclists, over



DEMAND FOR AND POTENTIAL TRAIL USE

long distances, are less than three percent (typical for old railroad beds), although up to five percent is acceptable.

Amenities: Benches, drinking fountains, shaded rest areas, restrooms, bicycle racks and bicycle lockers (located at transit nodes or places of employment). Where dogs are permitted, consider providing dog-friendly drinking fountains, bag dispensers and trash bins to encourage people to pick up after their dogs.



Dual Tread Shared Use Trail/Equestrian Trail

Description: Walkers, hikers, joggers, bird watchers, recreational, commuting and touring cyclists, and horseback riders

Dual-Treadway Corridors: Dual-treadway corridors are used when incompatible uses coexist in the same corridor. In these cases, it is important to provide more than one trail, each tailored to the unique needs of a use mode or group of use modes.

Diversified Trail Projects: Diversified trail projects are those projects which provide for the greatest number of compatible recreational purposes on the same trail corridor and/or those which provide for innovative recreational corridor-sharing by motorized and non-motorized use.

[From Virginia recreational trails program]



Dual Tread Shared Use Trail—Winter Use

Description: Walkers, hikers, joggers, bird watchers, cross-country skiers, and snowmobile riders

Dual-Treadway Corridors: Dual-treadway corridors are used when incompatible uses coexist in the same corridor. In these cases, it is important to provide more than one trail, each tailored to the unique needs of a use mode or group of use modes.

Diversified Trail Projects: Diversified trail projects are those projects which provide for the greatest number of compatible recreational purposes on the same trail corridor and/or those which provide for innovative recreational corridor-sharing by motorized and non-motorized use.

[From Virginia recreational trails program]

PENNSYLVANIA

State Trails Administrator

Vanya Tierney, Greenways and Conservation Partnerships Division
Bureau of Recreation & Conservation
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Accessibility

As a public recreation facility, the entire trail corridor and amenities must be fully accessible to persons with varying mobility and abilities as required by the Americans with Disabilities Act (ADA) of 1990. All construction and development must be in accordance with the 2010 ADA Standards For Accessible Design.

DEMAND FOR AND POTENTIAL TRAIL USE

Separated Dual Tread Trail

Dual-Treadway: Dual-treadway corridors are used when incompatible uses coexist in the same corridor. In these cases, it is important to provide more than one trail, each tailored to the unique needs of a use mode or group of use modes.

Diversified Trail: Diversified trail projects are those projects which provide for the greatest number of compatible recreational purposes on the same trail corridor and/or those which provide for innovative recreational corridor-sharing by motorized and non-motorized use, as defined by the Virginia Recreation Trails Program.

TRAIL CASE STUDY OVERVIEW

There are thousands of trails within the northeast to visit, many of which cross private land. We have highlighted three trails as case studies for the project. The case studies show organizational structure, operational issues, design components, construction phases, and trail demand and use.

The three case studies include a state owned and operated trail, a county owned and operated trail, and a multi-state owned and operated trail. The trails are entirely or partially located in Pennsylvania. These trails provide relevant examples from a cost and design point of view. The trails all traverse through several municipalities, counties and even multiple states.

The Pine Creek Rail Trail is located in Lycoming and Tioga Counties. The trail is currently managed by the Pennsylvania Department of Conservation and Natural Resources (DCNR).

The Great Allegheny Passage is a multi-state rail trail stretching from Pittsburgh, Pa to Cumberland, MD. The trail connects to the C&O Canal towpath which ends in Washington, DC.

The Oil Heritage Trail Region traverses Venango County and the southern portion Crawford County. The trail network is made up of over 60 miles of trails that travel through State and County Parks, State Forestland. All of these trails follow along rural waterways.

Pine Creek Rail Trail, A State Owned and Operated Trail

The Pine Creek Rail Trail is located on an abandoned rail line. The rail line was formerly part of the New York Central Railroad. The 62.6 mile Pine Creek Trail was built over 5 phases.

The first segment of the trail encompassed 19 miles from Ansonia to Rattlesnake Rock. This section of trail was constructed between the beginning 1995 to August of 1996. The second segment of the trail was built from Rattlesnake Rock to Waterville. This section of trail is over 23 miles and was completed in June of 2001.

Condition 1



Condition 2



Condition 3



Most Popular Outdoor Activities by Participation Rate

All Americans, Ages 6 and Older

1. **Freshwater, Saltwater and Fly Fishing** 17% of Americans Ages 6 and Older, 48.0 million participants
2. **Running, Jogging and Trail Running** 16% of Americans Ages 6 and Older, 44.7 million participants
3. **Car, Backyard and RV Camping** 16% of Americans Ages 6 and Older, 44.0 million participants
4. **Road Biking, Mountain Biking and BMX** 15% of Americans Ages 6 and Older, 43.3 million participants
5. **Hiking** 12% of Americans Ages 6 and Older, 32.6 million participants

Source: 2010 Outdoor Recreation Participation Report

DEMAND FOR AND POTENTIAL TRAIL USE

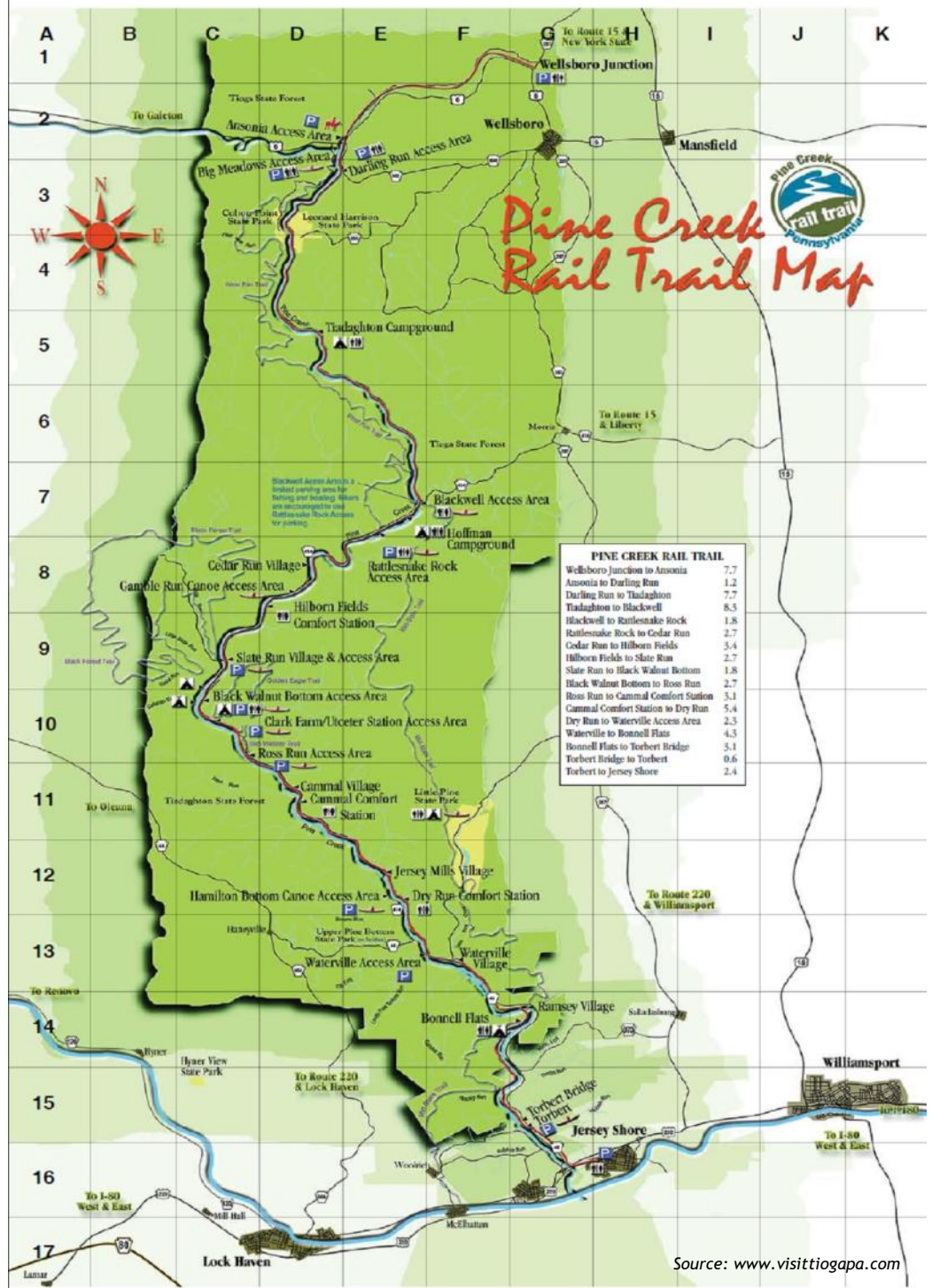
Americans' Favorite Outdoor Activities by Frequency of Participation

All Americans, Ages 6 and Older

1. **Running, Jogging and Trail Running** 88 average outings per runner / 3.95 billion total outings
2. **Road Biking, Mountain Biking and BMX** 59 average outings per cyclist / 2.54 billion total outings
3. **Skateboarding** 58 average outings per skateboarder / 427 million total outings
4. **Hunting (Rifle, Shotgun, Handgun, Bow)** 23 average outings per hunter / 352 million total outings
5. **Surfing** 22 average outings per surfer / 52 million total outings

Source: 2010 Outdoor Recreation Participation Report

The trail is comprised of sixteen segments, trailheads and facilities are located every three to four miles along the trail. There approximately six areas where the trail crosses over SR 414. These crossings are clearly marked with visible signage. These locations also have bollards and gates installed to prevent motorized uses from accessing the trail. Motorized uses such as authorized emergency vehicles are still capable of accessing the trail in case of an emergency. While this is a highly successful model trail it is important to note that extensions are still being pursued.



Source: www.visittiogapa.com



DEMAND FOR AND POTENTIAL TRAIL USE

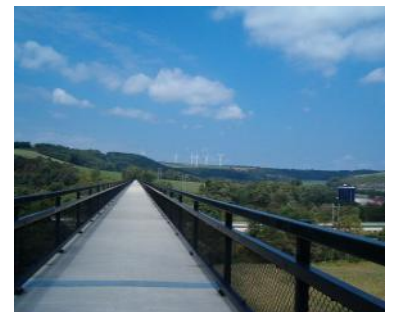
The majority of the trail is rural and peaceful as it travels through the Pine Creek valley. Trail users include bicyclers, runners, hikers, equestrians, cross country skiers and snow shoers. Many trailheads also offer access to Pine Creek for canoes and kayaks. Pine Creek is a very well known trout fishery that flows adjacent to the Pine Creek Trail.

The Rails-to-Trails Conservancy (RTC) conducted a survey on the trail in 2006, finding that 86% of trail users were from Pennsylvania. Of these users the majority resided in Lycoming County, Lancaster County and Tioga County. Most users travel to the trail for bicycling (62%), and walking and hiking (23%). More than half (62%) of the users use the trail over two hours for recreational activities.

Trail users spend an average of \$30.30 on soft goods (snacks and food items) while on the trail. Eighty-six percent (86%) of the trail users purchased soft goods on their most recent trail outing. The average expenditure for soft goods on other trails is much lower at \$8 to \$9 dollars. The Pine Creek Trail sees a higher revenue on soft goods due to its rural setting. Eighty-two percent (82%) of trail users spent money on hard goods (helmets, clothing, shoes, etc.,).

The Rails-to-Trails Conservancy estimated that over 125,000 people visited the trail in 2006. The majority of trail users recreated in April (37,000), May (48,000) and June (16,000). The spring season is the peak time for visitors to use the trail due to the comfortable weather. On their visits to the trail the average user spent 3.34 days within the region. Over 50 percent of the users surveyed stayed overnight thus spending more money on lodging and meals.

The Rails-to-Trails Conservancy estimated that the Pine Creek Trail has an economic impact of \$7 million dollars to the region. Of the \$7 million dollars; \$3.6 million dollars are spent on soft goods, \$1.5 million on hard goods, and \$1.9 million on overnight facilities. The small towns along the trail thrive on the revenue that the trail provides.



Great Allegheny Passage, A Multi-State Rail Trail

The Great Allegheny Passage stretches from Pittsburgh, PA to Cumberland, MD where it connects to the 184.5 mile C&O Canal Towpath. The Great Allegheny Passage (GAP) is over 150 miles long and was constructed mainly on abandoned rail beds. The trail is the longest rail-trail east of the Mississippi River crossing large rivers and mountain passes. The Passage was built in segments over many years. The Passage is a motorized vehicle free trail. The last segment to be completed is the Montour Branch. This Branch will connect McKeesport to the Pittsburgh International Airport and Coraopolis. The final portion of the trail is planned to start in downtown Pittsburgh at Point State Park.

The railroad was built in 1883 and used to carry coal and coke from Connellsville to the steel mills in Pittsburgh. The freight and coal transportation of the railroad became bleak in the mid 1980's and eventually was abandoned in 1990.

The trail has a packed crushed limestone surface that allows for smooth riding conditions. The trail is wide enough to comfortably ride in both directions. The grade is



DEMAND FOR AND POTENTIAL TRAIL USE



gently sloping with an average grade of less than 1%. The steepest part of the trail is from Cumberland to Deal at 1.75%. The trail crosses the Eastern Continental Divide near the Big Savage Tunnel. The trail is at an elevation of 730 feet above sea level in Pittsburgh, PA where it gently inclines to 2,375 above sea level at the Eastern Continental Divide over this 128 mile stretch.



Source: Sierra Club Allegheny Group



Most of the trail traverses rural settings once you leave the Pittsburgh Metro Area behind. A majority of the towns and urban centers in the Pittsburgh region were once booming industrial establishments. The trail system provides flourishing economic support to these towns. Small bed and breakfast establishments, bike shops, parks, cafes and restaurants are spread out along the trail. The Youghiogheny River parallels the trail for over 17 miles through this remote country before reaching Ohiopyle State Park.



Bicycling and hiking are the two most popular activities on the trail. The trail is also open to runners, equestrians, cross country skiers and snow shoers. Walkers and hikers average 2 to 3 miles per hour while cyclists can bike 8 to 10 miles per hour on the trail. There is a speed limit posted on the trail at 15 miles per hour. Horses are permitted to use areas of the trail between Boston and Connellsville; Rockwood and Garrett; and Frostburg and State Line. Equestrians must use the grassy areas alongside the gravel trail within the permitted locations. Outdoor enthusiasts use the trail for access to some of their favorite fishing holes and bird watching locations. Cross country skiing and snow shoeing are popular activities in the winter months. The trail is open from dawn till dusk.



DEMAND FOR AND POTENTIAL TRAIL USE

Oil Heritage Trail Region, A State and County Owned Trail

The 60 plus mile Oil Heritage Trail Region was built over several years and phases. The trail network traverses through Oil Creek State Park, Two Mile Run County Park, and along the Allegheny River. The Oil Heritage Trail Region consists of a network of paths and trails. Trails and paths within the Region include the Allegheny River Trail, Justus Trail, Two Mile Run County Park, Sandy Creek Trail, Clear Creek State Forest, and the Oil Creek State Park.

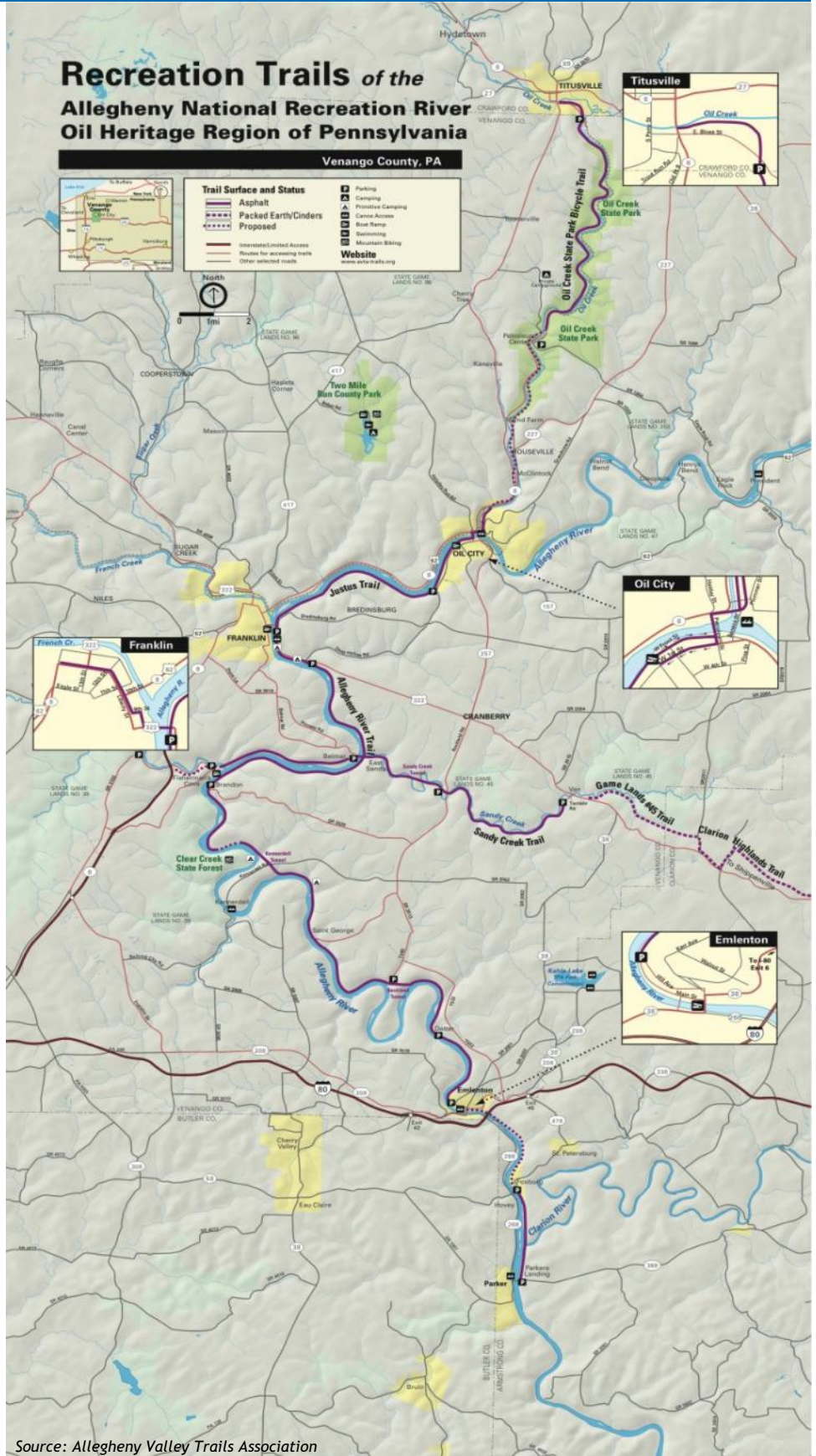
The trail has a asphalt surface that averages about 8 feet in width. The grade is gently sloping with slight inclines. Because of the gentle slope and asphalt surface, the trail is easily accessible to persons with disabilities.

Most of the trail network is very rural and scenic, particularly as it travels along the Allegheny River and through the Oil Creek State Park. Trail users include bicyclists, hikers, runners, cross country skiers and snow shoers. There are numerous access sites for anglers, canoers and kayakers where the trails follow along Oil Creek and the Allegheny River.

A survey of the trail conducted in 2006 for the Oil Region Alliance of Business Industry & Tourism, and the Allegheny Valley Trails Association found that the majority of trail users came to the region primarily to use the trail (75%), and most of them came from Pennsylvania (78%). The highest percentage of users were employed professionals or retired between the ages of 46 to 65 years old. Most users were there to ride bikes (74%), followed by walking (16%).



DEMAND FOR AND POTENTIAL TRAIL USE



CITIZEN PARTICIPATION

KNOX & KANE PUBLIC PARTICIPATION PROCESS

Rail–Trail projects affect the community in a variety of complex and often unique circumstances. As a public recreation facility and a driver of economic development, they provide many benefits and opportunities to the community at large. The linear nature of the corridor tends to involve many individuals, groups, business, and organizations. To assure that the public needs and concerns have been met, it is critical to have an open and involved public participation process.

The public participation process included five steering committee meetings, several public and focus group meetings, key person interviews, and landowner meetings. In addition a project website was developed, and local newspaper and radio stations were utilized to keep the public informed during the planning process.

STEERING COMMITTEE

In order to best represent the public interest, a group of stakeholders were assembled from a variety of organizations and interest groups. The committee consisted of representatives from Clarion, Forest, Elk, and McKean Counties as well as representatives from Northcentral and Northwest Planning Commissions, Allegheny National Forest, Kane Country Club, DCNR, Visitors Center and Chamber of Commerce, local businesses, trail users, and adjacent landowners.

At the initial project steering committee meeting it was decided to allow any individual or organization with an interest in the project to attend the steering committee meetings, rather than limiting attendance to the steering committee members.

The steering committee met several times throughout the inventory and conceptual design phase to provide input into the study, including the recommendations for specific planning activities.



PROJECT WEBSITE

A project website was maintained as part of the citizen participation process to keep citizens informed and also provide project updates. The website also provided another format for residents to provide input or express concerns. Comments were received from as far away as Wisconsin. A complete listing of all comments received via the project website is summarized in Appendix A.

<http://projects.jmt.com/knox-kane-rail-trail/>



KEY PERSON INTERVIEWS

Key person interviews were conducted throughout the planning process to provide critical insight into the concerns and issues surrounding the potential development of a trail. Interviewees were identified by the steering committee and included: RAILS to Trails Conservancy, a local Recreation Planner, Department of Conservation and Natural Resources, The Progress Fund, The Kovalchick Corporation, Kane Country

CITIZEN PARTICIPATION

Club, adjacent landowners, Pennsylvania Game Commission Land Manager, Highland Township Supervisor, Allegheny National Forest Visitors Bureau, Allegheny Defense Project, Ghost Town Trail Coordinator, Pennsylvania Department of General Services, Pennsylvania State Snowmobile Association, and the Redbank Trail Riders Inc.

A number of follow-up interviews were conducted with the Kovalchick Corporation during the planning process as a result of the comments and concerns voiced by the general public and the steering committee. Residents felt that the current owner of the corridor should respond to the issues and concerns that were raised to date. As a result the planning team conducted several interviews with Mr. Joe Kovalchick, President of the Kovalchick Corporation. Mr. Kovalchick generously gave of his time and knowledge to provide information that is of concern to the public regarding the Knox Kane corridor. A complete list of the questions and responses are outlined in Appendix D.



PUBLIC/OPEN HOUSE MEETINGS

Two rounds of public meetings were held during the planning process to share information about the project with citizens and seek their input. It was determined by the steering committee that individual meetings were necessary for the different communities along the corridor. The first round of meetings were held early in the planning process and conducted as an informational meeting to introduce the project and the planning process that would be undertaken. Citizens were encouraged to share their ideas and concerns about the potential development of a rail trail. The second round of meetings were held later in the planning process to review the findings of the plan and the preliminary recommendations.



The initial public meetings were held October 26, 2010 in Marienville, October 27, 2010 in Kane, and October 28, 2010 in Clarion. Each meeting included a mix of adjacent property owners, residents, public officials, steering committee members including North Central Planning staff, and members of specific user groups such as equestrians, cyclists, and snowmobile users. The meetings were widely promoted with press releases in local publications and meeting flyers and announcements posted in public venues. All meetings were well attended with approximately 60 individuals attending in Marienville, approximately 125 individuals in Kane, and approximately 125 individuals in Clarion.

A summary of the individual comment cards received at each meeting has been summarized in Appendix E.



The second round of public meetings to present the plan recommendations were conducted on August 16, 2011 at the Clarion Holiday Inn, August 17, 2011 at the Kane Middle School Auditorium, and August 18, 2011 at the Marienville Area Civic Association building. Although the meetings were advertised and individual emails sent to those who provided comments via the project website, meeting attendance was limited to 36 citizens in Clarion, 35 citizens in Kane, and 24 citizens in Marienville. Attendee input was actively sought and participants were asked to provide comments on the proposed concepts and recommendations presented. However, there were lim-

CITIZEN PARTICIPATION

ited comments on the presentation as attendees were focused on typical trail issues.

An overview of the comments provided at each meeting has been summarized and included in Appendix F. Additionally, individual comments received via the project website from those who could not attend the meetings have been included in Appendix F along with a petition for motorized use of the corridor as presented to the consultants at the Clarion meeting.

LANDOWNER'S MEETINGS

During the initial round of public meetings residents felt that enough time was not given for all attendees to speak. An open microphone meeting format was requested on several occasions. Many of the individual residents felt that it was important that they hear each others comments, opinions and ideas. Residents were given the forum that they requested to speak and voice concerns for the project. While the public had the same concerns voiced at the initial public meetings the tone of the meetings was far less controversial. Many residents had specific questions for the current owner of the corridor. All questions were recorded for follow up with Mr. Kovalchick. The main areas of concerns voiced included:

- Verification on ownership of right-of-way for the corridor.
 - Adjacent landowners liability and responsibility for the safety of trail users
 - Impact of trail development on property values
 - Safety and security of trail users and adjacent landowners
 - Increased noise, vandalism, theft, and loitering
 - Trespassing and infringement of privacy
 - Maintenance/Security
- Development cost, funding, and tax increases
- Safety of road and driveway crossings
- Concerns for motorized use of the trail

Residents saw development of a trail as an opportunity to build a sense of community between the various regions by providing a continuous link. The continuous link would also serve as a jump start to the local economy by increasing tourism and economic development in the region. The trail would also serve as a vital link that would connect and enhance the existing recreational facilities and opportunities that are currently available.

In order to maximize the meeting attendance and to make sure all adjacent landowners were notified of the project, every household owning property along the Knox Kane railroad corridor was identified and sent a letter introducing the project and announcing the landowners meeting. The mailing also included a list of questions and a comment card for those unable to attend the meeting. While not an official survey,



LANDOWNER INPUT

- 14.8% - I am in favor of the entire Knox Kane Rail corridor recreation trail.
- 2.0% - I am in favor of the Knox Kane Rail Corridor recreation trail in most areas of the corridor.
- 3.5% - I neither support nor oppose the Knox Kane Rail Corridor recreation trail.
- 5.5% - I am in favor of the Knox Kane Rail Corridor recreation trail, but not on my property.
- 45.9% - I am opposed to the Knox Kane Rail Corridor recreation trail.
- 17.2% - I am opposed to the Knox Kane Rail Corridor as a motorized trail.
- 11.0% - I am in favor of the Knox Kane Rail Corridor being a multi-use trail that accommodates motorized uses.

CITIZEN PARTICIPATION

of the 787 letters mailed to the individual property owners 344 (43.7 percent) were mailed back with comments.

USER GROUP FOCUS MEETINGS



The steering committee was asked to identify existing clubs or organizations within each of the four counties that would represent potential users of the trail. The user groups identified for individual focus group meetings included area equestrians groups, ATV and snowmobile clubs, walking groups, and recreational clubs and organizations. In addition, the committee felt it was necessary to meet with local officials, area law enforcement and emergency personnel, and other groups that have specific insights into the project.

As a result, eight focus group meetings were conducted, where attendees were individually invited to attend. The focus group meetings provided an opportunity to hear directly from key users groups and stakeholders so that their concerns and ideas were understood. The format of the meeting explored community issues and opportunities as well as the individual needs of each user group. The goal of each meeting was to address questions and concerns directly while involving stakeholders in the planning process. A summary of findings is outlined below.

Equestrians

January 12, 2011 / 9-10 AM



Officers of the Pennsylvania Equine Council and trail riders participated in the session. They reported that equestrians would not want to ride the Knox Kane corridor straight through. Instead, the Knox Kane corridor could serve as a connector to existing trails or riding areas. The opportunities that the corridor would present for this are extremely important. Getting horse people involved up front could be very helpful. The Equine Council members reported that equestrians are not organized in the four county area but that they'd like to do some outreach for this purpose and with respect to the Knox Kane corridor. 4-H groups do access trails. And there are trail riding groups such as the Allegheny Trail Riders and PM Saddle Club. It is common among equestrians that when they have trails to ride, they like to protect the location of the trails so that others from outside the area do not ride on these trails. Discussion included the following points:

- ◆ Pennsylvania is not a horse friendly state. Horses are the second largest aspect of agriculture in Pennsylvania in which agriculture is the chief industry.
- ◆ In Virginia, rail trails are connectors that create trail loops vital to equestrian riding.
- ◆ The ultimate goal is for equestrians to ride for four to six hours at a speed of three-to four-miles an hour. Therefore, they would be looking for 12 to 24 mile trails. They like to go different places, not one loop all the time. A separate tread for horses is preferred. Multi-use trails are not preferred.

CITIZEN PARTICIPATION

- ◆ The equestrians need to work with IMBA and the ATV folks and find ways to be harmonious in trail areas for everyone's safety and enjoyment.
- ◆ Need trails in the Kinzua Valley.
- ◆ 42 miles of equestrian trails are being developed in ANF with stimulus money based upon a master plan that was done nearly 10 years ago.
- ◆ Horse trails need to be properly designed.
- ◆ Trestles are a major concern.
- ◆ Need access points for big trailers.
- ◆ Shared use of trailheads does not work. An area for two trailers is a thing of the past; they need space for many more trailers.
- ◆ Consider overnight camping for equestrians. Would be a hit. A tourism avenue. There are examples of riders who go with their horses for a week or two to ride in ANF.
- ◆ State parks tied with state forests provide a great combination of natural areas with recreation support to accommodate visitors that would use both.
- ◆ Issue is the transition between ANF and state game lands where the rules for trails change and people do not know on which property they are riding. If the rail trail goes through the state gamelands, could they grandfather in trail use just as was done for the Horseshoe Trail?
- ◆ Consider Kinzua Bridge State Park as the major trailhead for equestrians.
- ◆ Otter Creek trail system in New York was developed in 1969 and is an important economic generator.
- ◆ Look at trail use as a system not just for individual uses.

ATV & Snowmobiles

January 12, 2011 / 9-11AM

The study committee identified seven clubs and/or organizations representing the ATV users in the area. Of the 7 groups contacted only one representative from a local motor sports shop attended the meeting. However, several members of local snowmobile user groups joined the meeting and provided additional input. As a result the meetings were combined as one group discussion for motorized users. Later as more of the snowmobile users joined the discussions the group focused on snowmobile related issues. Represented snowmobile organizations included Mountain Motor Sports, PA State Snowmobile Association, Marienville Trail Riders SMC, Tionesta Valley Snowmobile Club, Kane Snowmobile Club and Allegheny Federation SMCS.

Both ATV and snowmobile riders would like to see the entire corridor accessible for motorized use. The top two desired long distance connections for snowmobilers are Clarion to Marienville and Kane to Kinzua Bridge State Park. But with a realistic eye, both groups primary focus is on developing a realistic solution that provides connec-



CITIZEN PARTICIPATION

tions that would enhance the existing opportunities that are currently available to them. Specifically opportunities for food, gas, lodging, and access to existing loop trails are the immediate needs.

The desired connections are:

Snowmobile - secondary access/connection from Kane to ANF trails

Snowmobile - secondary access/connection from Marienville to ANF trails

ATV - primary access/connection from Kane to ANF trails

ATV - primary access/connection from Marienville to ANF trails

ATV - primary access/ connection Marienville to Russell City



While there is a snowmobile trail connection from Marienville to the ANF trail system, the current route could be enhanced through the use of the rail corridor to reach the Kwik Fill gas station.

- ◆ The Tuna Valley Trails association realized early that both snowmobiles and ATV cannot coexist on the same track due to the maintenance concerns.
- ◆ There is a misconception by property owners that if a trail does not occupy the corridor they will get the ROW back. As a result many are opposed to the any type of trail.
- ◆ Currently in Kane there is an established connection via agreements with private property owners that provides snowmobile access to the main trails in the ANF.
- ◆ Snowmobiles are not allowed on State Roads
- ◆ Non- registered ATV users, and those riding on private property give all ATV riders a bad rap. A means of addressing the issue is to give them designated connections to designated places to ride. This would allow local clubs to police themselves.
- ◆ One of the major concerns is that the trails are often closed due to the priority given to Gas Companies operating in the ANF.
- ◆ One of the main differences between ATV and snowmobile use is that the snowmobile season is limited, which allows the trail to be open to other uses in the offseason.
- ◆ There is available funding for motorized trail development from the registration fees collected in the amount of 5 to 6 million dollars.
- ◆ This corridor has the potential to connect Clarion to Potter County and beyond for long distance snowmobile rides.
- ◆ The ATV trail system currently consists of designated loop trails only. There needs to be a destination and connections to food, gas and lodging on the trail system to maximize the economic potential.
- ◆ ATV and snowmobiles are not compatible uses on the same trail during the same

CITIZEN PARTICIPATION

season.

- ◆ The entire corridor would be suited for snowmobile uses and allow a direct connection to the many camps located along the corridor.

Tourism / Trail Towns

January 12, 2011 / 10-11AM

Representatives of the Industrial Development Corporation, Main Street program, Chambers of Commerce, Visitors Centers in the area, a private trail related business owner and a trail user club were present. The group discussed the importance of visitors' centers and how they came about in the area. The importance of snowmobiling was discussed, pointing to the area once promoting itself as the snowmobile capital of the world. For ATV's the idea is to create destination points so that riders travel from point-to-point and spend money thus contributing to the regional and local economy. Knox Kane could be a connector to get riders into communities where they would spend money. The business owner reported that one-third of his sales are to people with a different area code (aka tourists). Points discussed included:

- ◆ Need to get people from campgrounds into towns. This is both by access and by attraction. Want people to come in to the towns to spend money and patronize businesses.
- ◆ There are over 300 miles of snowmobile trail and 106 miles of ATV trail in the Allegheny National Forest.
- ◆ Extensive network of trails for ATVs in the area.
- ◆ Connect ATV trails to Knox Kane corridor for economic development.
- ◆ Discussion about regulations in towns to create trail user-friendly destinations.
- ◆ The Marcellus drilling is causing the focus on recreation as an important industry in the area to be lost.
- ◆ It is important to get municipalities to understand how important their role is in making the area trail friendly.
- ◆ Discussion of the role of the Progress Fund in getting the great Allegheny Passage done. Since 2007, 60+ businesses have formed along GAP.
- ◆ Essential to get the understanding out that recreation is the industry of the area. Manufacturing is gone and not coming back. Need to feed the recreation industry with things like trails and visitor friendly places.
- ◆ Put together a business plan that is based upon the amenities visitors to the area want such as food, shopping, lodging, activities, etc.
- ◆ There is a perception that cyclists do not spend money and that it is the ATV and snowmobile riders that do.
- ◆ Regarding trail towns: make sure that every town has the opportunity to be a trail



CITIZEN PARTICIPATION

town. If we say that only select few are, that will hinder our efforts. Ann Toole explained that our strategy is that all towns can become trail towns and for the purposes of this study, the client wanted to look at one town in each county just as an example of how to transition towns in to trail towns. Perhaps listing all potential trail towns would be a good idea to show how inclusive this concept is.

- ◆ Trails help to increase campground use, which is up in the area. The participants described how important it is to involve local stakeholders in the value of the trail and how it will benefit them.
- ◆ Tie planning to other plans: Greenway Plan, Lumber Heritage Plan and Northwest Regional Plan.
- ◆ Identify what makes a trail town successful: access, services and promotion. Towns here may not understand the concept of how a trail benefits towns and the economy.
- ◆ “It’s important to have a recreation based corridor here to survive, thrive and grow”.

ANF Law Enforcement & Emergency Services

January 12, 2011 / 11-12AM



ANF managers shared the USFS plan and about how they operate. They presented information about management areas, which have different levels of sensitivity in terms of natural resource management. The Knox Kane corridor goes through mostly MA 3 0 area, which is an intensive management area. USFS has a concern about trail riders going off the trail along the 22-mile border that is contiguous with ANF and the potential damage the environment and natural areas.

The USFS has a five-year plan in place in which a main goal is to reduce maintenance due to funding challenges. The decision regarding Beaver Meadows will not be made for several years and will take into consideration the Knox Kane feasibility study. A feasibility study for Beaver Meadows will be undertaken to explore ways to increase use at the campground. One proposal is to connect the campground to the ATV trails in the area. The future use of the Knox Kane corridor may influence the decision made for Beaver Meadows. USFS would have to do a NEPA for any motorized trails, building new trails except on existing closed roads.

Knox Kane could be a nice long distance trail. Consider cycling as a new industry and type of trail rider here. That could open a whole new segment of tourism. The locals do not understand the potential value of bicycling to the area. USFS has found that riders want loops. ANF is now constructing a major equestrian trail system using stimulus funds. Knox Kane is the common connector in the area and that is its major value. The key to successful trails here is that they be well signed and well managed.

Challenge in enforcement here as there are different views on how USFS should enforce laws vs. how the community views the importance of being visitor friendly. Many conflicts occur due to these different perspectives. There is no management

CITIZEN PARTICIPATION

entity in place though. USFS law enforcement is only done on USFS lands. Local emergency management works extremely well. Whole area is GPSed and has coordinates for locations.

Non-Motorized - Trail Groups

January 12, 2011 / 11-12AM

Eight local trail organizations were contacted to provide feedback on trail related issues, obstacles, opportunities, and successes in the area. Representatives of the local organizations included Tuna Valley Trails Association, Allegheny Defense Project (ADP), North Country Trails Association, Allegheny Valley Trails Association, and the ANF.

Each of the groups gave an overview of their organization and the ongoing efforts to provide and promote the benefits developing recreational trails. The corridor was seen as a tremendous asset for muscle “powered” activities that not only provided recreational opportunities but would also link individual communities while providing outlets for connecting with nature. There was an overriding concern for use of the trail for motorized uses, in particular ATVs. Most groups have experienced illegal ATV uses on their trails and all agree the best way to manage the issue is to self-police by increasing pedestrian activity.

- ◆ The corridor should be utilized to connect existing and future recreation destinations. There is a white paper by the ADP that identifies certain natural features in the immediate area that could be linked by the trail.
- ◆ The 2007 Forest Management Plan and 2008 Recreation Facility Plan for the ANF outlines the closure for certain facilities. The type of trails and uses allowed in the corridor would directly affect the ANF decisions regarding these existing facilities and could require revisions and/or updates to the plan.
- ◆ The main concern for the ANF is who will maintain the trail and what types of uses will be allowed.
- ◆ While the character and layout of the trail is conducive to pedestrian and cycling activities the length of the corridor is very attractive for motorized uses.
- ◆ Each of the communities along the trail is different and has different needs and opinions regarding the trail.
- ◆ What is Mr. Kovalchick’s vision for this trail corridor?
- ◆ The length of the corridor, the scenic qualities, and the peace and quiet is what makes this a special place.



Recreational Clubs / Organizations

January 13, 2011 / 9-10AM

The study committee felt that the local recreational clubs should be given an oppor-

CITIZEN PARTICIPATION

tunity to also comment and provide input into the development of the plan. While not a specific user group, these groups could provide input on other recreational activities in the area that could benefit and/or enhance the development opportunities for a trail. Individuals from the Highlands Sportsman Club, Marienville Gun Club, Trout Unlimited, Upper Allegheny Watershed Association, Just Riding Along, Kinzua Fish and Wildlife Association, and McKean County Conservation District were contacted individually and invited to the focus group meeting. Unfortunately, none of the representatives attended the meeting.



Local Supervisors / Elected Officials

January 13, 2011 / 10-11AM

Representatives of the eleven municipalities that the corridor traverses as well as each of the four counties were individually contacted and invited to the focus group meeting. Attendees included representatives from Wetmore Township, Howe Township, Paint Township, Jenks Township, Forest and McKean County.

Opinions regarding development of a trail varied greatly among those in attendance. Paint Township's representative submitted a letter on behalf of their Board of Supervisors stating their objections to the development of a multi-use trail. A copy of the letter is included as Appendix C. Others gave specific examples of how trails have created economic development opportunities. A close to home example referenced was the Forest Lodge and Campground. According to the owner, the spur trail that was developed to link my business to the ANF ATV trails not only helped my business, "it saved my business."

- ◆ The project mapping should identify all municipal names and boundaries.
- ◆ All roads within Howe Township are currently opened to snowmobiles except one. There is only one section of road within the Township that is open to ATVs. This road provides a link from the Forest Lodge to the ANF ATV and snowmobile trails.
- ◆ There should be stricter punishments for illegal users.
- ◆ Safety and security, lack of policing, trash, litter, and privacy of adjacent residents are the main concerns.
- ◆ Motorized use of the trail is the main concern.
- ◆ McKean County is primarily concerned with costs and liability of the trail.
- ◆ Why do we need more trails?
- ◆ We completely support this planning process in determining what the true desires and feasibility for a trail really are.
- ◆ How can we show that there is clear ownership of the corridor?
- ◆ Of particular concern is the livelihood of the residents and what the economic benefits would actually be.
- ◆ The main push for the trail should be the economic benefits. The area needs all

CITIZEN PARTICIPATION

the support it can get.

- ◆ There is a lot of energy being wasted here when we should really be focusing on job creation.
- ◆ The change in use is the issue for many of the residents. The daily train traffic was a scheduled event. Residents knew what to expect. They do not know what to expect from a trail.
- ◆ You are stealing our land; there are no records in the courthouse about a ROW. We pay taxes on that land now, who will pay it in the future?
- ◆ There are at least 40 homes adjacent to the tracts that must be addressed.
- ◆ McKean County has already branded itself as “trail central”. This would be another opportunity to link communities and expand recreation and tourism dollars.
- ◆ Funding for this project would compete with other grant opportunities.
- ◆ In certain areas the ROW is only as wide as the ties.

CONCLUSIONS

- ◆ The area has seen a tremendous growth in trail development in recent years within the area.
- ◆ Opinions vary greatly regarding the many issues surrounding the project.
- ◆ There is a strong sentiment that decisions have already been made regarding the trail being developed as a motorized trail.
- ◆ There is a strong sense of entitlement from motorized users regarding development of the potential trail.
- ◆ Even within the motorized community, there are differences in opinions for use of the trail.
- ◆ People genuinely feel that this is a unique area and that examples from other places don't apply here.
- ◆ Residents feel they are being given lip service and this is not an open process.
- ◆ A number of individual home sites are within 30 feet of the rail line and will require special attention to address landowner concerns.
- ◆ Numerous parcels are bisected by the right-of-way and will require special provisions and control measures for owner access.
- ◆ There is distrust for the ANF.
- ◆ The various user groups recognize the corridor as an asset for recreational and economical benefits to the community.



CITIZEN PARTICIPATION

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TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

TRAIL TOWNS: A VALUABLE ASSET

A Trail Town is a destination along a corridor that provides an attractive place where visitors can stop to get services and goods such as food, lodging, information, recreational experiences, internet access, and other equipment and supplies. Trail Town communities typically have a unique character that reflects their heritage; attractive scenery; and a safe, welcoming atmosphere. As vibrant attractive places, Trail Towns are not only great destinations for tourists, they are great places in which to live, work, play, retire, or operate a business.

Trail Towns along rail trails in other areas of the Commonwealth have found that trail visitors are a key factor in creating and sustaining successful businesses. Along the 150-mile Great Allegheny Passage, 62 new businesses were created in Trail Town communities with 43 still successful several years into operations. Business owners indicated that their revenues are not only generated in peak tourism seasons alone but in the usually quiet swing seasons as well. Trail visitors made the difference in the businesses' viability.

The Trail Town concept is a community revitalization effort based on the nationally recognized Main Street Program. In addition to focusing on the Central Business District revitalization activities, the Main Street/Trail Towns approach can help communities better prepare to handle tourism issues, recreational needs and connections related to a community's specific trail type, trail activity and location. Interviews with stakeholders in potential Trail Towns in the Knox Kane corridor indicated that they have been pursuing Main Street funding on a regional basis although funding is a current challenge.

TRAIL TOWN ATTRACTIONS

The tens of thousands of people that use trails across Pennsylvania usually need to get something to drink or eat, a place to take a break, and a memorable experience to create. To serve the trail users, Trail Towns can offer a casual restaurant, restrooms, convenience stores, a bicycle shop for sales and repairs, outfitters, clothing stores, gift shops, museums and galleries, banks and ATM's, mailing services, an ice cream shop, a public library, information center, historic sites and tours, and interesting local shops.

Supporting these amenities is a bright clean town with wide sidewalks, bicycle racks, attractive signage, and nice places to sit. Parking for visitors to access the trail helps to establish the community as a destination for increased tourism. Safe, clean, and friendly are guiding principles for Trail Towns.



REGIONAL GREENWAYS PLANS: TRAIL TOWN RECOMMENDATIONS

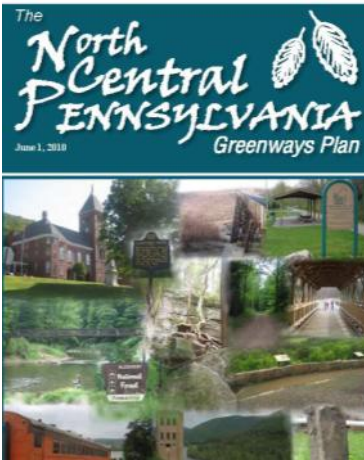
Three regional greenways plans contained recommendations for trails and trail towns within the Knox Kane corridor: the North Central Pennsylvania Greenways Plan, the Northwest Pennsylvania Greenways Clarion County Plan, and the Northwest Pennsylvania Forest County Greenways Plan.

TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

All three plans established a goal to: *create recreation and transportation greenways in the region as a way to attract and invite every trail user to the main street districts, where they can find the goods and services they need, while spending money in the region's towns.*

All three plans used similar planning processes which included a Steering Committee and the establishment of criteria to select potential Trail Towns, Major Hubs and Hubs. The Steering Committees for the greenway plans made recommendations for Trail Towns in their respective counties in accordance with the service area for the plans. The criteria for selecting the proposed trail towns was that the towns be able to provide at least three of the four following goods and or services:

- Main Street
- Food
- Lodging
- Fuel



North Central Pennsylvania Greenways Plan

In 2010, the North Central Pennsylvania Greenways Plan was completed under the direction of the North Central Regional Planning and Development Commission and the six counties located within the North Central Region. The counties included two of the four counties in which the Knox Kane Corridor is located: McKean and Elk. Cameron, Clearfield, Potter and Jefferson Counties, the other four counties in the plan, are outside of the Knox Kane corridor.

The North Central Pennsylvania Greenways Plan recommended the following Trail Towns:

Elk County: Johnsonburg, Ridgway, St. Marys, and Wilcox.

McKean County: Bradford, Mt. Jewett, Kane, Smethport, Lantz Corners, and Port Allegany.

In addition to Trail Towns, the Greenways Plan made recommendations for the establishment of Major Hubs and Hubs. Major Hubs could provide two of the four goods or services listed for Trail Towns while the remainder was classified as Hubs. Regional and local parks, preserves and ecological sites may also serve as hubs. Major hubs and Hubs included:

Elk County: Major Hub: Benezette. Hubs: Kersey, Elk State Park - East Branch Dam, Twin Lakes Recreation Area, Allegheny National Forest Trails, Lamont and Russell City.

McKean County: Major Hub: Eldred, Westline, University of Pittsburgh at Bradford. Hubs: Allegheny National Forest / Kinzua Reservoir Facilities at Willow Bay, Kinzua Bridge State Park, Hamlin Lake, McKean County Complex, Majestic Kamp and Trails, Wolf Farm ATV Safety Training, and ANF Ranger Station S.R. 321.

The plan also includes a listing of potential trail towns and major hubs for Clarion and Forest County, which are outside of the North Central Region. They include:

TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

Clarion County: Clarion Borough, Foxburg, New Bethlehem, and East Brady.

Forest County: Cooksburg.

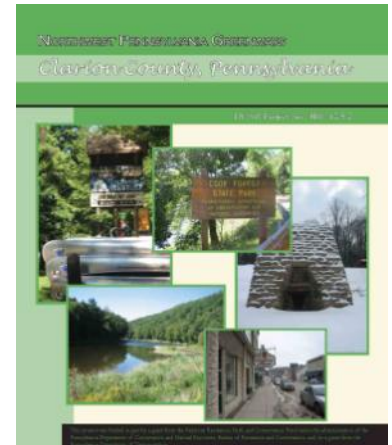
Northwest Pennsylvania Forest County Greenways Plan

The Northwest Pennsylvania Forest County Greenways Plan recommended the following Trail Towns, Major Hubs and Hubs:

Trail Towns: Tionesta and Marienville

Major Hubs: Beaver Meadow Lake and Cook Forest State Park

Hubs: Kellettsville USACOE, Buzzard Swamp, Kelly Pines Recreation Area, and Cornplanter State Forest

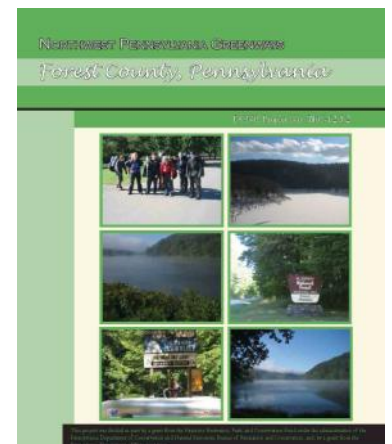


Northwest Pennsylvania Clarion County Greenways Plan

The Northwest Pennsylvania Clarion County Greenways Plan recommended the following Trail Towns, Major Hubs and Hubs:

Trail Towns: Clarion Borough, Foxburg, New Bethlehem, East Brady and Cooksburg in Forest County.

The Clarion County Greenways Plan did not address Major Hubs or Hubs.



Prioritizing Trail Towns

The regional greenways plans offered criteria for ranking trail towns. The criteria included:

- Proximity of Existing / Proposed Trail(s) to Main Street: The closer the existing / proposed trail(s) are to main street the higher the assigned value;
- Number of Trail Connections: Cumulative value of the total number of existing / proposed recreation, transportation, and water trails which pass through town;
- Local Partners: Opportunities present to partner with government, nonprofit, and for profit agencies to advance the trail town concept along main street;
- Economic Development Potential: Size, character, and vibrancy of the Main Street; and
- Association with community and economic development strategies.

TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

APPLYING TRAIL TOWN AND HUB RECOMMENDATIONS TO THE KNOX KANE FEASIBILITY STUDY

Trail Towns

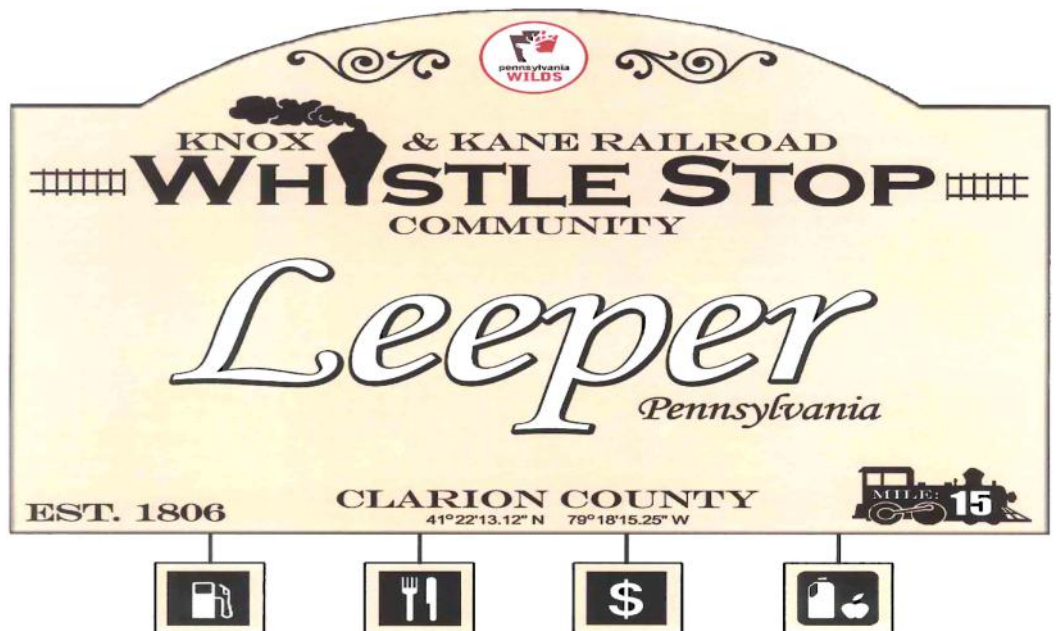
In undertaking the Knox Kane Corridor Feasibility Study, the North Central PA Regional Planning and Development Commission re-evaluated the potential trail towns in light of the specific Knox Kane corridor, the top priority for implementation in the regional greenway plans. The goal was to select four municipalities distributed throughout the four counties to serve as pilot projects within the Knox Kane corridor should the trail prove feasible. Due to practical considerations, the four trail towns are Kane and Mt. Jewett in McKean County, Marienville in Forest County and Leeper in Clarion County. Because of extreme rural nature of Elk County, Kane in southern McKean County will serve the Elk County portion of the trail corridor.

What is a Whistle Stop?

- ◆ A small town along a railroad line;
- ◆ To take a trip consisting of several brief stops, usually overnight; or
- ◆ A short walk from the rear platform of a train, in a small town, especially during a political campaign.

Whistle Stop Communities

During the Feasibility Study, Suzanne Gagliardo, the Manager of Community Development for the Northwest Pennsylvania Regional Planning and Development Commission proposed a very interesting concept adopted for the Knox Kane corridor: “Whistle Stop” Communities. Out of respect for the railroad heritage of the area, the communities along the corridor could be branded as the Knox and Kane Railroad Whistle Stop Communities. The branding could be carried out in endless ways such as signage on the trail, in individual communities, and related businesses. The signage could give locator information (County, mile marker, GPS coordinates), community history and available amenities. The special brand of Whistle Stop Communities could aide with new business development and recruitment, spurring further economic development throughout the Knox Kane corridor. The marketing possibilities with the Whistle Stop brand are endless. The Whistle Stop communities could include 17



TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

communities with Leeper, Marienville, Mt. Jewett, Kane as the lead followed by Knox, Marianne, Lucinda, Snydersburg, Crown, Vowinckel, Gilfoyle, Roses, Pigeon, Russell City, Lamont, Kanesholm and Lantz Corners.

BECOMING A TRAIL TOWN

In 2005, the Allegheny Trail Alliance published Trail Towns - Capturing Trail Based Tourism, a Guide for Pennsylvania Communities. This publication can be downloaded from <http://www.dcnr.state.pa.us/brc/publications/Pubs/TrailTowns.pdf>. The development of this guide was funded by the Regional Trail Alliance and the Pennsylvania Department of Conservation and Natural Resources. The guide provides step-by-step guidance in preparing a blueprint to provide goods and services required by trail users and promoting trail-friendly towns.



These steps include:

- Organizing community leaders to work together toward a common vision and goals for their Trail Town community in a volunteer driven program.
- Enticing trail users to get off the trail and into your town through great design, facilities and customer friendly services.
- Helping to support existing businesses and recruit new ones.
- Welcoming trail users to your town by making information about the community readily available at the trail.
- Making a strong and safe connection between the town and the trail.
- Educating local businesses on the economic benefits of meeting the needs of trail tourists.
- Promoting the “trail-friendly” character of the town.
- Working with neighboring communities to promote the entire trail corridor as a tourist destination.

COMMUNITY PERSPECTIVE ON THEIR TRAIL TOWN POTENTIAL

During the Feasibility Study, the Planning team met with a group of key stakeholders in each of the four proposed lead Trail Towns of Kane, Marienville, Mt. Jewett and Leeper. The purpose of the meeting was to discuss the concept of Trail Towns, determine the assets of each community with respect to Trail Towns and explore the potential of each community to organize and launch a community organization to undertake the work necessary to establish and sustain the community as a Trail Town. The full report on the Trail Towns meetings is located in Appendix E. The summary findings are as follows:

Great Small Towns - Marienville, Kane, Mt. Jewett and Leeper are all great small towns. They each have something unique to offer. They are not cookie cutter destinations. From Swedish architecture to restored train stations and local

TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

country stores, there's a good reason for trail visitors to go these communities, see what's there, get something to eat and drink, explore some historic sites, and perhaps stay overnight in the area.

Consensus - The participants in each of the meetings were in favor of their community becoming a Trail Town.

Organizing Group - In the discussion about the need to harness a group of people from the community to work toward the establishment of the Trail Towns, all four communities expressed the most concern about being able to organize a group. The Marienville participants expressed the most concern about getting and organizing group together. The people around the table in each community appeared to be the same ones who would be involved in Trail Town planning. They expressed the need for people to understand that they must be in this for the long haul - it won't happen overnight!



Expertise and Support - In the large region, several organizations emerged as potential resources to assist in working toward the establishment of trail towns.

Tapping into Main Street Program - Some regional efforts are underway for a multi-municipal Main Street Program. The challenge at this time is getting funding during this period of fiscal cutbacks for programs such as Main Street.

ANF Related Resources - Three of the four communities have better access to fiscal resources since they are located within the four counties where the Allegheny National Forest is located. These are Marienville, Kane and Mt. Jewett. Leeper is outside the four-county Allegheny National Forest region and does not have access to this federal funding source.

Unique Identity - Each community has a unique identity, which makes the area attractive for heritage tourism. Heritage tourists are looking for an authentic experience of real towns, history and culture.

Marienville: Gateway to ANF. ATV/snowmobile hub.

Mt. Jewett: Swedish heritage.

Kane: Hub of McKean County as "Trail Central"

Leeper: Cook Forest State Park Gateway community. Country crossroads with local fare and products.

Expertise and Support Needed - Each community is so small and may not have the capacity on its own to undertake a Trail Town project. However, working together would give them a critical mass and common purpose. Having a staff person to coordinate, support, and advance efforts among the four communities may be more advantageous than having each community struggle on their own. The concept of a multi-municipal or regional Main Street Manager was discussed in the Trail Town focus groups with participants indicating that they are actually pursuing this idea. Using the

TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

Main Street Manager to tap into and support the Trail Town concept is not much of a stretch since the Trail Town Program is actually rooted in the Main Street Program.

Business Development - Since Trail Towns offer a good range of service to attract tourists who will come there and spend money, businesses need to be in place. As the economy of Knox Kane area has evolved from manufacturing to tourism and recreation, people still struggle with creating businesses. Participants involved with economic development indicated that people really need help with learning how to start and operate a business. While many people have ideas for businesses they'd like to start, few know how to get going. Having some type of business incubator for the Trail Towns could help to strengthen what the four pilot communities have and position them as strong Trail Towns.

Tapping Partners - Discussions with the participants in the four communities revealed that there are several organizations that play a vital role in planning and spurring economic development. Frequently, it is the same people involved in multiple roles in multiple locations. Activities related to Trail Town planning are underway such as Hospitality Training at the University of Pittsburgh in Bradford. Organizations that are important to the Trail Town efforts include the North Central Pennsylvania Regional Planning & Development Commission, Northwest Pennsylvania Regional Planning and Development Commission, Industrial Development Corporation, Industrial Development Authority, Allegheny National Forest, Department of Conservation and Natural Resources, Cook Forest Visitors Bureau, PA Wilds, the Chambers of Commerce, University Pittsburgh at Bradford, and the Tuna Valley Trail organization. Determining their roles, responsibilities and how to engage them with respect to their time will be important in the Trail Town development.



TRAIL TOWN PUBLIC SPACE CAPITAL IMPROVEMENTS

There is a symbiotic relationship between successful trail towns and their recreational resources. The Towns provide meaningful services and attractions, while the recreational resources provide the primary source of attracting patrons to those towns. The cornerstone of their success lie in creating strong connections between the town and their recreational resources. The physical manifestation of these connections is often achieved through public space capital improvements, including trailheads, streetscape improvements and gateway/wayfinding signage.

Trailheads

Trailheads serve as the direct tangible link between communities and recreational trail resources, including both land and water trails, as well as motorized and non-motorized trails. Trailheads come in all “shapes and sizes” depending upon location, use, public budget, etc., but the primary improvements for all trailheads include some form of vehicular unloading/loading/parking and

TRAIL TOWNS AND WHISTLE STOP COMMUNITIES



signage. Trailheads that serve equestrian, snowmobile and ATV trails will need to provide trailer parking spaces and ample space for turning these long and large vehicles. A typical trailhead should be constructed to accommodate an average of 5-10 vehicles at one time, while some more trafficked locations may warrant larger trailheads designated to accommodate up to 20 or 30 vehicles. Trailhead signage not only identifies the trailhead itself, but often includes trail maps and information, as well as wayfinding signage and information related to the local community and its businesses. Additionally, trailheads often offer auxiliary amenities/services such as information booths, restrooms, drinking fountains, etc.

Streetscapes

Linkages between the community and its business district to an outlying trail/trailhead are often made via a shared roadway and/or streetscape. Common themes among successful trail towns are their comfortable and inviting streetscapes full of public amenities which entice recreation users into the town centers. One may picture a tree lined street with historic streetlights and wide brick paved sidewalks dotted with sidewalk cafes (tables, chairs and umbrellas/sun shades). These types of enhancements are not only attractive to residents, visitors, tourists and trail riders but are also a cost effective means for a business such as restaurant to expand seating capacity without incurring considerable capital or operational costs. Although this “ideal” should be something communities can aspire to, simple improvements can be just as successful in the short-term. The key to a successful streetscape is to have a unified identity or sense of place (through the use of a uniform or standard “family” of site furnishings), provide amenities that support users (such as ADA-complaint crosswalks and signage, benches, litter receptacles, bike racks and traffic control bollards), and to keep the streetscape clean. Where sidewalk widths do not permit shared use by pedestrians and cyclists, shared roadway markings and signage should be provided to provide safe access to and from a town’s business center.

Gateway/Wayfinding Signage

Signage is the glue that keeps a community business district and a trail corridor connected to each other. A comprehensive signage system assists pedestrians, bicyclists, motorists, tourists, etc. in locating trails, destinations, overlooks, designated interpretive areas, businesses and other important community information. The two primary forms of signage include gateway and wayfinding signage. Gateway signage is used to announce an arrival or departure from area which is distinct from its surroundings, and as the name suggests, these signs are often large and grandiose. In the case of a trail town, these signs are often themed based upon a particular fact or character that is unique to that community. Gateways could be designed and constructed to integrate art or cultural icons that capture the “heart and soul” of the community. They should be designed to be memorable and can be used to celebrate the history and culture of the place. When multiple gateway locations could be developed, the gateways should be designed as a uniform set or family. Using common

TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

materials, colors, sizes, aesthetics, etc... will re-enforce the “brand” created by the family of gateways.

Wayfinding signage allows individuals to navigate safely between a recreational resource and a town’s business center, and allows a visitor or trail rider to conveniently find a restaurant, motel, gas station, bike shop, trailhead, medical office, etc... As with the streetscape, it is key to establish and maintain a uniform character or “brand” between all levels of signage throughout the system through consistent or compatible design with the materials and colors of the site furnishings yet should convey clear, simple and legible information to a user.

SPECIFIC RECOMMENDATIONS

The following are specific recommendations associated with trailheads, streetscape improvements and gateway/wayfinding signage for each of the four (4) communities assessed as part of this Feasibility Study:

Kane

Trailhead

Provide a major trailhead adjacent to Westerberg Way, just south of Biddle St. This should include parking for at least 20 cars, and should include landscaping improvements and signage as appropriate.

Streetscapes

Implement basic streetscape improvements along Biddle St. from Westerberg Way to Chase St. to form a connection from the trail to the proposed “Trail Town District”. The improvements along Biddle Street should at a minimum include landscaping at the gateway signs and “share-the-road” bike lane striping along the edge of the vehicular cartway (both sides of the street) and wayfinding /traffic safety signage related to “share-the-road” improvement. The shared roadway markings should also be extended east along Biddle St. to the Biddle St. Ext. where the proposed Knox Kane Trail corridor is adjacent to the street.

More intensive streetscape improvements should be implemented within the proposed “Trail Town District” along Fraley (from the railroad tracks north to Easton St.) and Chase Streets (from Greeves St. north to Bayard St.). The width of the sidewalks along both Fraley and Chase are adequate to accommodate both pedestrians and bicycles. In fact, the sidewalks along Fraley are wide enough even with the additional bicycle traffic to permit the use of sidewalk cafes. Additional improvements should incorporate ADA-complaint crosswalks and signage, site furnishings, litter receptacles, bike racks and traffic control bollards. Both streets currently have adequate pedestrian-scale street lighting, so no additional lighting improvements are recommended at this time.



TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

Gateway/Wayfinding Signage

Gateways consisting of signage and landscaping could be erected at the following locations:

Intersection of Biddle St. and Clay St.;

Intersection of Westerberg Way and the railroad tracks near Biddle St.;

Intersection of Biddle St. and Greeves St.;

Intersection of Fraley St. and the railroad tracks south of Greeves St.;

At Chase St. just north of Bayard St.;

Intersection of Fraley St. and Easton St.

Wayfinding signage and business locators could be installed at the trailhead and on Biddle St., Fraley St. and Chase St.



Other Capital Improvements

Kane has an opportunity to capitalize on existing remnants of the former Knox Kane Railroad, including the former station and old railroad cars. These artifacts and adjacent lands can be renovated and developed into an interpretive area which can act as a destination for trail users and other tourists alike. Furthermore, Kane has the opportunity to negotiate a right-of-passage along the existing railroad corridor south of Biddle St. which could provide an enhanced and much more convenient/straight forward connection from the proposed trailhead to the trail town district. This potential connection would also minimize the trail impact on local residents along Biddle Street.

Leeper

Trailhead

Provide a trailhead adjacent to State Route 36, in the area near the Post Office. This should include parking for 5-10 cars, restroom and should include landscaping improvements and signage as appropriate.

Streetscapes

Implement basic streetscape improvements along State Route 66 (from just west of the intersection with the proposed Knox Kane Trail to just east of the Sawmill Restaurant) and along State Route 36 (from just south of the Red & White Market to just north of the intersection with the proposed Knox Kane Trail). The improvements along both State Routes 36 and 66 should at a minimum include street tree plantings, landscaping at the gateway signs and “share-the-road” bike lane striping along the edge of the vehicular cartway (both sides of the street) and wayfinding /traffic safety signage related to “share-the-road” improvement. The density of current development does not warrant intensive streetscape improvements, however some benches, bike racks and litter receptacles adjacent to local businesses is recommended.



TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

Gateway/Wayfinding Signage

Gateways consisting of signage and landscaping could be erected at the following locations:

State Route 36 just south of the Red & White Market;

State Route 36 just north of the intersection with the proposed Knox Kane Trail;

State Route 66 just west of the intersection with the proposed Knox Kane Trail; and

State Route 66 just east of the Sawmill Restaurant.

Wayfinding signage and business locators could be installed at the trailhead and on State Routes 36 and 66.

Mt. Jewett

Trailhead

Provide a trailhead adjacent to Center St., just south of the intersection with the proposed Knox Kane Trail. This should include parking for at least 10-15 cars, and should include landscaping improvements and signage as appropriate.

Streetscapes

Current streetscape improvements and amenities should be expanded upon along Center St. (from the proposed trailhead to E. Main St.) and along E. Main St. (from Kushequa Way to just east of My Sister's Place Restaurant). This should include at minimum street tree plantings, ADA-complaint crosswalks and signage, site furnishings, litter receptacles, bike racks and traffic control bollards. Mt. Jewett, more so than the other towns assessed, has already built a "brand" based upon the town's Swedish ancestry. This branding is incorporated into benches, street banners and public art, and it is strongly recommended that this branding be incorporated into any streetscape improvements. This will allow Mt. Jewett to differentiate itself from other communities along the proposed Knox Kane Trail which may ultimately provide a competitive advantage.



Gateway/Wayfinding Signage

Gateways consisting of signage and landscaping could be erected at the following locations:

Center St. just south of the intersection with the proposed Knox Kane Trail;

Intersection of E. Main St. and Kushequa Way; and

E. Main St. just east of My Sister's Place Restaurant.

Wayfinding signage and business locators could be installed along Center St. (from the proposed trailhead to E. Main St.) and along E. Main St. (from Kushequa Way to just east of My Sister's Place Restaurant).

TRAIL TOWNS AND WHISTLE STOP COMMUNITIES

Marienville

Trailhead

Provide a trailhead adjacent to Cherry St., just west of Baughman's Market, and adjacent to E. Spruce St. just east of the Bucktail Hotel. This should include parking for at least 5-10 cars each, restroom and should include landscaping improvements and signage as appropriate.

Streetscapes

The streetscapes along Cherry Street (between the Route 66 Dinor and the Pioneer Motel), Spruce Street (from the bank to the Marienville Library), and Forest Street (from the post office to the Marienville Fire Company) should be improved to include unified signage and street lighting. Improvements along Cherry St. and Spruce St. should also include street tree plantings, ADA-complaint crosswalks and signage, site furnishings, litter receptacles, bike racks and traffic control bollards.

Gateway/Wayfinding Signage

Gateways consisting of signage and landscaping could be erected at the following locations:



Cherry St. just west of Baughman's Market;

W. Spruce St. just west of the bank;

Walnut St. just north of the bank;

N. Forest St. about 250' north of the intersection with Spruce St.;

Cherry St. just east of the Pioneer Motel;

E. Spruce St. at the intersection with the proposed Knox Kane Trail; and

S. Forest St. just south of the Post Office.

Wayfinding signage and business locators could be installed along Cherry St. (from the proposed trailhead to the Pioneer Motel) and along E. Spruce St. (from Cherry St. to the Marienville Library).

Other Capital Improvements

Marienville has an opportunity to capitalize on existing remnants of the former Knox Kane Railroad, including the former station, railroad offices, turntable and engine house. These artifacts and adjacent lands can be renovated and developed into an interpretive area which can act as a destination for trail users and other tourists alike.



- Trailhead Parking
- Lodging
- Snacks/Grocery Store
- Restaurant
- Public Park
- Post Office
- Proposed Trail Town District
- Streetscape Improvement Area
- Shared Roadway Trail Town "Connector"
- Trail Town Gateway

Note: North Country National Scenic Trail 6 miles

CONCEPT MAP
LEEPER, PA
KNOX KANE RAIL CORRIDOR TRAIL FEASIBILITY STUDY

Prepared for: North Central Pennsylvania Regional Planning and Development Commission
 Prepared by: Environmental Planning & Design, LLC / Johnson, Mirmiran & Thompson

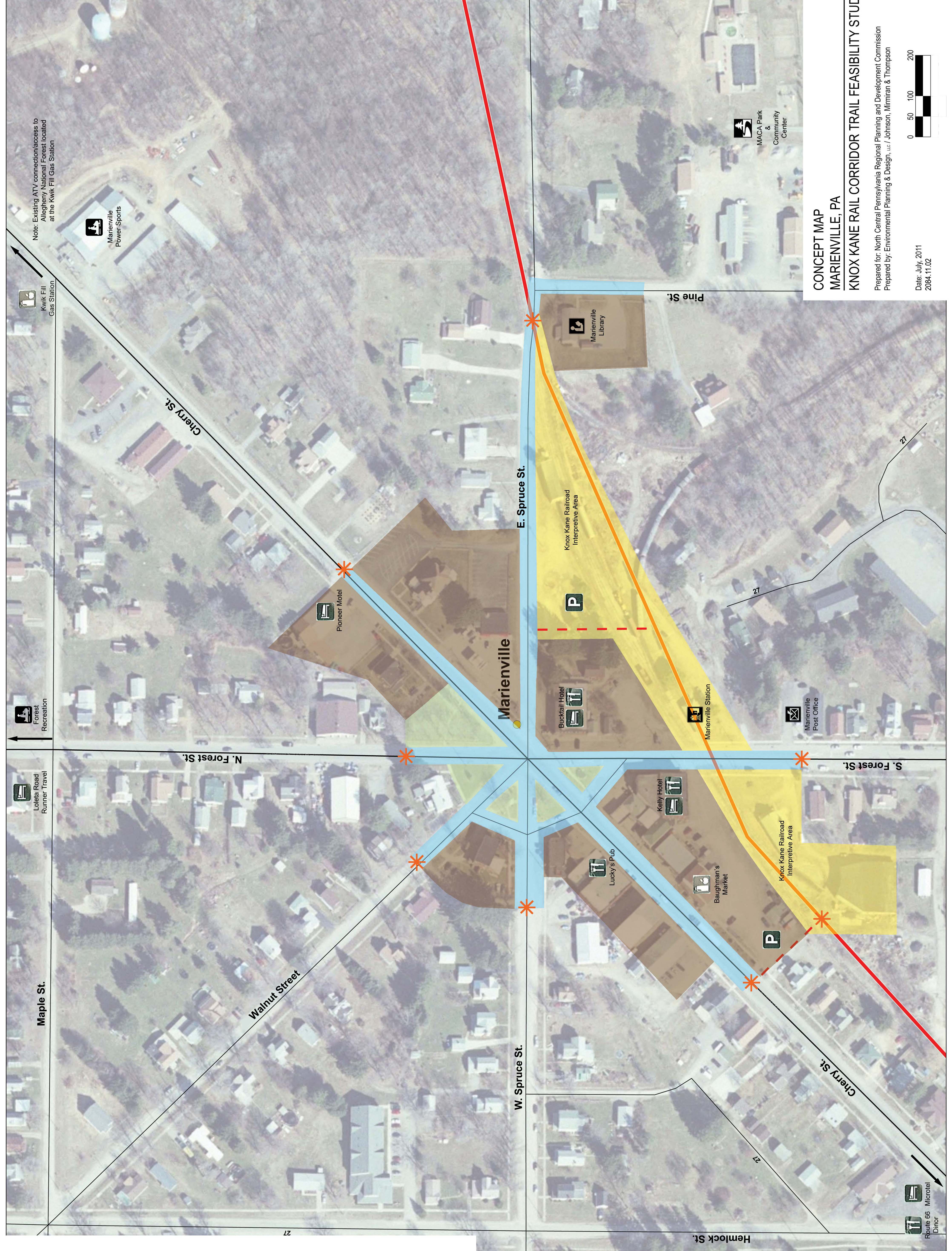
Date: July 2011
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Whispering Oaks Cabins
 Stone Crest Cabins
 Casa de Mara Rentals

Note: North Country National Scenic Trail 6.5 miles

- Trailhead Parking
- Lodging
- Snacks/Grocery Store
- Restaurant
- Outfitter
- Former Rail Station
- Public Park
- Post Office
- Proposed Trail Town District
- Proposed Knox Kane Railroad Interpretive Area
- Civic Green Space
- Streetscape Improvement Area
- Trail Town "Connector"
- Trail Town Gateway

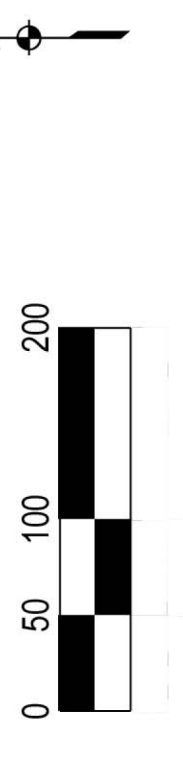


Note: Existing ATV connection/access to Allegheny National Forest located at the Kwik Fill Gas Station

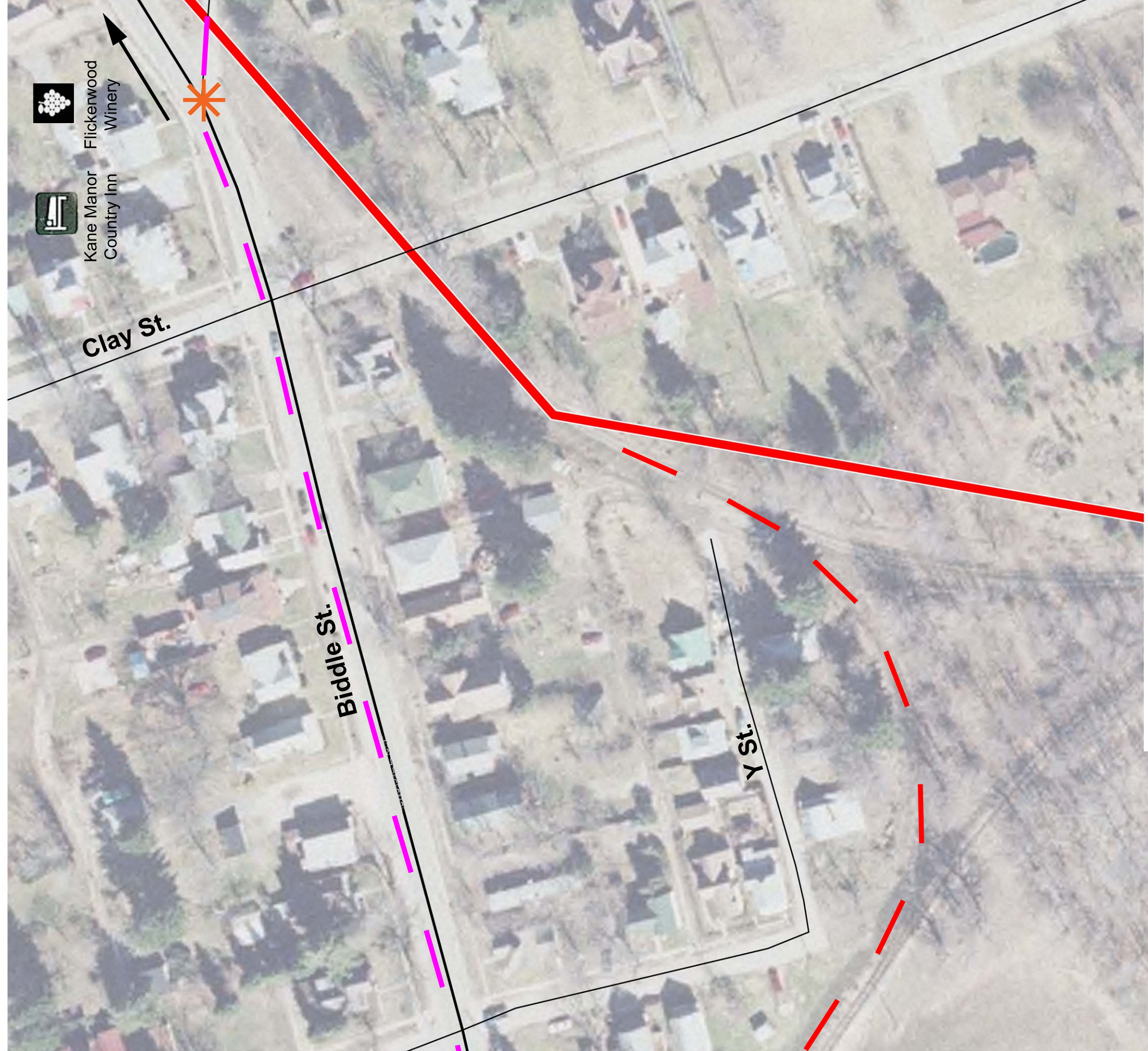
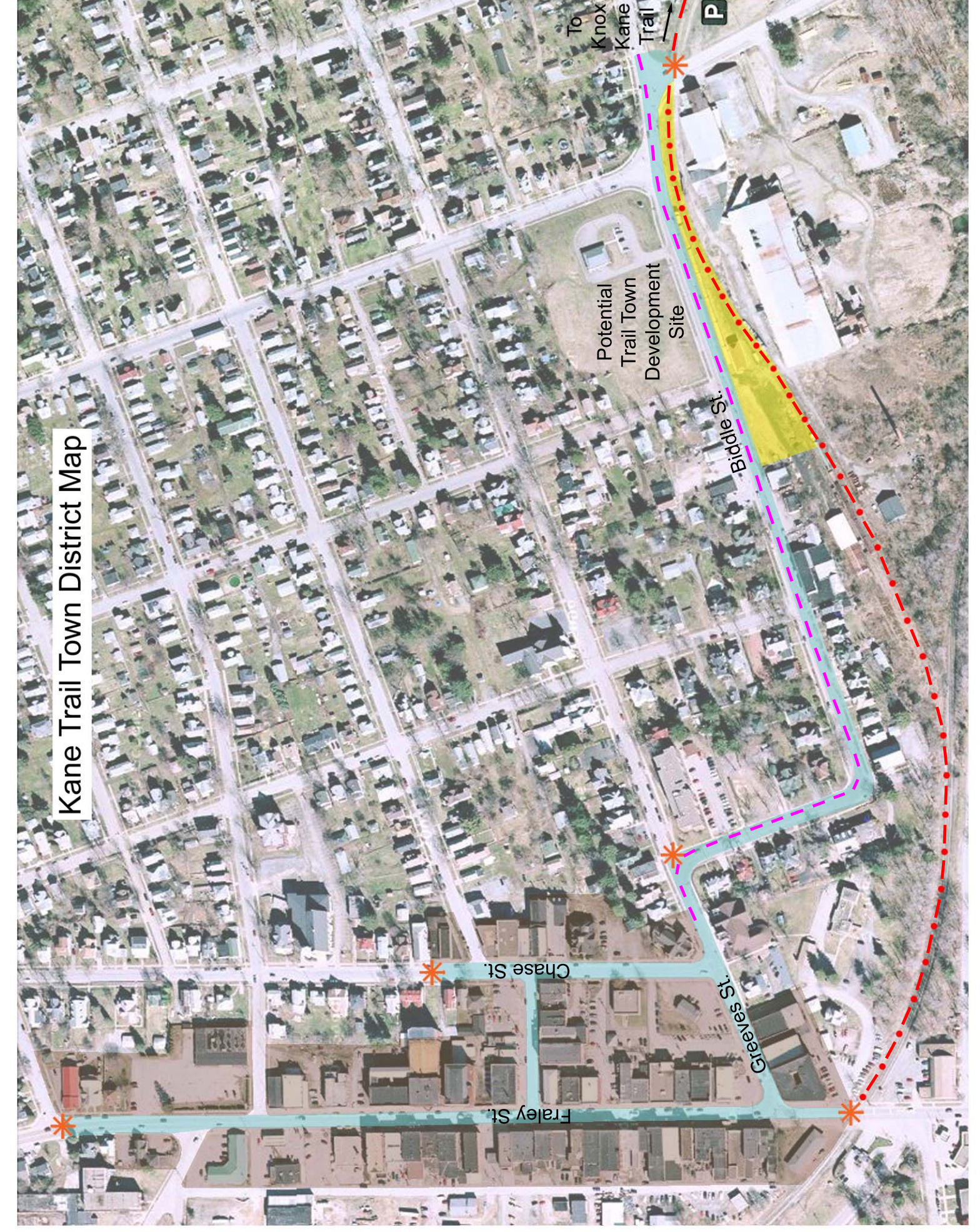
CONCEPT MAP
MARIENVILLE, PA
KNOX KANE RAIL CORRIDOR TRAIL FEASIBILITY STUDY

Prepared for: North Central Pennsylvania Regional Planning and Development Commission
 Prepared by: Environmental Planning & Design, LLC / Johnson, Mirmiran & Thompson

Date: July 2011
 2004.11.02



- Trailhead Parking
- Lodging
- Snacks/Grocery Store
- Restaurant
- Outfitter
- Former Rail Station
- Public Park
- Post Office
- Public Library
- Museum
- Winery
- Proposed Trail Town District
- Proposed Knox Kane Railroad Interpretive Area
- Streetscape Improvement Area
- Trail Town "Connector"
- Shared Roadway Trail Town "Connector"
- Potential Alternative Trail Town "Connector"
- Trail Town Gateway



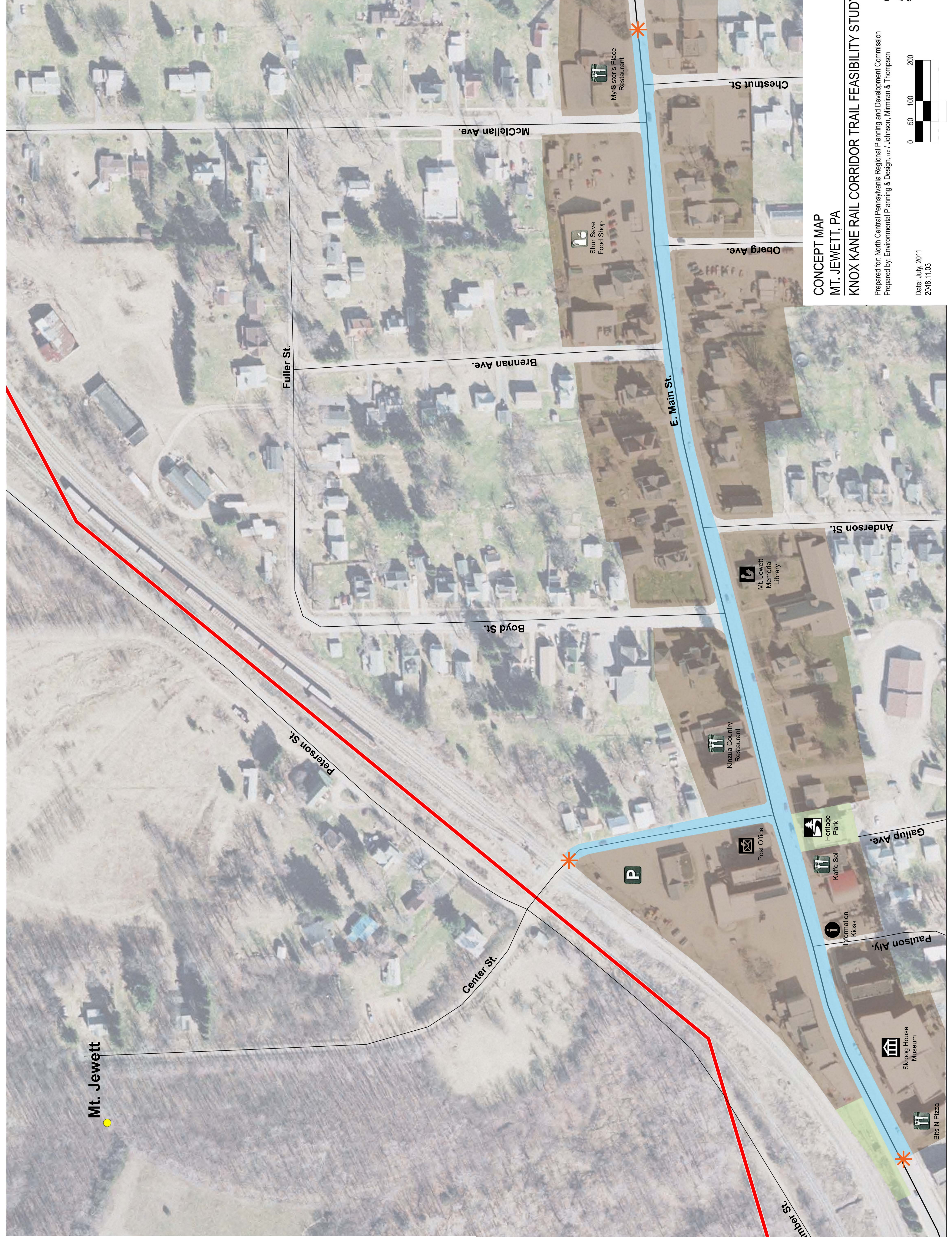
CONCEPT MAP
KANE, PA
KNOX KANE RAIL CORRIDOR TRAIL FEASIBILITY STUDY

Prepared for: North Central Pennsylvania Regional Planning and Development Commission
 Prepared by: Environmental Planning & Design, LLC / Johnson, Mirmiran & Thompson

Date: July 2011
 2084.11.04

0 50 100 200

- Trailhead Parking
- Information
- Snacks/Grocery Store
- Restaurant
- Public Library
- Museum
- Public Park
- Post Office
- Proposed Trail Town District
- Civic Green Space
- Streetscape Improvement Area
- Trail Town Gateway



Mt. Jewett

CONCEPT MAP
MT. JEWETT, PA
KNOX KANE RAIL CORRIDOR TRAIL FEASIBILITY STUDY

Prepared for: North Central Pennsylvania Regional Planning and Development Commission
 Prepared by: Environmental Planning & Design, LLC / Johnson, Mirmiran & Thompson

Date: July 2011
 2048.11.03

CONCLUSIONS & RECOMMENDATIONS

BENEFITS OF TRAILS AND GREENWAYS

The Knox Kane Rail Trail has the potential to provide a continuous 69.9+ mile recreational trail that links the many assets of region. The corridor connects several unique villages and towns as it makes its way through the middle of the ANF. This feasibility study documents and presents findings and recommendations for the potential development of the rail trail. The recommendations were developed after careful consideration of the outcomes of the planning process that included citizen input, guidance from the project steering committee, user focus group meetings, landowner comments, key person interviews, and the results of research and field investigation.

There are many direct and indirect benefits of trails and greenways. The recreation, social, transportation, ecological, and economic benefits are all well documented for existing trails throughout Pennsylvania and across the United States. Both direct and indirect benefits of the trail system within the Oil Heritage Region in adjacent Venango and Crawford Counties are outlined in the Trail Utilization Study for the period of July to December 2006. This study concluded that in just four months, the trails attracted almost 83,000 trail users and generated over \$2.22 million in revenues. Over a year, these impacts totaled approximately 161,000 trail users and \$4.31 million in generated income for the Oil Heritage Region.

The study also outlined the value of the trails that extended beyond the direct economic impact. The trails were all cited as being used for both health and recreational benefits. Many people who live in the area are proud of their trail systems and enjoy accessing them to go biking, jogging or a scenic walk, along with many other activities. The trails serve as a conduit for both local and nonlocal users to access the environment of the region.

The trails also serve as an alluring advertising feature for the tourism industry of the area. The Oil Heritage Region is full of history, culture, and scenery. An area that was once just a memory of the oil boom days in Pennsylvania is now transforming itself into an attractive tourist attraction for people from all over the country to visit. The railroad corridors, once so important to the local, regional and national economy, now continue to play an important role in connecting communities of the Oil Heritage Region. They enable users to traverse the area on foot or bike and explore the scenic and historic landmarks. They even connect to train stations, where trail users can "climb aboard" and ride to museums and further explore history of the region. The trail system within the Oil Heritage Region is a proven resource that enhances the region's ability to continue to grow toward a more sustainable future.

LEGAL FEASIBILITY

The railroad right-of-way has been formally railbanked and as such interim trail use can be implemented. **As a 69.9 mile long corridor under one ownership, the Knox and Kane corridor is a tremendous opportunity for the development of a recreation trail.**

Property Values

Trails continue to grow in popularity, and numerous studies have demonstrated an increase in property values adjacent to or nearby trail corridors. In some cases, they even make adjacent properties easier to sell.

These statistics along with many other case studies can be found on the Rails to Trails Conservancy website at www.railstotrails.org

From Oil Heritage Region Trail Survey: Real estate companies are integral in trail studies to obtain information regarding increases in property values due to trails. Trails can affect property values and the general attractiveness of an area.

A 2003 study found that the amenity value of trails was associated with over \$140 million dollars in increased property values in Indianapolis (Lindsey et al, 2003).

In Austin, Texas, increased property values associated with a single greenway were estimated to result in \$13.64 million of new property tax revenue (Nicholls and Crompton, 2005).

CONCLUSIONS & RECOMMENDATIONS

The issues brought forward by residents about ownership are typical of issues brought forward in other rail trail development projects across the United States.

Railbanking Facts:

- ◆ Railbanking is a method by which rail corridors can be preserved for future rail use through interim conversion to trail use.
- ◆ Railbanking can be requested by either a public agency or a qualified private organization.
- ◆ Tracks and ties on a railbanked line can be removed.
- ◆ If a line is railbanked, the corridor is treated as if it has not been abandoned.

The Kovalchick Family Trust reached an agreement with the Knox Kane Railroad on April 16, 2010 for interim trail use of the line extending from railroad milepost 95.3 near Clarion Junction, to railroad milepost 165.2, near Mt. Jewett, for a distance of 69.9 miles in Clarion, Forest, Elk, and McKean Counties. That agreement was outlined in a letter dated April 16, 2010 from the Knox Kane Railroad Attorney. A copy of the notice is provided in Appendix B. Also included in Appendix B is a copy of the Surface Transportation Board Decision and Notice of Interim Trail Use or Abandonment, STB Docket No. AB-551 (Sub-No. 1X) verifying railbanking proceedings.

Land for the Knox Kane corridor has been acquired over time going back to the late 1800's. As the railroad companies acquired land to build the railroad, they purchased numerous parcels. When they purchased a parcel, a deed was recorded in the respective courthouse of the county in which the parcel was located. The deeds for the railroad were recorded in the four counties in which the corridor is located. Numerous railroad companies have been involved with this corridor over the years including the Baltimore & Ohio Railroad, Sloan Cornell and Knox Kane.

The Kovalchick Corporation acquired the Knox Kane railroad and owns the corridor either through fee simple ownership or right-of-way easement. After hearing concerns from landowners that they owned the rail grade through their property, county planners went to their respective courthouses and pulled a sample of about 40 deeds for the Knox Kane corridor. A full title search of all the properties along the Knox Kane corridor was not a part of this feasibility study. If an organization comes forth with interest to develop the trail, a full title search will occur and legal advice will be sought to resolve any differences. Questions arose about the ownership of the mineral rights under the corridor. Mineral rights ownership should be spelled out in each deed. This will also be investigated during the full title search that will occur if someone wants to develop the trail.

Recommendation:

- The Kovalchick Family Trust is the current manager and owner of the corridor. Any use agreements for conversion to a trail will have to be negotiated with the Family Trust. A title search should be performed to clarify ownership and mineral use rights.
- Railbanking of the Mt. Jewett to Kinzua Bridge State Park segment of the Knox Kane Railroad must be verified before implementing the pilot project recommendations.
- A feasibility study for the for Clarion Junction to Knox corridor should be considered.

PHYSICAL CAPACITY

The width of the corridor can support multiple treads. In some locations steep banks on each side of the corridor may limit dual tread considerations and may require work arounds or alternate design solutions. While there are several drainage structures in need of immediate repair, the majority of the culverts and bridges can remain and

CONCLUSIONS & RECOMMENDATIONS

be rehabilitated for trail use. There are numerous road crossings that will need to be addressed to accommodate safe crossings in order to provide a continuous recreation trail.

Recommendation:

- Develop a multi use trail that incorporates motorized trail uses in specific segments that provide needed connections for existing trails.
- Develop dual treads on segments where equestrian and motorized trail uses are permitted.
- Develop trails with considerations for utility development within the corridor.
- Consider allowing equestrian trail use on any utility right-of-ways that closely parallel the rail trail.
- Although treads may be developed at different times, considerations for the development of the other treads must always be considered in the design and development process for any segment of the trail.

POLITICAL WILL

There is both support and opposition for a rail trail (motorized and/or non-motorized) among elected officials and local citizens. Through this planning process, one municipality, Paint Township, Clarion County, has taken a strong position against the development of any type of trails within their municipal boundary. The township commissioners sent a letter to the planning team and North Central Pennsylvania Regional Planning and Development Commission stating their positions against the development of a rail trail.

Recommendation:

- Trail development should be phased in a manner that begins in areas where the political will and economic development interest is strong. The goal would be to implement trail improvements in these areas to establish a model that other municipalities can look upon and ultimately assist in gaining support for trail development in other municipalities. In other words, create a “win” in the areas that are most interested in the development of a trail facility to use towards raising support for future development.
- It is the recommendation of this study that trail development along the corridor, within Paint Township, not be pursued at this time. The potential for trail development within Paint Township could be revisited in the future as the other segments of the trail succeed and begin providing benefits to the local municipalities.

MANAGEMENT AND OPERATIONAL CAPACITY

The ultimate goal of a trail in the Knox Kane corridor is a safe, clean and ready to use pathway that is maintained as a seamless, attractive asset for the region. The quality

CONCLUSIONS & RECOMMENDATIONS

of the maintenance over the long term will be a critical factor in the trail's success and its potential to serve as an important economic development engine. That requires human and financial resources from a mix of public and private resources.

While a mix of trail partners could support segments of the potential 69.9-mile trail, an umbrella organization should be in place to manage the coordination of efforts to ensure the unified premier condition of the trail long-term. The typical scenario of a long-distance trail is that they are owned by a governmental entity, overseen by a non-profit trail organization or alliance, and largely maintained by volunteers.

Currently, no organization is in place to assume the role of trail management and coordination. None of the four counties has a parks and recreation department, the usual governmental entity to assume trail planning, development, and maintenance functions. The financial resources of the four counties and 11 municipalities in the corridor are limited. However, what did emerge through the planning process was the finding that there are numerous organizations and individuals that are interested and even passionate about a potential Knox Kane Trail. These could become the future partners that will support segments of the trail corridor and participate in a larger umbrella organization for the Knox Kane Rail Trail. Over 50 organizations were identified as potential partners in the Knox Kane corridor including public, private and non-profit entities.

For a trail to be successful in the Knox Kane corridor, the following scenario (or a variation on it) would be needed for planning, managing, and promoting it:

- A group of interested and committed individuals needs to step forward to make the trail happen either as a whole or in segments. Organizations for segments of the trail corridor would organize and operate under their own auspices that could range from simple supporters such as families, businesses or community organizations adopting trail segments to private non-profit organizations.
- A trail alliance or association needs to be formed and organized as an official entity preferably with private non-profit status under the Internal Revenue Service 501-C-3 code. This organization would be key in seeking and securing funding through grants, gifts, donations, bequests, sponsorships and partnerships.
- The ownership of the trail corridor through outright acquisition or easements needs to be determined. Government ownership is preferred in order to assume liability and provide the vehicle to qualify for federal and state funding especially in the case of a disaster. State statutes and insurance help protect trail owners from exposure to liability. Government ownership would also help in securing grant funding for the 15 to 20 year cyclic re-surfacing of the trail that would be required and costly.
- Volunteerism should be considered as the preferred method of trail maintenance. The support of county and municipal partnerships for the few and far between times when a more significant repair emerges would be highly desirable.
- Plan for a maintenance cost ranging from \$1,400 to \$2,000 per mile. Recognize that most of this cost can be performed by volunteers. Strive to obtain the support of the municipality or entity, such as the ANF, through which the trail

CONCLUSIONS & RECOMMENDATIONS

corridor passes.

- Long term, strive to create an endowment for the Knox Kane Corridor that would be established to support the on-going maintenance, cyclic repair, and improvements of the corridor. This would be a function of the Knox Kane Rail Trail umbrella organization.

These recommendations necessary for the operational and management of the potential Knox Kane Rail Trail are common elements of successful rail trails nationwide, including right here in Pennsylvania. It takes a mix of public and private supporters committed to a trail to ensure its long term success as a community asset.

MITIGATION MEASURES

The purpose of this section is to outline potential measures to mitigate the impact of trail development on abutting properties and sensitive resource areas. As part of the design and development process, potential mitigation measures should be discussed and selected with the individual landowner or owners based on location specific site conditions. Keep in mind that each situation and owner's needs and desires may be different. For example one adjacent landowner may request a stockade wood type fence whereas another may prefer an evergreen border. The design team must work with the Municipality and Trail Manager to develop mitigation designs that addresses individual landowner concerns.

Privacy was one of the main concerns for property owners along the corridor. Mitigation measures for addressing privacy issues related to the development of trails typically include signage, fencing, and vegetation. These measures can be used to delineate private and public spaces, and discourage users from traversing onto adjacent lands as well as control and block unwanted access from a rail trail to adjacent properties. These measures can also retain the privacy of the landowner, without sacrificing the overall visual quality of the corridor.

Motorized use from Clarion to Marienville

Motorized use of the corridor from Clarion Junction to Marienville is not recommended due to the lack of public support. This plan proposes convenience connections to existing motorized trails to complete and enhance the existing networks. A motorized trail from Clarion Junction to Marienville would traverse 25.8 miles in order to connect to the existing trails in Marienville.

Speeders

While the reactivation of an excursion rail is unlikely, the experience associated the excursion train can be recreated. The highlight of the excursion was the trip across the 301 foot high viaduct. The implementation of the pilot project can provide a means of recreating trip to the new re-purposed bridge and skywalk via trolley or bus. While there have been numerous inquires about preserving the tracks throughout the feasibility process for use by speeders (small rail vehicles commonly used for track maintenance purposes), is highly unlikely that this will ever occur. The Kovalchick Corporation continues to remove the tracks at their convenience and plans to



CONCLUSIONS & RECOMMENDATIONS



continue to removing all the lines.

Trail Crossings

Throughout the 69.9 miles of potential Knox Kane Rail Trail there are approximately 120 road crossings. The design and implementation of the rail trail improvements will need to include a variety of safety measures at each of the crossings to enhance awareness and create a safe environment for all users. The critical components associated with a road crossing include the Trail Alignment and Approach, Trail Signage, Sight Distance and Roadway Signage and Pavement Markings.

Trail Alignment and Approach - There are a variety of design elements that can be incorporated into the trail design at roadway crossings. The focus of the elements will be to provide a visual cue to the user that they are approaching a situation different from the typical rail trail corridor. One of the most effective means for accomplishing this is to reduce the overall width of the trail approaching a roadway crossing. This, in combination with bollards or a gate with an opening will provide the necessary visual cue, as well as guide the user to a specific point of crossing. Other considerations of a safe and effective roadway crossing are relatively flat grades and a crossing that is as close to perpendicular to the intersecting roadway as possible.

Trail Signage - Advance warning signs should be included at each of the roadway crossings. At a minimum, Stop Ahead and Stop signs should be included along the trail as an additional means for warning trail users of the roadway crossing ahead.

Sight Distance - Appropriate sight distance will be necessary to assure that trail users have a clear line of sight and ample time to identify on coming vehicles. The required sight distance is determined based upon the horizontal and vertical geometry of the roadway. Once the stopping sight distance is established, the design will need to include necessary measure to assure that a clear line of sight is provided from each side of the roadway crossings.

Roadway Signage and Pavement Markings - As with the trail signage, advance warning signage is required along the roadway to notify motorists of the potential for crossing trail users. Pavement markings could also be incorporated to include an additional level warning. Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) should be utilized to define the minimum traffic control measures along the roadway. Also, PennDOT requires a Highway Occupancy Permit for any trail crossings on state highways.

PILOT PROJECT

The borough of Mt. Jewett and McKean County are ready to develop the 3.8 mile section of trail between Mt. Jewett and Kinzua Bridge State Park as a multi use trail. The creation of the trail connection and the development of the trail town will establish the corridor as regional asset. The recent improvements to Kinzua Bridge State Park and the development of the Skywalk will restore the park as a major regional destination. Planning efforts to build a visitors center in the park will certainly increase visitation to the park and the surrounding area. Mt. Jewett is a quaint small town with a unique heritage that can serve as a model trail town.

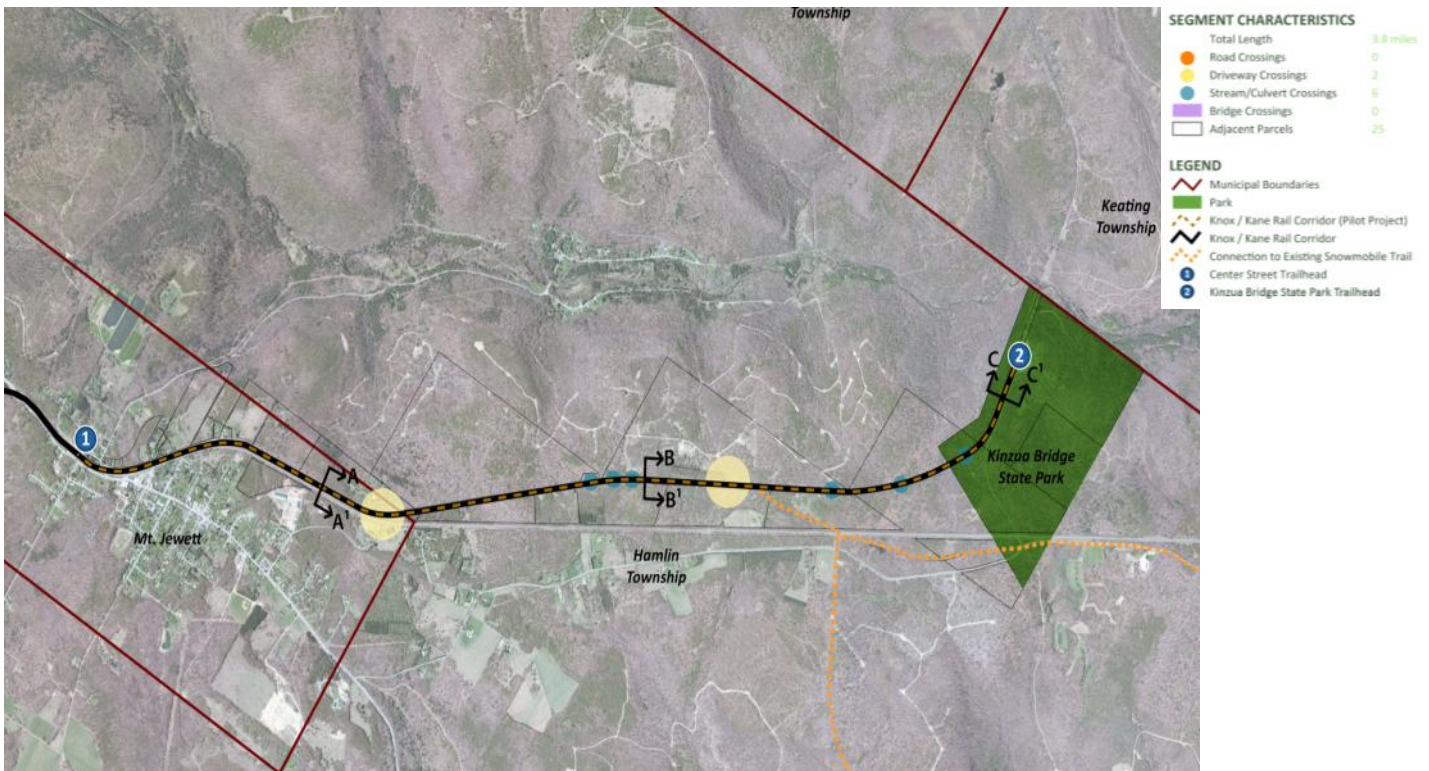
CONCLUSIONS & RECOMMENDATIONS

Providing a trail that connects these two destinations can only serve to continue to build excitement in the communities for trails and trail connections.

An important consideration for the development of this segment of trail is the regional connections that lie beyond Kinzua Bridge State Park. Currently a number of trail organizations including the Kinzua Valley Trail Club and the Tuna Valley Trails Association are working to extend their trails systems to Kinzua Bridge State Park. Once these links are established, Kinzua Bridge State Park can serve as the hub of this regional trails network. In close proximity to this major trail hub, Mt. Jewett is ripe to reap all the benefits associated with trail development via the multi-use trail connection being proposed as the pilot project.

The bookend elements of the pilot project include the Center Street trailhead facility in Mt. Jewett and the trailhead at Kinzua Bridge State Park. The trailheads will be connected by dual treads for equestrians and hiker/bikers in the summer, spring and fall months, and snowmobiles and cross country skiers in the winter months. A consideration, based upon available funding, would be to only implement one track for the hiker/biker, but reserve space for the second track. The critical design elements along the pilot project corridor include two driveway crossings and approximately six stream/culvert crossings.

Implementation of the pilot project will need to begin with the identification of an entity who will be responsible for the design, construction and maintenance of the trail. The first task for this entity will be to establish a use agreement with the Kovalchick Family Trust. Once a use agreement is in place, the items noted on the following page are the primary steps that need to be taken in order implement the



CONCLUSIONS & RECOMMENDATIONS

Since it is very likely that the rails will be removed and the use of speeders can not be accommodated another concept that can be explored is the development of a trolley system. This will still enable the experience of the excursion trail from Mt. Jewett to Kinzua Bridge State Park.

pilot project and make this trail a reality.

- a. Determine sources for funding
- b. Perform a title search at the courthouse, with legal assistance as needed.
- c. Establish a preliminary timetable.
- d. Produce preliminary trail designs with input from adjacent landowners to ensure their private interests are protected.
- e. Determine how much the project will cost and trail use policies.
- f. Develop preliminary construction documents for the trail and trailhead improvements.
- g. Obtain the necessary approvals and permits from the various governing agencies, which could include:
 - ◆ Land development approval
 - ◆ Stormwater Management/Erosion & Sediment Control/NPDES approval and permits
 - ◆ Environmental clearances
- h. Develop final construction plans and bid package.
- i. Advertise for construction.
- j. Construct trail and trailhead facilities.
- k. Develop and operations and maintenance plan.



TRAIL CONCEPT PLAN

PROJECT GOALS

The planning team developed the conceptual trail plan based upon the overall project goals established by the steering committee and input from the general public, and conclusions from the inventory and analysis of the corridor. The conceptual design incorporates practical solutions to issues identified through the planning process. The common themes that emerged as project goals are summarized as following:

- ◆ Develop a comprehensive approach to maximize the Trail Town Initiative.
- ◆ Enhance, promote, and connect to existing regional attractions such as Kinzua Bridge State Park, ANF, and Cook Forest. Develop a trail that links to other trail systems and regional networks.
- ◆ Develop the trail with the cooperation of willing landowners. Work cooperatively with landowners to address specific landowner issues and concerns along the corridor.
- ◆ Establish, sustain, and enhance partnerships for trail development, operation, and maintenance between the four counties and numerous municipalities .
- ◆ Incorporate existing marketing and tourism planning initiatives into the development of the trail as a recreational resource that will contribute to the local economy and become a destination within the region.



TRAIL CONCEPT

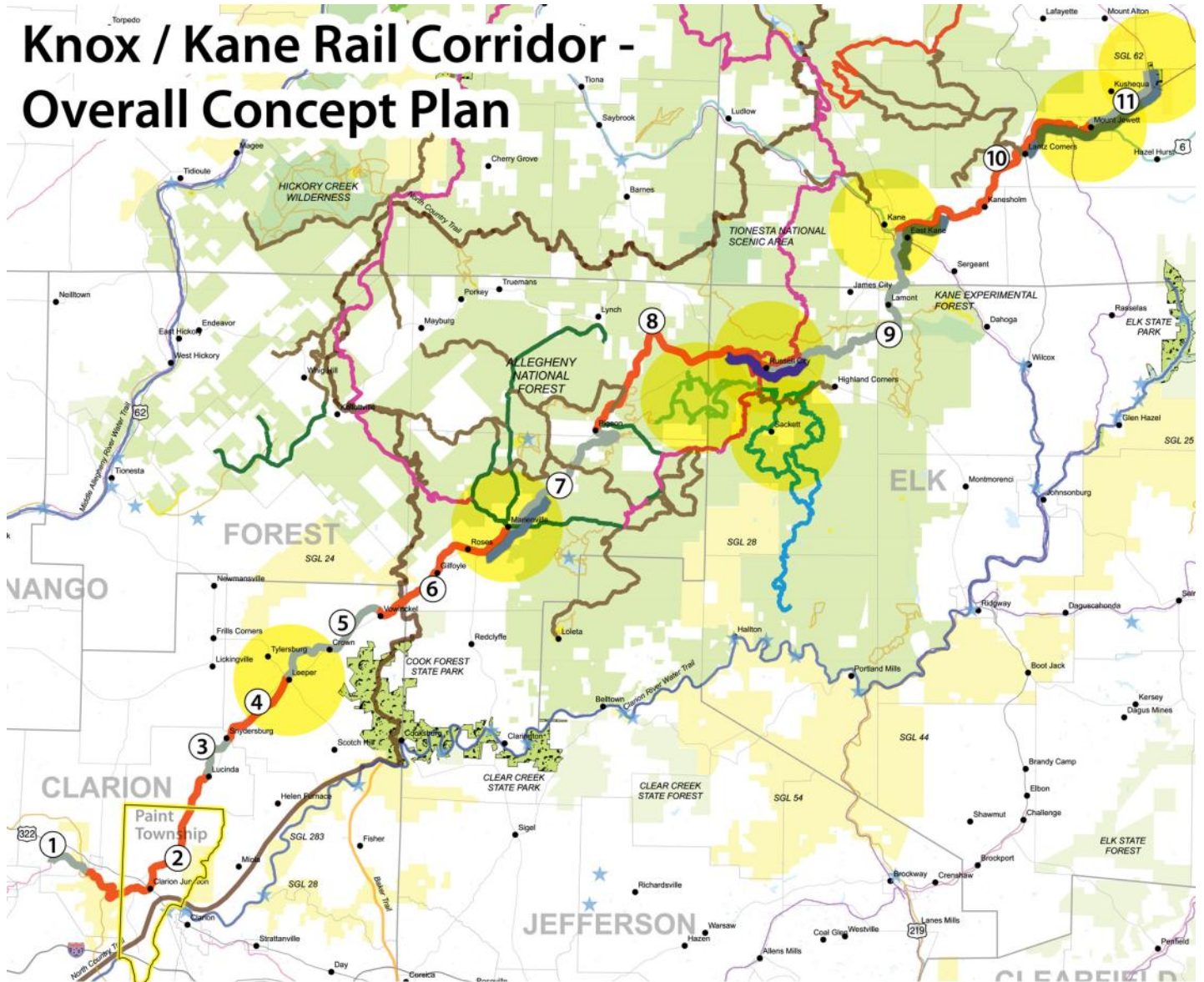
The plan recommends the development of a continuous non-motorized, multi-use recreation trail that allows for limited motorized use in designated areas. The inclusion of limited motorized use would provide convenience connections between existing motorized trails and destinations to promote economic development. The 69.9-mile corridor will serve primarily as a regional public recreation resource as well as a non-motorized transportation corridor for pedestrians, joggers, hikers, nature enthusiasts, equestrians, and cyclists .

Convenience connectors for motorized use can be defined as trail segments that connect existing motorized trails with comfort facilities such as gas stations, restaurants and hotels. Overtime as the trail is developed and the trail towns and whistle stop concepts are implemented, motorized connections to these areas may be warranted.

The concept plan was developed to align with the opportunities and constraints identified in the inventory and analysis phase of the planning process. The design considered the project goals, public input, and the needs of the various user groups identified. The conceptual plan generally outlines the areas of the trail that are presently feasible. More detailed conceptual illustrations for trailheads, trail terminus locations, access points, and trail linkages are presented in Chapter 5 as part of each trail town. Conceptual workarounds have been developed for selected areas to address some of the unique situations along the corridor.

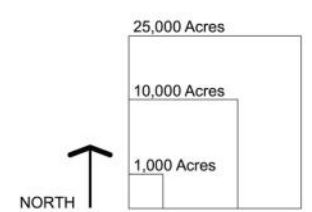
TRAIL CONCEPT PLAN

Knox / Kane Rail Corridor - Overall Concept Plan

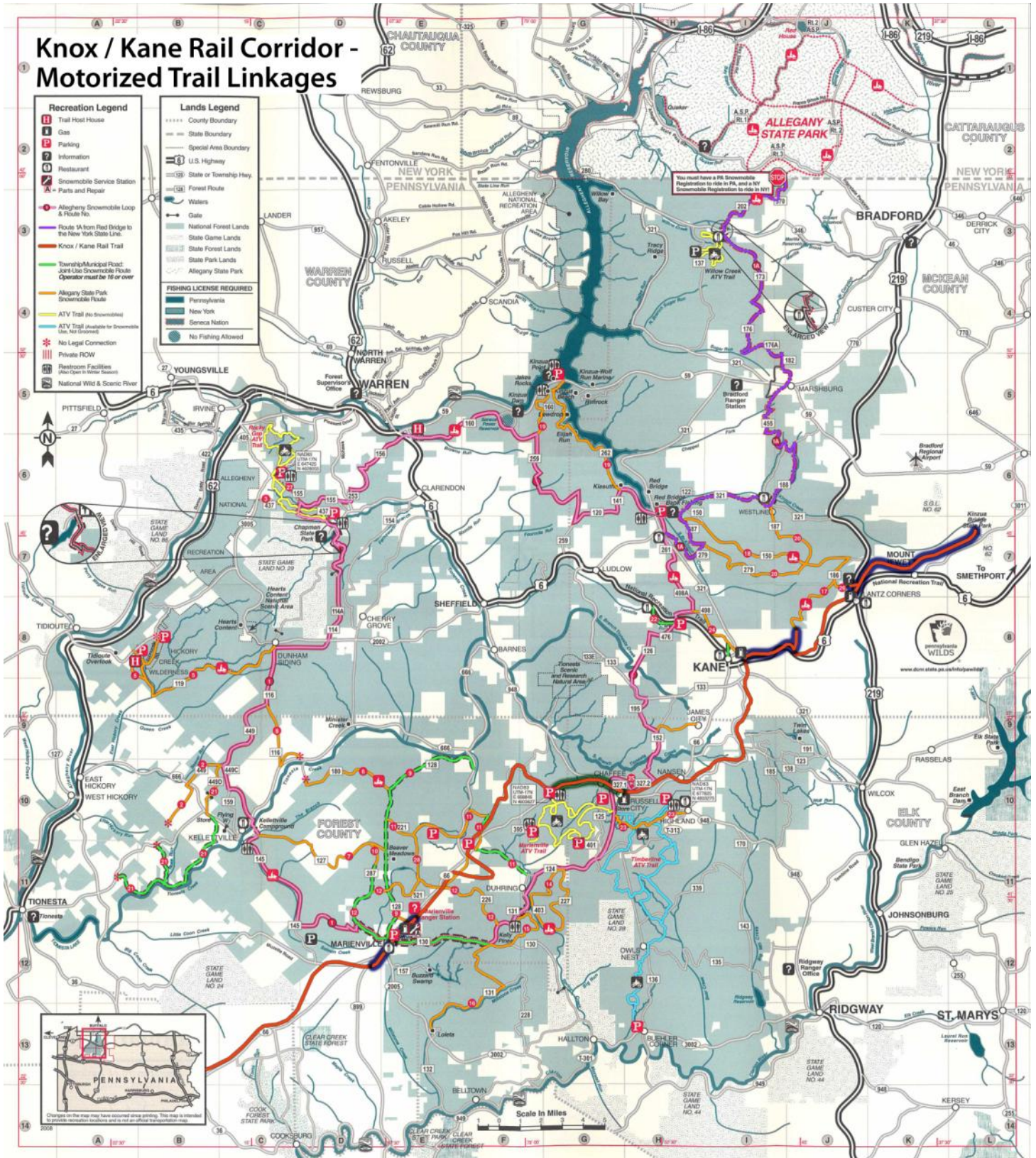


LEGEND

- | | | | |
|-----------------------|--------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|----------------------------------------|
| Knox & Kane Railroad | REGIONAL AMENITIES | TRAILS | Red Bank to NY State Snowmobile Route |
| County Boundary | National Forest | State/National | Allegheny State Forest Snowmobile Loop |
| Municipal Boundary | National Recreation Areas | Regional | Potential Snowmobile Trail |
| Interstate/US Highway | State Forest | Local | Potential ATV Trail |
| Major State Highway | State Park | State Bicycle Route | Destinations |
| Lake/Pond | State Game Lands | Water Trail | |
| Populated Places | Allegheny National Forest Recreation Areas (includes campgrounds, trailheads, canoe launches and other recreation areas) | ATV Trail - No Snowmobiles | |
| RAILROADS | Public Boat Access Points | ATV Trail - Available for Snowmobile Use (Not Groomed) | |
| Active Railroad | | Snowmobile Connector | |
| Inactive Railroad | | Township / Municipal Road - Snowmobile Joint Use | |



TRAIL CONCEPT PLAN



Due to the limited availability of mapped trails within the region, the Allegheny National Forest Snowmobile Map as provided by the ANF was modified to depict the trail concept for the feasibility study.

TRAIL CONCEPT PLAN

TRAIL TREAD



Shared Use Trail: The trail will be developed as a shared use trail to accommodate multiple users. Identified user groups include pedestrians and persons with disabilities, cyclists, hikers, nature enthusiasts, and cross-country skiers. Each user group has its own design criteria and needs. To meet the needs of multiple users, a 10-12 foot wide trail should be considered where possible. The former rail bed is narrow in many areas, particularly in areas of severe cut and fill situations where the trail is either benched into hillsides or spans across a depression. A compacted aggregate trail is proposed for the majority of the corridor. Portions of the trail within trail towns and other more urban areas may benefit from a hard surface bituminous trail.



Dual Tread Shared Use Trail/Equestrian Trail: A second parallel earthen tread should be provided, where practical, for areas designated for equestrians use. Equestrians prefer the earthen tread in-lieu-of paved or an aggregate surface. A separate earthen tread will also reduce damage and on-going maintenance to the trail tread caused by horses. The entire length of the trail should be open to the development of a second parallel trail for equestrian use. Workarounds will be required for trail segments designated for motorized convenience connections.



Dual Tread Shared Use Trail—Winter Use: The dual tread concept allows for incompatible uses to coexist in the same corridor. During the snowmobile season, snowmobiles will be separated from hikers and cross country skiers. One tread will be designated for motorized use while the other tread will serve non-motorized uses. The width of the corridor and the existing conditions allow for grade separation between the two treads. This separation will provide an additional buffer between various uses for each tread.



TRAIL CONCEPT PLAN

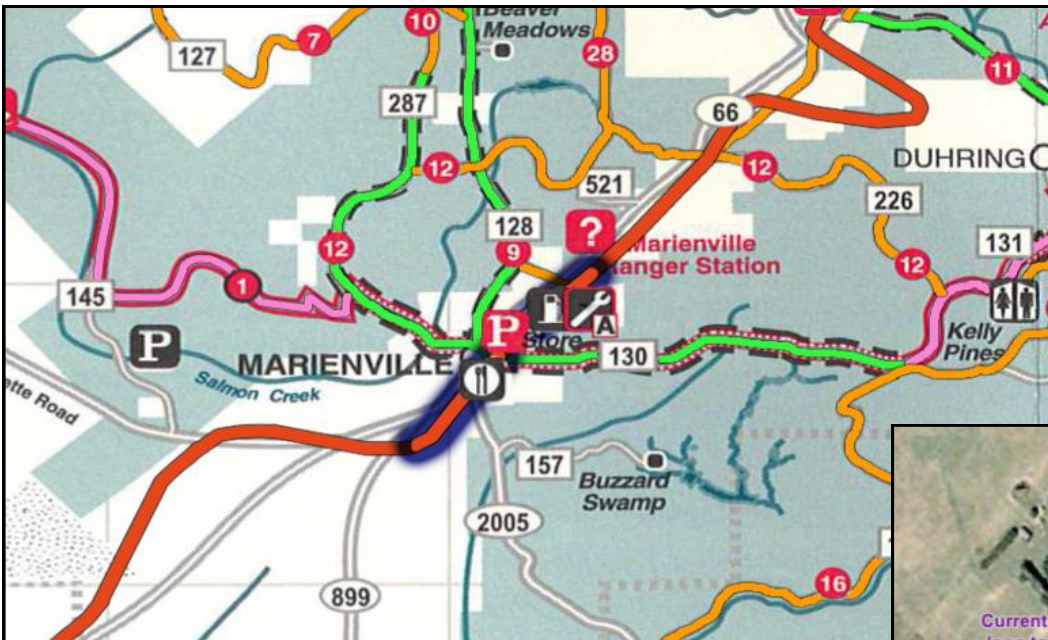
MOTORIZED LINKAGES

There are over 360 miles of snowmobile trail and 106 miles of ATV trail on the Allegheny National Forest. National Forest policy allows motorized uses on designated trails only. Motorized trails require more frequent maintenance than pedestrian trails due to the intensity of use and the action of the knobby ATV tires on the trail surface. The motorized convenience connectors on the Knox Kane corridor will require special design and/or policy solutions to ensure a safe trail experience for all trail users and provide trail surface suited to motorized trail vehicles.

The following maps illustrates potential routes that may provide a linkage for motorized uses to travel between existing trails and destinations.

Marienville Linkage—Snowmobile Use

The suggested snowmobile trail would provide access for trail riders to downtown Marienville. The trail would allow riders traveling trail 12 (Township/Municipal Road) to access the downtown. The snowmobile route could bring an economic benefit to the town for lodging, food, and fuel.



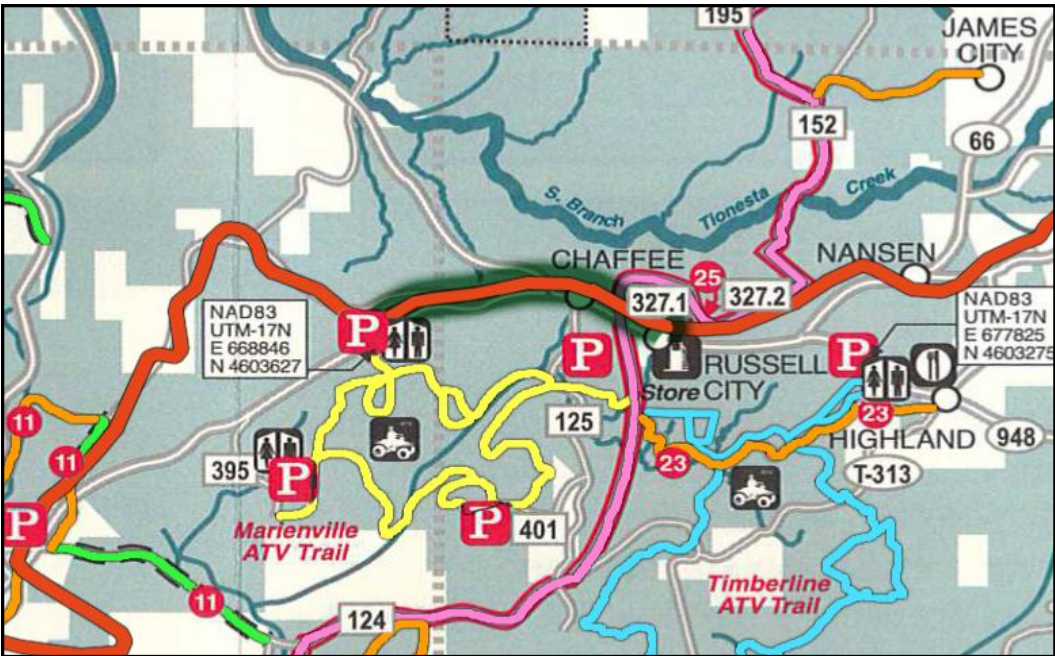
Marienville has always been an important stop on the snowmobile trail for refueling. Several years ago the last gas station downtown closed its doors. Local snowmobile clubs negotiated with the Knox Kane Railroad to use the portion of the corridor from Lamonaville Road north to the Kwik Fill station to have access to gas. A short connector through private land between the rail grade and Kwik Fill station was needed to complete the connection. Private landowners withdrew their permission on the first connection (shown in blue). In 2011, a new route was established (shown in purple).



TRAIL CONCEPT PLAN

Russell City Linkage—ATV Use

The Russell City convenience connector would provide access to food and fuel for riders on the Marienville ATV Trail.



Kane Linkage—Snowmobile Use

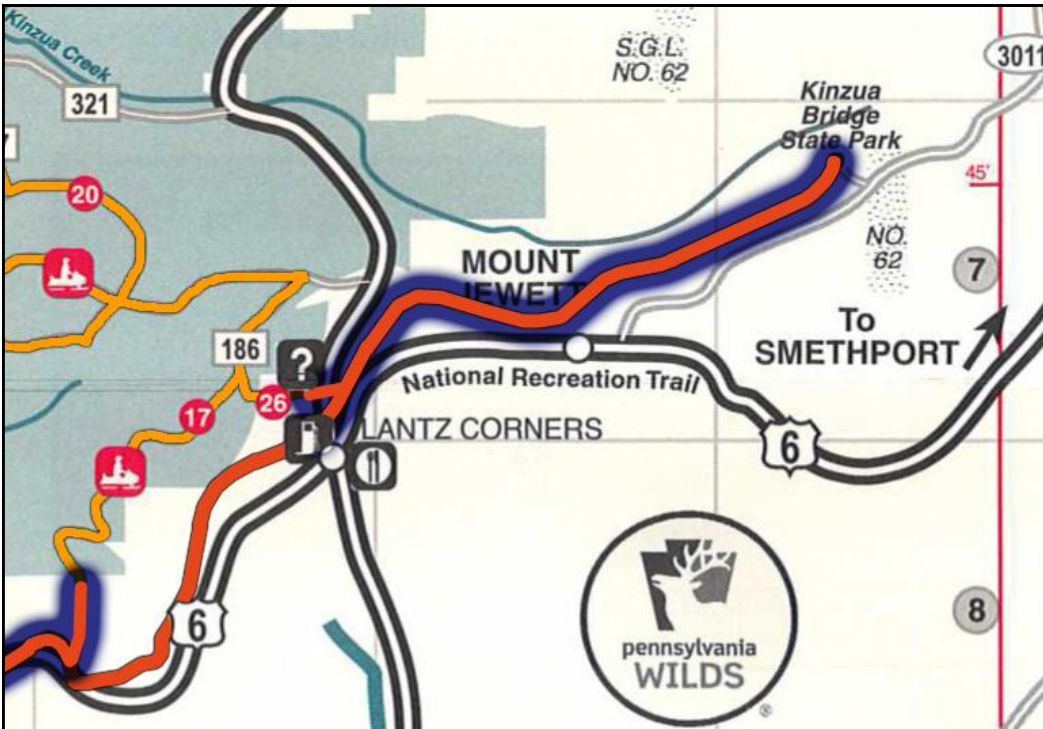
The Kane convenience connector would connect ANF snowmobile connector trails 17 and 24, and provide access to food and fuel in the Borough of Kane.



TRAIL CONCEPT PLAN

Mt. Jewett Linkage—Snowmobile Use

The Mt. Jewett convenience connector would connect the ANF snowmobile trail system to MT. Jewett and Kinzua Bridge State Park. The trail would provide economic benefits to the town through the purchase of food and fuel. Kinzua Bridge State Park could serve as a trailhead for snowmobiles, which is needed in the northeast quadrant of the ANF system. Further, this trail would connect to the extensive snowmobile trail system on state forest lands in north central Pennsylvania.



ALTERNATE ROUTES

There are a few physical obstacles along the corridor that cannot be addressed through policy, good design or engineering solutions. These areas are primarily associated where the rail bed is in a severe cut or fill situation. Other areas of consideration for alternate routes include the Kane County Club where the rail corridor bisects the golf course, the junction at Mt. Jewett where there is an active rail line (Buffalo and Pittsburgh), and areas where there are high concentrations of driveway crossings.

The following maps illustrate the potential routes that provide an alternative to the original rail line route, which should address concerns raised by landowners.

TRAIL CONCEPT PLAN

Alternate Routes—Group Crossing

These alternate routes show potential work around solutions for an area near the McKean and Elk County border where 19 parcels are within a 1.1 mile segment of the trail corridor.

POTENTIAL WORK AROUND ELK COUNTY, PA / MCKEAN COUNTY, PA

- LEGEND**
- County Boundary
 - Municipal Boundary
 - Potential Work Around 1
 - Potential Work Around 2
 - Knox / Kane Rail Corridor
 - Parcel
 - Bordering Parcel



TRAIL CONCEPT PLAN

Alternate Routes—Kane Country Club

This alternate route shows a potential work around solution for the Kane Country Club that is bisected by the trail corridor.



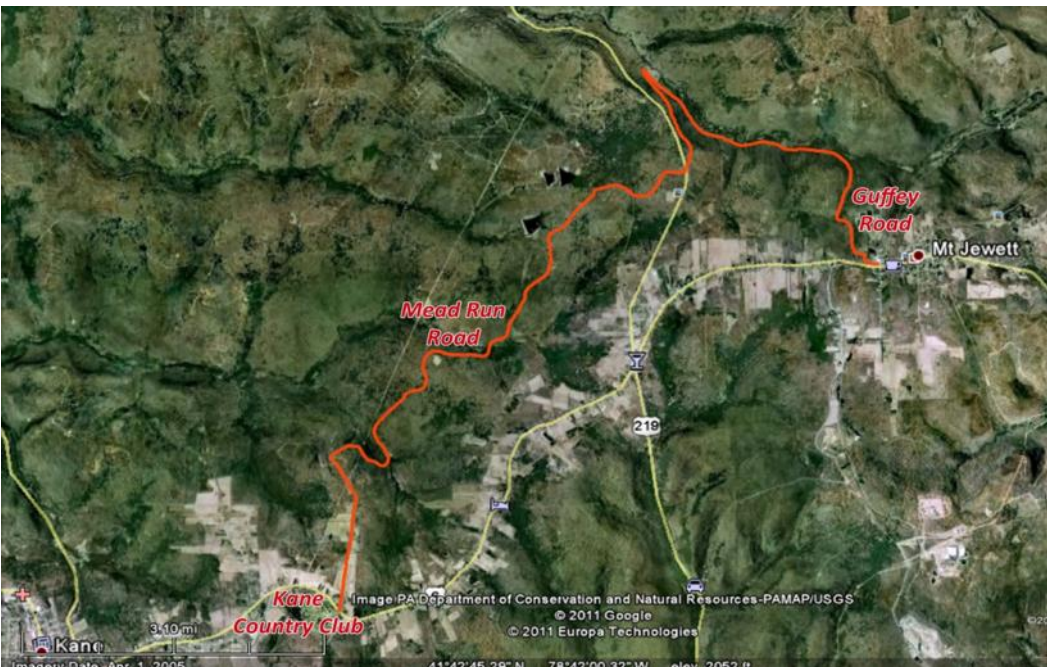
POTENTIAL WORK AROUND McKEAN COUNTY, PA

LEGEND

- County Boundary
- Municipal Boundary
- Potential Work Around 1
- Potential Work Around 2
- Knox / Kane Rail Corridor
- Parcel
- Bordering Parcel

Alternate Route—Kane Country Club to Mt. Jewett

This alternate route shows a potential work around solution for the Kane Country Club to Mt. Jewett Corridor.



POTENTIAL WORK AROUND McKEAN COUNTY, PA

LEGEND

- Potential Work Around

TRAIL CONCEPT PLAN

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TRAIL OPERATION, MAINTENANCE & SECURITY

WHO WILL OWN AND MANAGE THE KNOX KANE RAIL TRAIL?

This question is a crucial aspect of the feasibility study. Right now there is no organization in place that is ready to step up to operate and maintain the corridor as a rail trail. And that is typical at this stage in rail trail planning. Other rail trail groups have developed solutions that work for their particular circumstances and resources. A responsible organization(s) needs to be in charge of managing the corridor or sections of it.

Maintaining the trail has a long term cost. While volunteers usually provide a lion's share of trail maintenance, there is still a per mile cost of about \$1,400 to \$2,000 per mile, which equates to about \$98,000 to \$140,000 per year to maintain the Knox Kane's 69.9 miles. The organization figures out how to raise the human and financial support to offset the budget.

This operations and management feasibility assessment for the Knox Kane Rail Trail Feasibility Study provides baseline information for organizing, funding, and undertaking tasks to operate, maintain and manage the trail should it be developed. To assess potential organizational capacity regarding the feasibility of managing and maintaining the Knox Kane Rail Trail once developed, the planning team conducted a series of interviews, focus groups and public meetings with governmental, quasi-public and private organizations. This chapter presents findings and recommendations regarding the management of a potential rail trail, and support for a potential rail trail in the Knox Kane corridor.

ORGANIZATION

The following section explores the existing organizations in the corridor that could support and/or develop the Knox Kane Rail Trail. This includes municipalities, county government, state agencies, federal government, regional organizations, and quasi-public and private groups.

Organizational Framework of the Knox Kane Corridor

The 69.9-mile Knox Kane rail corridor is owned by a single owner, the Knox Kane Railroad, which is owned by the Kovalchick Corporation. The corridor lies within the Counties of McKean, Elk, Forest and Clarion. The corridor traverses 11 municipalities as shown in Table 1. They include the Townships of Paint, Knox, Farmington, Jenks, Howe, Highland, Jones, Wetmore, and Hamlin and the Boroughs of Kane and Mt. Jewett. With a total municipal population of 17,852, the municipalities range in size from the Howe Township with 405 citizens to Jenks Township with 3,629 citizens. The total population for the four counties is 126,619.

In addition to the municipalities, the Knox Kane corridor also crosses through about 20 miles of the Allegheny National Forest. Areas of the ANF adjoining the corridor have environmentally sensitive resources governed by the U.S. Forest Service's planning and management requirements.

Tuna Valley Trail Association: How They Got Started

In January of 1998, a small group of Tuna Valley residents met to sip coffee and discuss a common vision: the creation of a multi-use trail system within the greater Bradford area. By August of that year, the still unnamed organization held its first public meeting at The University of Pittsburgh at Bradford. Seventy-three people attended that first meeting and there was clear indication that the community was interested in a local trail system. In October, 80 volunteers began cutting brush and clearing the way for the first Tuna Valley trail.

Since 1998, the Tuna Valley Trail Association (TVTA) and its trail network has continued to grow. Funding has come from businesses and industries, philanthropic organizations, government agencies and individual donors. The work has been done by volunteers and contractors. Today the Association has 16.5 miles of trails in use, another 10 in the design stage, and more in the planning stages.

Individual TVTA members are important to their success. Dues and donations provide critical funds to build and maintain the trails and to meet the requirement for matching funds often required by granting organizations. Volunteer labor is also important. Members have "adopted trails" by agreeing to maintain a section of trail as ongoing projects.

TRAIL OPERATION, MAINTENANCE & SECURITY

The TVTA Board is made up of 21 volunteers who meet once a month to provide direction, consider options, and make decisions on the Tuna Valley trail network. Members of the Board have learned that navigating through the morass of rights-of-ways, easements, liability issues, permits, grant writing and such is even more challenging than blazing and maintaining trails.

Table 1. Counties and Municipalities of Knox Kane Corridor

<i>Municipality</i>		<i>Miles</i>
Clarion County	Paint Township	4.6
	Knox Township	4.3
	Farmington Township	11.2
	County Total	20.1
Forest County	Jenks Township	12.8
	Howe Township	9.6
	County Total	22.4
Elk County	Highland Township	9.1
	Jones Township	3.4
	County Total	12.5
McKean County	Wetmore Township	8.0
	Kane Borough	0.5
	Hamlin Township	4.7
	Mt. Jewett Borough	1.7
	County Total	14.9
Overall Total		69.9

The Counties

As rural areas, Clarion, Elk, Forest, and McKean Counties operate with lean governmental organizations. Clarion and Elk Counties have a planning department. McKean County has a Planning Commission. Planning in Forest County is under the Forest County Conservation District. The counties work in conjunction with the North Central Pennsylvania Regional Planning & Development Commission and the Northwest Pennsylvania Regional Planning and Development Commission for regional initiatives such as the greenways plans. None of the counties has a parks and recreation department although Clarion County has a county park.

The Municipalities

As small rural communities, the municipalities within the Knox Kane corridor operate with limited staff and budget. Road departments take care of maintenance functions. There is no parks and recreation department in any of the municipalities. The municipalities within Forest, Elk and McKean counties lie within the Allegheny National Forest making them eligible for financial support under the provisions of the federal law establishing national forests. Farmington Township, in Clarion County is not within the Allegheny National Forest and is not eligible for financial support even though they provide emergency services to the Marienville area due to the close proximity.

TRAIL OPERATION, MAINTENANCE & SECURITY

Each one of the municipalities operates individually and autonomously in the management and maintenance of municipal facilities. There is a strong sense of autonomy and independence among the municipalities here. While all levels of government are experiencing the challenges of the economic downturn, each of the municipalities has a varying level of capacity. Several of the municipalities expressed interest in working regionally on the Main Street Manager Program.

Regional Public Nonprofit Planning and Economic Development Organizations

The North Central Pennsylvania Regional Planning and Development Commission (North Central) is the designated Local Development District for the counties of Cameron, Clearfield, Elk, Jefferson, McKean and Potter. Located in the heart of North Central Pennsylvania, the six-county region is known throughout the Commonwealth of Pennsylvania as an emerging forerunner in industrial site location, economic growth, workforce quality, and business opportunity. The Commission took the lead on the Knox Kane Rail Trail Feasibility Study.

The communities, businesses, industries, and workforce of this region work together with North Central, headquartered in Ridgway, to streamline state, federal and regional services, including transportation planning and economic development. Support for new ventures is available in funding community infrastructure projects, customized job training, technical assistance for export, government procurement, redevelopment, and networking - all working together to make the communities livable and viable. Access to North Central services is provided in conveniently located satellite offices in each of the six counties.

The **Northwest Pennsylvania Regional Planning and Development Commission** was established in 1967 for economic and business development as well as community development and planning. The Commission serves eight counties including Clarion, Crawford, Erie, Forest, Lawrence, Mercer, Venango, and Warren. Funding comes from federal, state and local governments. The Commission strives to produce private sector job creation and retention through its economic and business development programs such as government contracting, business financing and attraction and marketing.

State Organizations

The Commonwealth of Pennsylvania has a strong presence in the area. The Knox Kane corridor has the potential to both benefit by the state support as well as help to advance state programs and goals in the area.



TRAIL OPERATION, MAINTENANCE & SECURITY

Pennsylvania Department of Conservation and Natural Resources

Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation has provided funding for this feasibility study through the Conservation Community Partnerships Program. The Bureau also supports county and municipal park, recreation and trail related projects through its grant programs as well as provides technical assistance. It is the most important source of state funding for trails.

State Parks

The Bureau of State Parks operates nearby Cook Forest State Park and Kinzua Bridge State Park within the corridor. Kinzua Bridge is the major attraction of the Knox Kane Corridor.

Pennsylvania Wilds

The Pennsylvania Wilds is a community revitalization and nature tourism initiative where the 12 ½ counties involved are being regionally marketed under one brand or name --"the Pennsylvania Wilds" (similar idea to "The Outer Banks" or "The Adirondacks") by the Pennsylvania Tourism Office and the local tourist promotion agencies. The effort aims to create jobs, diversify local economies and improve quality of life while inspiring a stewardship ethic in residents and visitors. Pennsylvania Wilds includes McKean, Elk, Forest and Clarion Counties.

Heritage Regions

Two heritage regions encompass the area: Route 6 Heritage Communities Program and the Lumber Heritage Region.

Route 6 Heritage Communities Program - In recognition of the unique qualities that exist among the rural communities along U.S. Route 6, a special approach and program is addressing the conservation and enhancement of the U.S. Route 6 Corridor. The 440-mile Corridor is diverse and yet the Northern Tier communities share a common experience and heritage. These communities both further and benefit from heritage tourism that may involve visiting important historical and architectural sites, enjoying the environment actively or passively, rekindling the spirit of road touring, and provision of ample opportunities for the purchase of goods and services along the highway. At the same time, addressing, preserving and enhancing these communities and resources for tourists also makes the communities a better place to live in for residents.

In recognition of the unique position played by the communities and small towns along U.S. Route 6, and the reality that the viability and sustainability of these communities impact Route 6 as a heritage tourism resource, the implementation of the

TRAIL OPERATION, MAINTENANCE & SECURITY

Pennsylvania Route 6 Heritage Communities Program is an effort to maintain and enhance these communities. This Program cuts across topics, issues and many facets of a given community, including aesthetics, community facilities, business districts, hospitality, history, economic development, education, culture, and recreation. It involves a local “buy-in” by businesses and agencies encouraging and catering the traveling public. It is a multi-disciplinary approach affecting tourism development and community development. As such, the *Program* is jointly funded by two State agencies, the Department of Conservation and Natural Resources and the Department of Transportation, is administered by the Pennsylvania Route 6 Heritage Corporation, and is augmented by local funding in the chosen Heritage Communities. Kane is currently in the process of developing a Route 6 Heritage Community Plan that will be completed in the Fall of 2011.

Lumber Heritage Region - The Lumber Heritage Region encompasses the most densely forested area of “Penn’s Woods”. The forest is valued not only for its timber industry but also for its scenic, recreational and historic opportunities. The Lumber Heritage Region is dedicated to economic development, the balance of resources, the contemporary forest products industry, increased tourism and marketing efforts, and the overall organization and management of the region. The area covers 15 counties including Clarion, Elk, Forest, and McKean.

National Organizations

U.S. Forest Service

The **Allegheny National Forest** covers 512,998 acres (801.6 sq mi; 2,076.0 km²) of land. Within the forest is the Kinzua Dam, which created the Allegheny Reservoir. The administrative headquarters for the Allegheny National Forest is located in Warren, Pennsylvania. The Allegheny National Forest has two ranger stations, one in Marienville, located in Forest County, and the other in Bradford, located in McKean County. The Allegheny National Forest lies in the heart of Pennsylvania’s oil and gas region.

When Congress created the national forests in 1908, the enabling legislation included a provision to compensate municipalities and school districts for the loss of private land due to the establishment of national forests on public lands. The 25 Percent Fund Act of 1908 required the Forest Service to return 25 percent of revenues from the sale of any products from National Forest lands to municipalities and school districts lying within the National Forest where the products were produced. These revenues are distributed according to a formula in which the school districts and the municipalities each receive fifty percent or the school districts receive seventy-five percent and the municipalities twenty-five percent. The purpose of this fund was to support roads and schools. The provisions for the funding evolved and expanded to other uses. In 2000, the Secure Rural Schools and Community Self-Determination Act was passed. To implement the new law, the Forest Service requested states and counties to elect either to receive a share of the 25-percent rolling average payment or to receive a share of the Secure Rural Schools State (formula) payment. Under this

TRAIL OPERATION, MAINTENANCE & SECURITY

provision, the counties received 15 percent of the funding while under the 25 Percent Fund Act, they did not receive any funding. The Secure Rural Schools Act is set to expire in 2011. If it does expire, the Forest Service revenues will return to the 25 Percent Fund Act provisions of 25 percent of the revenues of the sale of forest service products going to the school districts and the municipalities. The counties will no longer receive the 15 percent share under the provisions of the Secure Rural Schools Act.

What does this funding mean to the Forest, Elk, and McKean Counties? Under the 25 Percent Fund Act, about \$4,000,000 to \$5,000,000 annually went to the municipalities and school districts of these three counties. Under the Secure Rural School Act, Forest County switched to the specific allocation rather than the 25 Percent formula. They received about \$800,000. Under the terms of this Act, an Advisory Council is appointed by the Forest Service. The Council advises the Forest Service on the projects that would be funded under the annual allocation. Forest County received 15 percent of this amount. Elk and Forest Counties chose to remain with the 25 Percent formula. While these counties received no allocation, their municipalities and school districts received \$951,000 and \$1,151,759 respectively in 2009 (latest figures available). This funding has enable municipalities in the Knox Kane corridor to make capital purchases such as emergency equipment. In contrast, Clarion County is outside of the ANF and does not benefit from this funding. Consequently, emergency response people have reported that it is much more difficult to provide the caliber of equipment and technology made possible in the ANF communities as a result of the 25 Percent Fund and Secure Rural Schools Acts.

Quasi-Public and Private Sector Partners

A number of quasi-public and private sector organizations are involved in community and economic development as well as recreation. During the feasibility study process, interviews, focus groups and public meetings provided a forum for representatives of these organizations to provide input on potential ways for public and private organizations to work together on the rail corridor if it moves forward. Managers of programs such as visitors' bureaus and industrial development corporations are heavily involved in economic development projects that would get a boost from a 70-mile rail trail as major tourist attraction as well as a draw for entrepreneurs/employees who would want to live in the area. In addition to the organizations presented above, these organizations included:

- Kane Area Industrial Development Corporation
- Kane Area Revitalization Enterprise
- Kane Area Development Center
- Forest County Visitors Center
- ANF Visitors Bureau (McKean County Tourism)
- Pennsylvania Great Outdoors Visitors Bureau

TRAIL OPERATION, MAINTENANCE & SECURITY

- Headwaters RC&D Council
- Headwaters Charitable Trust
- Penn Soil RC&D Council
- Tuna Valley Trail Association - outside of area but willing to help
- University of Pittsburgh at Bradford - outside of corridor but still providing assistance such as hospitality training.
- Kane Area Snowmobile Club
- Pennsylvania Equine Council
- Chambers of Commerce
- Businesses such as the Manor, the Country Store, Sawmill Restaurant, Bucktail Hotel and others.

ORGANIZATIONAL OPTIONS

The following organizational types present options for setting up an organizational structure for the Knox Kane corridor should it become a rail trail. One of the goals of an overarching organization for a rail trail corridor is to have a seamless trail that is unified in appearance and condition throughout its entirety. One organization can provide oversight even if numerous sub-groups are set up for segments of the trail corridor.

Nonprofit Organization

Many rail trail organizations begin as volunteer groups. Such a group can obtain private nonprofit status as a 501-C-3 organization under the Internal Revenue Service codes. With or without nonprofit status, the organization would have a mission, vision, goals, by-laws, officers, board members and members. The advantage of a nonprofit organization is that it can raise funds especially through local and regional private foundations. The most significant disadvantage is that the biggest source of funding for trails has been federal and state grants that largely go to governmental jurisdictions. Given the fact that the local and county jurisdictions have limited funding and that private nonprofit organizations are a successful model for trails in western and northern Pennsylvania, the nonprofit organization appears to be the most conducive for the Knox Kane Rail Trail corridor.

Example: Allegheny Valley Trail Association (ATVA)

Founded in 1990, the Allegheny Valley Trails Association is an all volunteer, nonprofit organization. The AVTA's mission is the acquisition of abandoned railways in the Allegheny River watershed and their rehabilitation into multipurpose, non-motorized recreational trails. The Allegheny River and Samuel Justus Trails include 32 miles of flat, asphalt surface from Oil City to Emlenton. The Allegheny River Trail features two tunnels, each over half a mile long. The Sandy Creek Trail is one of the more



TRAIL OPERATION, MAINTENANCE & SECURITY

Allegheny Trail Alliance: Great Allegheny Passage

The Allegheny Trail Alliance (ATA) is a coalition of seven trail organizations in southwestern Pennsylvania and western Maryland, building the Great Allegheny Passage, a 150-mile multiple use rail-trail system between Cumberland, Maryland and Pittsburgh, Pennsylvania and the 52-mile Montour Trail to provide a connection to the Pittsburgh International Airport. The Passage is now connected to the 184.5 mile C & O Canal Towpath in Cumberland and provides a non-motorized, nearly level trail system between Washington, DC and McKeesport, PA. The Great Allegheny Passage is a segment of the Potomac Heritage National Scenic Trail, one of eight nationally designated scenic trails. The ATA member trail organizations are:

*[Mountain Maryland Trails](#)
from Cumberland to the
Mason-Dixon Line
[Somerset County Rails to
Trails Association](#) from
the Mason-Dixon Line to
Confluence
[Ohio State Park from
Confluence to
Connellsville](#)
[Regional Trail Corporation](#)
from Connellsville to
McKeesport
[McKeesport Trail Commission](#)
City of McKeesport
[Steel Valley Trail Council](#)
from Clairton to
Homestead
[Friends of the Riverfront](#)
from Homestead to
Pittsburgh
[Montour Trail Council](#) from
Coraopolis to Clairton*

scenic trails in the region because of the high bridges that span Sandy Creek and the Allegheny River. Additional trails are scheduled for construction in the near future.

AVTA Organization

The AVTA has a board consisting of 12 to 21 volunteers who are responsible for short and long term planning, grant writing, fund raising, acquisition of railways, and enhancement and maintenance of existing trails. These board members work closely with local, state, and federal government agencies to help achieve their goals.

The AVTA's foundation is its members who join by paying annual dues. Members of the AVTA are kept abreast of the activities of the organization. They receive minutes of bimonthly board meetings and a yearly newsletter. Members have the opportunity to attend an annual members meeting and can participate in the affairs of the organization.

AVTA Funding

Funding for railways acquisition, engineering, and major trail construction comes primarily from federal, state, and local grants. Funds for maintaining and enhancing the trail system come directly from the local community. Business leaders and professionals help support the activities of the AVTA through a sponsorship program. A large percentage of the money needed to keep the trails in good shape and the organization moving forward is contributed by AVTA members through their annual membership dues. AVTA is in the process of raising funds to establish an endowment for maintenance.

Application to the Knox Kane Corridor

The formation of a nonprofit organization appears to be the most likely scenario that could be successful in this area. Nonprofit trail organizations are the most commonly found organizational structure for trails in northwest and north central Pennsylvania. Given the fact that these organizations have been very successful despite all their challenges is inspirational for people interested in a potential Knox Kane Rail Trail. A nonprofit organization can be an umbrella organization for the whole corridor that could include numerous other nonprofit organizations set up for specific segments of the rail trail such as a Kinzua Bridge trail organization. Numerous nonprofit organizations for specific trail segments could still work together and form an alliance. This is how the Great Allegheny Passage works as shown in column on right.

Authority

Two or more local governments can create an authority under the terms of the Municipality Authority Act of 1945. Authorities are most commonly used when major capital funding is required. Common purposes of Authorities include water and sewer, golf courses, housing, airports and swimming pools. As autonomous agencies, authority members are appointed by governmental elected officials. Once appointed the Authority acts independently in its decision and policymaking. Authorities have the power to receive grants, sell

TRAIL OPERATION, MAINTENANCE & SECURITY

bonds, acquire property, enact the provisions of eminent domain, sign contracts, employ staff and other such actions. Once the elected officials appoint Authority Boards, they have no more control over the Authority. This can sometimes lead to conflicts over decisions made.

Example: York County Rail Trail Authority

The **York County Rail Trail Authority** is a volunteer, ten-member Authority formed In 1990 under the direction of the York County Board of Commissioners. The Authority's mission is to enrich York County communities and countryside through the development of a network of public trails. The Authority, which is incorporated under the Pennsylvania Municipal Authorities Act of 1945, is a political subdivision of the County of York.

The purpose of the Authority is to identify linear corridors that offer opportunities for conversion into trails, assess potential for development, and proceed with engineering and development of those corridors found to be conducive to non-motorized transportation. The Authority's level of involvement in a trail development project varies based upon the project needs and can range from consulting to entire project management. Technical assistance is also made available to municipalities, county and state departments with regard to acquiring, holding, constructing, financing, improving, maintaining, operating, owning or leasing trail corridors.

Staffing

YCRTA has a professional Executive Director. The Authority's annual budget of about \$80,000 is largely supported with funding from the York County Visitor's Bureau through the proceeds from the county hotel tax. A ten-year agreement of \$50,000 per year has lead to a stable organization that can concentrate on its mission of creating a regional trail network rather than on having to fight for its organizational survival every year. The County Commissioners fully support the dedication of hotel tax funding for this purpose.

Partnerships

The Executive Director has a collaborative working relationship with the York County Planning Commission and the York County Parks and Recreation Department. YCRTA works with the planning commission on countywide planning issues such as the development of a countywide trail plan. The Parks and Recreation Department supports the Park Ambassadors Program. In this program, the Department trains volunteers who work on the trails as ambassadors. They provide a secure presence on the trails, offer cyclist assistance and facilitate the enforcement of trail rules and regulations. They are trained in customer service, information, bicycle repairs, CPR and First Aid. The program is so popular that there is a waiting list of people signed up to become Trail Ambassadors.

TRAIL OPERATION, MAINTENANCE & SECURITY

Adopt a Trail

YCRTA has an Adopt-A-Trail Program, Currently more than 12 community volunteers, families and organizations are on a waiting list to adopt a new trail that will be coming on line in the near future.

Generating Support

In 2011, 350 people were members of Friends of York County Trails. The members donate from \$15 to \$1,000 annually. YCRTA conducted a Capital Campaign in 2006- 2011 called Trail Links. About 604 gave \$1.3 million. Another capital campaign, YORK'S BIG ADVENTURE, in 1991 - 1996 generated 800 donors that gave \$.75 million.

Grants

Grants YCRTA has garnered:

- For HRTCP (Heritage Rail Trail County Park): 7 grants for \$1.5 million
- For historic structures along HRTCP: 12 grants for \$1.136 million
- For Northern Ext of HRTCP: 19 grants for \$1.921 million
- For Hanover Trolley Trail: 8 grants for \$295,000
- For other projects: 6 grants for \$99,500

TOTAL: 52 grants totaling \$4,951,400

Volunteerism

Volunteer hours total 700-800 hours per year. This has a value of about \$20,208 annually.

Technical Assistance

In the last ten years, YCRTA has received and responded to 97 requests for technical assistance from York County municipalities, counties across the state, and other states. These range from grant assistance to major projects such as the planning and development of a multi-municipal bi-state rail trail traversing seven jurisdictions and two states.

Accomplishments: Rooted in Organization and Staffing

YCRTA has conducted three studies on the economic value of the York County Rail Trail. The most recent findings indicate that the rail trail generates over \$4 million annually in economic benefit. A recent round of interviews with a wide range of officials in the public and private sectors found that those interviewed attributed the success of the trail program in York County for recreation, tourism, economic value and quality of life was directly related to the Executive Director who has the time, expertise and wherewithal to advocate for trails, funding and support. Interviews included three county commissioners, the Director of Planning for York County and planning staff, the York County Parks and Recreation Director and Maintenance



TRAIL OPERATION, MAINTENANCE & SECURITY

Superintendent, chamber of commerce, area businesses, county administrator and others.

Application to the Knox Kane Corridor

Creating a Knox Kane Rail Trail Authority has potential especially if funding could be made available through tourism and economic development sources. However obtaining such funding would be a challenge here. Research for this project found that the same individuals manage and advocate for numerous economic development along with an increase in the quality of maintenance. The benefit of having paid part time staff is the generation of revenue and advancement of trail development along with increase quality of maintenance. The better the trail, the more it can serve as an economic engine through tourism.

Commission

The Intergovernmental Cooperation Law enables two or more jurisdictions to cooperate in the exercise of any function, power or responsibility of government. A nonprofit cannot be a member of the Commission. A committee may enter into an intergovernmental agreement to form a commission. A commission has the ability to capture more state and federal funding than a nonprofit organization. However a nonprofit organization can raise funds as a tax-deductible contribution for the donor.

Application to the Knox Kane Corridor

Commissions exist in the area for planning but these are county-based commissions. The potential for municipalities to form a commission would require further study. Based upon the findings of the outreach for this feasibility study, this scenario appears to be unlikely for the Knox Kane corridor.

Council of Governments

A COG has a broader range of services and purpose than a Commission or a Committee. A COG can oversee multiple governmental responsibilities rather than serving one specific purpose of a committee or a commission.

Application to the Knox Kane Corridor

Examples of collaboration on greenway and trail related projects exist in the area such as the joint venture of the four counties working on this feasibility study. Some of the boroughs are exploring a regional Main Street Manager program. School districts also bring together numerous municipalities for the common purpose of public education. While there is a strong sense of independence and autonomy among area municipalities, there are good local examples that signify the potential to work together on a rail trail corridor. Many municipalities may be reluctant to assume further responsibility given their limited budgets. This has been shown to be the case in other trail organizations in northwestern Pennsylvania. Municipalities on other trail

TRAIL OPERATION, MAINTENANCE & SECURITY

systems will help out where they can but not in any formal way or manner that requires their long-term commitment.

Governmental Ownership and Management

Some trail systems are owned and operated by counties and municipalities. Usually, counties or municipalities owning and operating trails have parks and recreation departments under which the responsibility for the trails fall. In some cases state and federal governmental entities own trail systems such as the Delaware & Lehigh Canal National Heritage Corridor that includes 150+ miles of trails.

Example: Ghost Town Trail Owned and Operated by Indiana County

Indiana County Parks & Trails is a natural resource-based park system located in west-central Pennsylvania. The Department operates 2,700 acres of parks, natural areas and historic sites along with an **extensive regional trail system**. The Ghost Town Trail totals 36 miles in Indiana and Cambria Counties, Pennsylvania. The trail was originally established in 1991 when the Kovalchick Salvage Company donated 16 miles of the former Ebensburg & Black Lick Railroad to Indiana County. In 1993 the Cambria & Indiana Railroad donated an additional 4 miles from Raxis to White Mill Station known as the Raxis Branch. In 2005 an additional 20 miles were added to the trail - 12 miles in Indiana County and 8 miles in Cambria County. The trail is designated as a National Recreation Trail by the U.S. Department of the Interior. The Ghost Town Trail derives its name from numerous mining towns that once existed along the railroad corridor. The Indiana County Parks and Recreation Department budget is about two to three percent of the county's operating budget or about \$600,000 annually.

Application to The Knox Kane Corridor

Interviews revealed that it is unlikely that any of the counties or any municipalities have the capacity to own, operate, maintain and manage the Knox Kane Corridor.

TRAIL MANAGEMENT

Managing the trail includes all activities undertaken to plan, direct, and evaluate trail maintenance, programming, funding, advertising and visitor services. The challenge with the Knox Kane corridor is that four counties, 11 municipalities, Bureau of State Parks and the ANF are involved along with numerous governmental departments and advisory boards, a complex scenario. Management details worked out ahead of time between all partners will smooth the way for efficient and successful trail operation. This can be achieved for trails that are developed as segments of the nearly 70-mile corridor. The goal would be to establish a trail that is seamless in appearance and quality from end to end, even if numerous trail organizations undertake smaller trail segments.

TRAIL OPERATION, MAINTENANCE & SECURITY

Undertaking Trail Maintenance

Trail maintenance includes practices to make the trail safe, clean, and attractive. Trailheads, points of public access, rest areas, and other activity areas need to be maintained in an attractive and usable condition at all times. The primary concern for trail maintenance is first and foremost public safety. Nearly equal in concern is the desire to maintain this trail as a continuous even and clean surface.

The good news on trail maintenance is that it is largely conducted by volunteers. In a win-win scenario, governmental entities can assume trail ownership if volunteer groups will provide maintenance. Government ownership helps with liability and funding, especially in the case of natural disaster. Federal disaster funds can help with the recovery and restoration resulting from disasters such as hurricanes, floods, and tornados, which calls to mind the Kinzua Bridge disaster. Volunteers provide support for maintenance by generating funds through their nonprofit organization from grants, gifts donations and fees; providing the labor to undertake tasks; and recruiting support for maintenance by other community groups such as scouts, offenders in the justice system, service groups, neighborhoods, school groups, clubs, businesses, charitable associations, and others.

Effective design and management policies are crucial to keeping down long term maintenance costs. Landscape plantings that require minimal maintenance are necessary. Quality construction of trail surface is required. Trash removal practices of “carry in - carry out” reduce trash and costs of pickup and removal.

Table 2 presents the tasks and frequency required for trail maintenance. It is based upon a national survey of over 100 rail trails conducted by the Rails to Trails Conservancy¹.



¹Pooler, Tim. (2005) *Rail-Trail Maintenance and Operation*. (Camp Hill, PA: Rails-to-Trails Conservancy). pp 29 and 30.

TRAIL OPERATION, MAINTENANCE & SECURITY

Table 2. Rail Trail Maintenance Tasks and Frequency

Task	Frequency
Trash Removal and Cleaning	
Empty trash cans and pick up trash	Weekly
Keep trail side land clear of trash and debris	Weekly to monthly
Culvert and drainage channel cleaning	Annually and as needed
Parking lot or trail head surface cleaning	Annually and as needed
Trail Surface	
Asphalt	
Pothole repair	As needed
Surface cleaning	Quarterly
Snow removal	As needed
Pavement markings	Annually
Crack repair and sealing	Annually
Sealing	5 years
Resurfacing	15 – 18 years
Crushed Stone	
Re-grading	Annually
Re-surfacing	8-10 years
Surface repair	Annually and as needed
Snow removal	As needed
Surface cleaning	As needed, two to four times annually
Structures and Facilities	
Restroom and porta-potty cleaning	Weekly
Bench and picnic table maintenance	Annually
Kiosk information	Monthly
Signage, gates, bollards maintenance	Annually
Lighting	Monthly
Railroad grade crossing maintenance	Annually
Road crossing maintenance	Annually
Vandalism repair	Weekly; 24 hour repair preferred
Bridges and underpasses	Annually
Bridge re-decking	As needed
Inspection of structures	Annually
Security	
Police Patrols	Daily
Volunteer Patrols such as trail ambassadors or trail watch	Daily
Landscaping	
Mowing	Weekly to bi-weekly to monthly depending on season
Leaf removal	Monthly during season
Tree pruning and removal	Annually
Invasive specie removal	Depends on plan; bi-annually
Planting	Annually
Trail head landscaping	Annually with monthly checks and maintenance
Trail Inspection	
Routine	Weekly
Post-storm or incident	24 hours

TRAIL OPERATION, MAINTENANCE & SECURITY

Maintenance Costs

Trail maintenance costs vary according to use, location, surface and other factors. Generally \$1,400 to \$2,000 per mile annually is a good rule of thumb for rural trails. Trails in more urbanized areas can go higher such as the York Heritage Rail Trail, can go as high as \$5,000 - \$6,000 per mile annually. The Allegheny Valley Trail Association reported that \$1,400 per mile works as an estimate for maintenance costs. Bear in mind that this cost is born by volunteer labor. The challenge is cyclic maintenance costs that come every 15 to 20 years for major items such as asphalt surface re-surfacing. The AVTA is facing re-surfacing costs of \$33,000 per mile.

Using \$1,400 per mile for the 69.9 mile Knox Kane corridor yields an annual maintenance cost projection of \$97,860.

Endowments

One of the tools to consider in maintenance, in addition to volunteer maintenance, is a maintenance endowment or trust fund. An organization can raise funds to establish an endowment for trail maintenance and cyclic repair. The ATVA is undertaking the establishment of a maintenance endowment. Endowments need over a million dollars to work. The proceeds from the investments of the endowment are used for maintenance. Examples of recreation trusts in Pennsylvania yield surprising findings such as bequests of residents to support things like tennis, swimming and entire park systems. With the popularity of trails, such bequests are in the realm of possibility. Some of these bequests are from unlikely and surprising donors. Using them for endowments makes a lot of sense, as maintenance funding is much harder to get compared with capital funding.

Design and Maintenance as Risk Management Tool

The best defense a trail organization has is sound policy and practice for trail maintenance and usage. Developing a comprehensive management and operations plan is the best defense against an injury-related lawsuit.

Trails that are properly designed and maintained go a long way to ward off any potential liability. If adhered to, the AASHTO, PennDOT and MUTCD general design guidelines can provide protection by showing that conventional standards were used in designing and building the trail. Trails that are designed in accordance with recognized standards or “best practices” might be able to take advantage of any design immunities under state law. Within the spectrum of public facilities, trails are quite safe, and less risky than roads, swimming pools and playgrounds.

A comprehensive maintenance plan should provide for regular maintenance and inspection. These procedures should be spelled out in detail in a Knox Kane Rail Trail Management Handbook and a record should be kept of each inspection including what was discovered and any corrective action taken. The trail manager must be designated and should attempt to ward off or eliminate any hazardous situations

TRAIL OPERATION, MAINTENANCE & SECURITY

before an injury occurs. Private landowners that provide public easements for a trail should ensure that such management plans are in place and used to reduce their own liability.

During trail design and development:

- Develop an inventory of potential hazards along the corridor,
- Create a list of users that will be permitted on the trail and the risks associated with each,
- Identify all applicable laws,
- Design and locate the trail such that obvious dangers are avoided. Warnings of potential hazards should be provided, and mitigated to the extent possible,
- Trail design and construction should be completed by persons who are knowledgeable about design guidelines, such as those listed in AASHTO, PennDOT and MUTCD documents, and trail regulations should be posted and enforced.

Once segments of the Knox Kane Rail Trail are open for use:

- Conduct regular inspections of the trail by a qualified person who has the expertise to identify hazardous conditions and maintenance problems.
- Correct maintenance problems quickly and document the work. Where a problem cannot be promptly corrected, erect warnings to trail users.
- Develop procedures for handling medical emergencies. Document any occurrence of medical emergencies and the procedures used.

Maintain records of all inspections, what was found, and what was done about it. Include photographs that are helpful in illustrating the conditions and resolutions.

These risk management techniques will not only help to ensure that hazardous conditions are identified and corrected in a timely manner, thereby averting injury to trail users, but will also serve to protect the trail owner and managing organization from liability. Showing that the organization had been acting in a responsible manner can serve as an excellent defense in the event that a lawsuit develops

Use of Volunteers for Trail Work

Trail managers often use volunteers for routine trail maintenance or even for trail construction. What happens if the volunteer is injured while performing trail-related work? What happens if an action taken by a volunteer leads to an injury of a trail user? First, make sure that the Knox Kane Rail Trail insurance covers volunteer workers. Second, the trail manager should be protected from any user injury created by an act of a volunteer provided the act is not one of willful or reckless misconduct. The Federal Volunteer Protection Act of 1997 protects the volunteer worker. This act protects volunteers of nonprofit organizations or governmental entities. The Act states that such volunteers are not liable for harm caused by their acts of commission or omission provided the acts are in good faith.

TRAIL OPERATION, MAINTENANCE & SECURITY

SAFETY AND SECURITY

Providing for the health, safety and welfare of the trail visitors is a major focus of rail trails. Exposure to liability and protection of trail users, property and adjoining landowners are concerns of government and citizens alike. Research shows that rail trails are inherently safe and that crime is rare on rail trails.

Important components of the safety and security program should include:

- Effective trail design is crucial. Using Crime Prevention Through Environmental Design (CPTED) standards is a sound way to prevent crimes and anti-social behavior. CPTED is a multi-disciplinary approach to deterring criminal behavior through environmental design. CPTED strategies rely upon the ability to influence offender decisions that precede criminal acts. Proper design and effective use of the built environment can reduce crime, reduce the fear of crime, and improve the quality of life. Built environment implementations of CPTED principles work by making potential criminals feel uncomfortable and exposed through the design of the landscape and built features.
- The presence of desirable trails users will deter deviant behaviors on the trail. Bad things fill voids.
- Lighting at trailheads and in parking lots.
- Access for emergency vehicles and development of trail emergency procedures both for trail conditions and visitors in need of help.
- Institution of user rules and regulations.
- Development and implementation of a regular maintenance programs.
- Establishment of an ongoing inspection system with reports on conditions and resolution of issue.
- Preparation of a trail safety manual.
- Preparation of a safety checklist for the trail.
- Preparation of a trail-user response form.
- A system for accident reporting and analysis.
- Site and facility development and review.
- Public educational and information programs.
- Employee / volunteer training programs for safety and emergency response.
- Regular evaluation of program objectives.
- Development of a risk management plan.



TRAIL OPERATION, MAINTENANCE & SECURITY

LIABILITY CONCERNS AND PROTECTION²

Liability about trails is a concern of many individuals and organizations ranging from the private landowner all the way up to the Commonwealth of Pennsylvania. While concerns about liability are understandable, real-world experience shows that neither public nor private landowners have suffered from trail development. Adjacent landowners are not at risk as long as they abstain from “willful and wanton misconduct” against trespassers such as recklessly or intentionally creating a hazard. Trail managers minimize liability exposure provided they design and manage the trail in a responsible manner and do not charge for trail access. The Rails to Trails Conservancy has published a primer on liability related to rail trails which serves as the basis for the information in this section of the feasibility study. It can be downloaded on the Internet by visiting: http://www.railstotrails.org/resources/documents/resource_docs/tgc_liability.pdf.



Pennsylvania Recreation and Park Society

Contact Information:

2131 Sandy Drive

State College, PA 16803-2283

814-234-4272

PRPS (Pennsylvania Recreation and Park Society) is the lead organization in Pennsylvania dedicated to training and information dissemination about park and recreation related issues. PRPS provides current information about training programs, information, publications, and contacts regarding trails and liability. Organizations such as PRPS, the Department of Conservation and Natural Resources, the Pennsylvania Rail Trail Conservancy and the Pennsylvania Association of Land Trusts are constantly working on addressing trail issues especially liability in order to establish trails while making them safe, enjoyable and with minimal exposure to liability to trail and property owners. These are good sources of information on current endeavors on liability. A number of protective measures are already in place and discussed below.

Trail Managers and Private Landowners³

Two primary categories of people have liability concerns presented by a trail: the trail managing and owning entity (typically a public entity) and private landowners. Private landowners can be divided into two categories, those who have provided an easement for a trail over their land and those who own land adjacent to a trail corridor.

Private landowners may have some concerns about their liability should a trail user stray onto their land and become injured. Where an easement is granted, the concern may be over injuries both on the granted right-of-way as well as injuries that may occur on land under their control that is adjacent to the trail. Where the landowner has no ownership interest in the trail, the landowner will only be concerned with injury to trail users wandering onto their property and getting hurt or perhaps a tree from their property falling onto the trail.

In general, people owning land adjacent to a trail—whether the trail is an easement granted by them or is held by separate title—foresee that people using the trail may be endangered by a condition on their land. Potential hazards such as a pond, a ditch, or a dead tree may cause the landowner to worry about liability for a resulting injury.

²Morris, Hugh. (2000). *A Primer on Trail-Related Liability Issues & Risk Management Techniques*. Washington, D.C: Rails to Trails Conservancy. p 6-9.

³Ibid. p 3.

TRAIL OPERATION, MAINTENANCE & SECURITY

The landowner may reduce their liability by taking the following actions:

- Work with trail designers to have the trail located away from hazards that cannot be corrected.
- Make it clear that trail users are not invited onto the adjoining land. This can be aided by having the trail designer develop signs, vegetative screening, or fencing.
- If a hazardous condition does exist near the trail, signs should be developed to warn trail users of the hazard if it cannot be mitigated.

Of particular concern to adjacent landowners are attractions to children that may be dangerous, such as a pond. Many states recognize that children may trespass to explore an attractive nuisance. These states require a legal responsibility to children, even as trespassers, that is greater than the duty of care owed to adults. If a landowner provides an easement for a public-use trail, the easement contract should specify that the managing agency will carry liability insurance, will design the trail to recognized standards, and will develop and carry out a maintenance plan. The landowner may also request that an indemnification agreement be created in their favor.

Abutting property owners frequently express concern about their liability to trail users. In general, their liability, if any, is limited and is defined by their own actions in relation to the trail. If an abutting property owner possesses no interest in the trail, then he or she does not have any right or obligation to warn trail users about defects in the trail unless the landowner creates a dangerous condition on the trail by his own act or omission. In that event, the abutting landowner would be responsible for his own acts or omissions that caused the injury to a third party using the trail, just as the operator of one car is responsible to the operator of another for an accident he caused on a public street.

Limiting Liability

Three legal precepts, either alone or in combination, define and in many cases limit liability for injury resulting from trail use. They include:

- **Duty of Care** speaks to the responsibility that a landowner (private or public) has to anyone on his or her land.
- **Recreational Use of Land and Water Act** provides protection to private landowners and some public landowners who allow public free access to land for recreational purposes.
- **Liability Insurance**, for all private and public parties, provides the final line of defense. Trail owners can also find much protection through risk management.



Duty of Care⁴

Tort law, with regard to finding fault for an incident that occurs in a particular location, is concerned with the “class” of person who sustained the injury and the

⁴Morris, Hugh. (2000). *A Primer on Trail-Related Liability Issues & Risk Management Techniques*. Washington, D.C: *Rails to Trails Conservancy*. p 6-9.

TRAIL OPERATION, MAINTENANCE & SECURITY

legal duty of care owed to a person in that class. The legal duty of care that a landowner owes a member of the general public is generally divided into four categories. A landowner's responsibility for injuries depends on the status of the injured person. A landowner owes increasingly greater duties of care (i.e.; is more at risk) if the injured person is a "trespasser," a "licensee," an "invitee," or a "child."

TRESPASSER—a person on land without the landowners permission, whether intentionally or by mistaken belief that they are on public land. Trespassers are due the least duty of care and therefore pose the lowest level of liability risk. The landowner is generally not responsible for unsafe conditions. The landowner can only be held liable for deliberate or reckless misconduct, such as putting up a trip wire. Adjacent landowners are unlikely to be held liable for injuries sustained by trespassers on their property.

LICENSEE—a person on land with the owner's permission but only for the visitor's benefit. This situation creates a slightly higher liability for the landowner. For example, a person who is permitted to hunt on a farm without paying a fee, if there were no Recreational Use of Land and Water Act, would be classified as a licensee. If the landowner charged a fee, the hunter would probably be classified as an invitee. Again, the landowner is not responsible for discovering unsafe conditions; however the landowner must provide warning of known unsafe conditions.

INVITEE—a person on the owner's land with the owner's permission, expressly or implied, for the owner's benefit, such as a paying customer. This is the highest level of responsibility and therefore carries the highest level of liability. The owner is responsible for unknown dangers that should have been discovered. Put a different way, the landowner has a duty to:

- 1)Inspect the property and facilities to discover hidden dangers;
- 2)Remove the hidden dangers or warn the user of their presence;
- 3)Keep the property and facilities in reasonably safe repair; and
- 4)Anticipate foreseeable activities by users and take precautions to protect users from foreseeable dangers.

The landowner does not ensure the invitee's safety, but must exercise reasonable care to prevent injury. Generally, the landowner is not liable for injuries caused by known, open, or obvious dangers where there has been an appropriate warning. For example, customers using an ice rink open to the public for a fee would be invitees.

CHILD—even if trespassing, some states accord children a higher level of protection. The concept of "attractive nuisance" is particularly relevant to children. Landforms such as ponds can be attractive to children who, unaware of potential danger, may be injured if they explore such items.

TRAIL OPERATION, MAINTENANCE & SECURITY

Pennsylvania Recreational Use of Land and Water Act

This state statute, as shown in Figure 3, provides protection to landowners who allow the public to use their land for recreational purposes at no charge. The theory behind these statutes is that if landowners are protected from liability they would be more likely to open up their land for public recreational use and that, in turn, would reduce state expenditures to provide such areas. To recover damages, an injured person must prove “willful and wanton misconduct” on the part of the landowner, essentially the same duty of care owed to a trespasser. However, if the landowner is charging a fee for access to the property, the protection offered by the recreational use statute is lost.

The Recreational Use of Land and Water Act (RULWA) limits the duty of care a landowner would otherwise owe to a recreational licensee to keep his or her premises safe for use. It also limits a landowner’s duty to warn of dangerous conditions provided such failure to warn is not considered grossly negligent, willful, wanton, or reckless. The result of the statute is to limit landowner liability for injuries experienced by people partaking in recreational activities on their land. The existence of a RULWA may also have the effect of reducing insurance premiums for landowners whose lands are used for recreation.

This law does not prevent somebody from suing a trail manager/owner or a private property owner who has made his or her land available to the public for recreational use, it only means the suit will not advance in court if certain conditions hold true. Thus, the trail manager/owner may incur costs to defend him or her. Such costs are the principal reason for purchasing liability insurance. Under lease arrangements between a public agency and a private landowner, land can be provided for public recreation while the public agency agrees to defend and protect the private landowner. The private landowner may still be sued but the public agency holds the landowner harmless, taking responsibilities for the cost of defending a lawsuit and any resulting judgments.

Liability Insurance

Liability Insurance protects property owners from liability claims. Because RULWA is in place, such lawsuits do not go far because of the immunity to the landowner. In some instances, owners of the trail or trail easement cover the liability costs of the landowner for the trail. Such funds are often generated through private fundraising efforts if it is a private nonprofit organization. In most cases, the liability insurance is covered by the property owner. Interviews for the feasibility study found that Kane Area Snowmobile Club pays for the liability insurance of property owners that have granted them access to use their private property for snowmobiling. By doing this, the snowmobilers gained access to trails by protecting property owners and eliminating a cost for them.

TRAIL OPERATION, MAINTENANCE & SECURITY

Figure 3: Recreation Use of Land and Water Act⁵

Pennsylvania's Recreational Use of Land and Water Act



INTRODUCTION

Pennsylvania has a law that limits the legal liability of landowners who make their land available to the public for free recreation. The purpose of the law is to supplement the availability of publicly owned parks and forests by encouraging landowners to allow hikers, fishermen and other recreational users onto their properties. The Recreational Use of Land and Water Act ("RULWA"), found in Purdon's Pennsylvania Statutes, title 68, sections 477-1 et seq., creates that incentive by limiting the traditional duty of care that landowners owe to entrants upon their land. **So long as no entrance or use fee is charged, the Act provides that landowners owe no duty of care to keep their land safe for recreational users and have no duty to warn of dangerous conditions.** Excepted out of this liability limitation are instances where landowners willfully or maliciously fail to guard or warn of dangerous conditions. That is, the law immunizes landowners only from claims of negligence. Every other state in the nation has similar legislation.

PEOPLE COVERED BY THE ACT

The "owners" of land protected by the Act include public and private fee title holders as well as lessees (hunt clubs, e.g.) and other persons or organizations "in control of the premises." Holders of conservation easements and trail easements are protected under RULWA if they exercise sufficient control over the land to be subject to liability as a "possessor." (See *Stanton v. Lackawanna Energy Ltd.* (Pa. Supreme Ct. 2005)(RULWA immunizes power company from negligence claim where bike rider collided with gate that company had erected within the 70-foot wide easement over mostly undeveloped land it held for power transmission)).

LAND COVERED BY THE ACT

Although on its face RULWA applies to all recreational "land"—improved and unimproved, large and small, rural and urban—in the last 15 years or so, Pennsylvania courts have tended to read the Act narrowly, claiming that the legislature intended it to apply only to large land holdings for outdoor recreational use.

Courts weigh several factors to decide whether the land where the injury occurred has been so altered from its natural state that it is no longer "land" within the meaning of the Act. In order of importance:

(1) **Extent of Improvements** – The more developed the property the less likely it is to receive protection under RULWA, because

recreational users may more reasonably expect it to be adequately monitored and maintained;

(2) **Size of the Land** – Larger properties are harder to maintain and so are more likely to receive recreational immunity;

(3) **Location of the Land** – The more rural the property the more likely it will receive protection under the Act, because it is more difficult and expensive for the owner to monitor and maintain;

(4) **Openness** – Open property is more likely to receive protection than enclosed property; and

(5) **Use of the Land** – Property is more likely to receive protection if the owner uses it exclusively for recreational, rather than business, purposes.

SITE IMPROVEMENTS

The following cases focus on the nature and extent of site improvements that might negate RULWA immunity:

- The state Supreme Court ruled that the Act was not intended to apply to swimming pools, whether indoor (*Rivera v. Philadelphia Theological Seminary* (Pa. Supreme Ct. 1986)) or outdoor (*City of Philadelphia v. Duda* (Pa. Supreme Ct. 1991)).

- RULWA immunity does not cover injuries sustained on basketball courts, which are "completely improved" recreational facilities (*Walsh v. City of Philadelphia* (Pa. Supreme Ct. 1991)).

- Playgrounds are too "developed" to qualify for immunity (*DiMino v. Borough of Pottstown* (Pa. Commonwealth Ct. 1991)).

- Playing fields generally are held not to be "land" within the protection of the Act (*Brown v. Tunkhannock Twp.* (Pa. Commonwealth Ct. 1995) (baseball field); *Seifert v. Downingtown Area School District* (Pa. Commonwealth Ct. 1992)(lacrosse field); *Lewis v. Drexel University* (Pa. Superior Ct. 2001, unreported)(football field); but see *Wilkinson v. Conoy Twp.* (Pa. Commonwealth Ct. 1996)(softball field is "land" under RULWA)).

TRAIL OPERATION, MAINTENANCE & SECURITY

- An unimproved grassy area at Penns Landing in Philadelphia was deemed outside the Act's scope, given that the site as a whole was highly developed (*Mills v. Commonwealth* (Pa. Supreme Ct. 1993); compare *Lory v. City of Philadelphia* (Pa. Supreme Ct. 1996) (swimming hole in "remote" wooded area of Philadelphia is covered by RULWA)).

RULWA immunity has been found in several cases where people were injured at outdoor sites containing limited improvements:

- An earthen hiking trail in a state park is not an improvement vitiating the Act's immunity (*Pomeren v. Commonwealth* (Pa. Commonwealth Ct. 1988)).

- The owner of property containing a footpath created by continuous usage, which led down to the Swatara Creek, has no duty to erect a warning sign or fence between his property and the adjacent municipal park (*Rightnour v. Borough of Middletown* (Lancaster Cty. Ct. of Common Pleas 2001)).

- A landscaped park containing a picnic shelter is still "unimproved" land for RULWA purposes (*Brezinski v. County of Allegheny* (Pa. Commonwealth Ct. 1996)).

- An artificial lake is just as subject to RULWA protection as a natural lake, although the dam structure itself is not covered (*Stone v. York Haven Power Co.* (Pa. Supreme Ct. 2000)).

- An abandoned rail line in a wooded area is covered by RULWA, even where the plaintiff fell from a braced railroad trestle (*Yanno v. Consolidated Rail Corp.* (Pa. Superior Ct. 1999)(but may no longer be good law after *Stone*)).

Uncertainty about what constitutes an improvement under the Act reportedly has had a dampening effect on efforts to improve public access to outdoor recreation sites. Public and private landowners are concerned that installation of fishing piers, boat docks, parking facilities, or paths and ramps for wheelchair use will strip much-needed RULWA immunity from otherwise protected land. A bill introduced in the state Senate in the late 1990s attempted to clarify that public access improvements would not affect immunity under the Act, but the legislation was not successful.

FAILURE TO WARN

As noted above, although negligence liability is negated by the Act, a landowner remains liable to recreational users for "willful or malicious failure to guard or warn" against a dangerous condition. To determine whether an owner's behavior was willful, courts will look at two things: whether the owner had actual knowledge of the threat (e.g., was there a prior accident in that same spot); and whether the danger would be obvious to an entrant upon the land. If the threat is obvious, recreational users are considered to be put on notice, which precludes liability on the part of the landowner. In a recent drowning case, for example, landowner Pennsylvania Power & Light Company

claimed immunity under RULWA. The judge, however, sent to the jury the question of whether PP&L was willful in not posting warning signs. A previous tubing accident had occurred in the same location, and there was testimony that the dangerous rapid where the drowning occurred was not visible to people tubing upstream (*Rivera v. Pennsylvania Power & Light Co.* (Pa. Superior Ct. 2003)).

GOVERNMENTAL IMMUNITY

Interestingly, Pennsylvania's governmental immunity statutes, the Tort Claims and Sovereign Immunity Acts, shield municipalities and Commonwealth agencies from claims of willful misconduct. Liability only may be imposed upon these entities for their negligent acts. But, as noted above, where an injury occurs on "land" within the meaning of RULWA, the law shields landowners from negligence suits. In essence, public agencies are granted complete immunity for many recreational injuries. (See *Lory v. City of Philadelphia* (Pa. Supreme Ct. 1996)(city immune for both its negligent maintenance of recreational lands and its willful failure to guard or warn of hazards on that property)).

RECREATIONAL PURPOSE; PUBLIC ACCESS

Though not all recreational land is covered by the Act, the law's definition of "recreational purpose" is broad enough to include almost any reason for entering onto undeveloped land, from hiking to water sports to motorbiking. (See *Commonwealth of Pa. v. Auresto* (Pa. Supreme Ct. 1986)(RULWA covers snowmobile injury)). This is true even if the landowner has not expressly invited or permitted the public to enter the property. However, where the land is open only to selected people rather than to the public in general, this will weigh against RULWA immunity. (See *Burke v. Brace* (Monroe Cty. Ct. of Common Pleas 2000)(lake located in a subdivision and open only to homeowner association members and guests is not covered by RULWA)).

NO USER FEE

Finally, charging recreational users a fee (which is different than accepting payment for an easement) takes the property out from under the Act's protection.

Copies of this fact sheet may be obtained from:

PA Department of Conservation and Natural Resources
Bureau of Recreation and Conservation
Rachel Carson State Office Building
P.O. Box 8475
Harrisburg, PA 17105-8475
Telephone: (717) 787-7672
Fax: (717) 772-4363
www.dcnr.state.pa.us



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TRAIL OPERATION, MAINTENANCE & SECURITY

WHAT TO DO NEXT

- 1) Reconstitute the Knox Kane Feasibility Study Advisory Committee. Create a mission for the organization along with roles, responsibilities and an annual work program. Identify a meeting schedule and locations for the next fiscal year. Develop an annual report of accomplishments.
- 2) Determine how to work with the Kovalchick Corporation in obtaining the corridor for use as a trail. Ensure that those working with the Corporation have the expertise, positive demeanor, and time required for discussions and engagement. Work with other organizations that may be pursuing segments of the corridor.
- 3) Work on the pilot project. Strive to address the segments with the most likelihood of success. Develop trail master plans for identified segments.
- 4) Determine who will own, monitor and manage the easements for the Knox Kane Corridor. Different entities may be responsible for each aspect of trail easements. For example a government entity could own the easements while a community organization could monitor and manage the easements while a volunteer group conducts maintenance.
- 5) Continue to work with the North Central Pennsylvania Regional Planning and Development Commission as the lead agency.
- 6) Apply for grants to fund master planning and trail construction.
- 7) Identify a list of trail management and operational issues, procedures and policies that should be worked out before any segment of the trail is open. This includes the development of an organizational structure for trail management and operations, addressing a potential intergovernmental agreement and the development of a maintenance plan to provide a seamless uniform appearance to the trail.
- 8) Consider reaching out to other trail organizations that operate on their own to have periodic meetings with them to share information, solutions and ideas.

FUNDING

The following section offers a description of funding sources that can be used to support the acquisition of land and development of the Knox Kane Rail Trail. The sources are organized and defined by local, state and federal resources and agencies.

Taxation Options

The following taxation options are presented with the understanding that their use in the current economic conditions is unlikely.

TRAIL OPERATION, MAINTENANCE & SECURITY

Local Sources

The municipalities along the corridor have in place a number of resources to finance a community trails program. While local municipal budgets are austere, it is important to still point out that a local, dedicated source of revenue could be established and utilized to attract state and federal funding. Below are listed other possible sources of local revenue for the trails program.

Property Tax

Property taxes are assessments charged to real property owners based on a percentage (millage rate) of the assessed property value. These taxes generally support a significant portion of stakeholders or municipality's non-public enterprise activities. However, the revenues from property taxes can also be used for public enterprise projects and to pay debt service on general obligation bonds issued to finance open space system acquisitions. Because communities are limited in the total level of the millage rate, use of property taxes to fund open space could limit the stakeholders or a municipality's ability to raise funds for other activities. Property taxes can provide a steady stream of financing while broadly distributing the tax burden. In other parts of the country, this mechanism has been popular with voters as long as the increase is restricted to parks and open space. Note, other public agencies compete vigorously for these funds, and taxpayers are generally concerned about high property tax rates.

Earned Income Tax

The Earned Income Tax is levied only on residents' earned income (such as wages, salaries, or other reimbursements for work). Unearned income, such as interest, dividends, pensions, and social security are exempt from the tax. Unlike the federal or state income taxes, the earned income tax allows no exemptions or standard deductions. A jurisdiction can collect earned income tax from non-residents who work in the jurisdiction but do not pay an earned income tax in their "home" jurisdiction. The maximum levy is one percent of earned income. If both the municipality and school district levy the earned income tax, both must share the one percent.

Act 153 of 1996 - Pennsylvania municipalities have added a percentage of the Earned Income Tax for open space purposes. An additional one-quarter to one-half of one percent can be added to the earned income tax through the passing of a voter referendum. Amending the Pennsylvania Conservation and Land Development Act, Act 153 provides certain types of local government units with a valuable financing tool as many municipalities seek the means to preserve open space in their communities. The Act allows cities, boroughs, towns and townships, as well as certain cooperative governmental units, to impose one of two taxes in addition to the taxing limitations set forth elsewhere to finance certain types of open space initiatives. Counties and county authorities are specifically prohibited from invoking either of the local taxing

TRAIL OPERATION, MAINTENANCE & SECURITY

options. By ordinance, qualifying local government units may impose either (a) a tax on real property not exceeding the millage authorized by voter referendum, in addition to the statutory rate limits on real estate taxes in the relevant municipal code, or (b) an earned income tax on residents of that local government unit not exceeding the rate authorized by referendum, in addition to the earned income tax rate limit found in the Local Tax Enabling Act. The Act requires that revenue from either of the two authorized tax levies be used to retire indebtedness incurred in purchasing "interests in real property" or in making additional acquisitions of real property to secure an "open space benefit" under either the Conservation and Land Development Act or the Agricultural Area Security Law. The terms "interest in real property" and "open space benefits" are defined broadly in the Act and allow municipalities significant flexibility to achieve their land preservation goals in the manner best suited to their specific needs.

In addition to the local taxing options, the Act authorizes school district boards to exempt by resolution certain real property from further millage increases imposed on real property. Those types of real property that may be exempted include those whose open space property interests are acquired by a local government unit pursuant to the Conservation and Land Development Act, real property that is subject to an easement acquired under the Agricultural Area Security Law and real property whose transferable development rights have been transferred and retired by a local government unit without the development potential having occurred on other lands. The tax exemptions granted under the Act are not to be considered by the State Tax Equalization Board in deriving the market value of school district real property resulting in a reduction in the subsidy to that school district or an increase in the subsidy to any other school district.

Realty Transfer Tax - The realty transfer tax is a tax on the sale of real estate. The maximum levy is one percent of the sales price. If both the municipality and school district levy this tax, both must share the one percent.

Amusement Tax - The amusement tax is a tax on the privilege of engaging in an amusement. It is tax levied on the admissions prices to places of amusement, entertainment, and recreation. Amusements can include such things as craft shows, bowling alleys, golf courses, ski facilities, or county fairs. The amusement tax is considered a tax on patrons, even though it is collected from the operators of the amusement.

Mechanical Devices Tax - The mechanical devices tax is a tax on coin-operated machines of amusement, such as jukeboxes, pinball machines, video games, and pool tables. The tax rate is set as a percentage of the price to activate the machine.

Personal Property Tax - The personal property tax is similar to the real property and occupation taxes, in that it is levied on the value of property owned by residents. The

TRAIL OPERATION, MAINTENANCE & SECURITY

property it taxes is intangible personal property, such as mortgages, other interest bearing obligations and accounts, public loans, and corporate stocks. The personal property tax has sometimes been called an honesty tax because the only way a county knows the value of a taxpayer's personal property is if that taxpayer is honest enough to report it.

Hotel Tax - The hotel occupancy tax, imposed at the same rate as sales and use tax, applies to room rental charges for periods of less than 30 days by the same person. The purpose of the hotel tax is to increase tourism and economic development in Pennsylvania. The tax supports advertising, development of publications related to tourism, capital and program projects to attract tourists, and in some counties open space conservation, trails and recreation facility improvements.

Bonds and loans can be used to finance capital improvements. The cost of the improvements is borrowed through the issuance of bonds or a loan and the costs of repayment are spread into the future for current and future beneficiaries to bear. However, financing charges are accrued and voter approval is usually required. There must be a source of funding (for the payment of the resulting debt service on the loan or bonds) tied to the issuance of a bond or loan. A number of bond options are listed below. Since bonds rely on the support of the voting population, an education and awareness program should be implemented prior to any vote.

Revenue Bonds

Revenue bonds are bonds that are secured by a pledge of the revenues from a certain local government activity. The entity issuing bonds, pledges to generate sufficient revenue annually to cover the program's operating costs, plus meet the annual debt service requirements (principal and interest payment). Revenue bonds are not constrained by the debt ceilings of general obligation bonds, but they are generally more expensive than general obligation bonds.

General Obligation Bonds

Local governments generally are able to issue general obligation (G.O.) bonds that are secured by the full faith and credit of the entity. In this case, the local government issuing the bonds pledges to raise its property taxes, or use any other sources of revenue, to generate sufficient revenues to make the debt service payments on the bonds. A general obligation pledge is stronger than a revenue pledge, and thus may carry a lower interest rate than a revenue bond. Frequently, when local governments issue G.O. bonds for public enterprise improvements, the public enterprise will make the debt service payments on the G.O. bonds with revenues generated through the public enterprise's rates and charges. However, if those rate revenues are insufficient to make the debt payment, the local government is obligated to raise taxes or use other sources of revenue to make the payments. G.O. bonds distribute the costs of

TRAIL OPERATION, MAINTENANCE & SECURITY

open space acquisition and make funds available for immediate purchases. Voter approval is required.

Special Assessment Bonds

Special assessment bonds are secured by a lien on property that benefits by the improvements funded with the special assessment bond proceeds. Debt service payments on these bonds are funded through annual assessments to the property owners in the assessment area.

Mandatory Dedication of Parkland and Trails

The Mandatory Dedication of parkland is traditionally applied to development in suburban areas. However, it can also be applied to redevelopment projects. If suitable parkland is not available the developer may offer a fee-in-lieu of dedication under the provisions of the Mandatory Dedication of Parkland Ordinance under the Pennsylvania Municipalities Code. Municipalities can also require the mandatory dedication of trails. The fee-in-lieu of dedication alternative allows the community to purchase land worthy of protection rather than accept marginal land that meets the quantitative requirements of a developer dedication but falls a bit short of qualitative interests.

Other Local Options

Local Park, Open Space and Trail Sponsors

A sponsorship program for trail amenities allows smaller donations to be received from both individuals and businesses. Cash donations could be placed into a trust fund to be accessed for certain construction or acquisition projects associated with the greenways and open space system. Some recognition of the donors is appropriate and can be accomplished through the placement of a plaque, the naming of a trail segment, and/or special recognition at an opening ceremony. Types of gifts other than cash could include donations of services, equipment, labor, or reduced costs for supplies.

Volunteer Work

It is expected that many citizens will be excited about the development of the Knox Kane Rail Trail. Individual volunteers from the community can be brought together with groups of volunteers from church groups, civic groups, scout troops and environmental groups to work on greenway development on special community workdays. Volunteers can also be used for fundraising, maintenance, and programming needs.

TRAIL OPERATION, MAINTENANCE & SECURITY

Commonwealth of Pennsylvania Funding Sources

The Commonwealth's current economic state and change in the Governorship leaves many state funding programs in flux. Growing Greener, a major funding program for conservation, parks, and trails has committed its last bond money. The Growing Greener Fund was not renewed but the consideration is being given that proceeds from Marcellus Shale gas drilling could be used to replenish this fund. Historically, Pennsylvania has offered an array of state funding programs to support parks, recreation, greenway and trails. The following programs are listed as placemakers to alert the reader of programs that have been in place and need to be re-authorized or re-constituted and funded in some format when the dust has settled on the economy and change in political leadership.

A Note on Contact Information

The contact information for the following funding sources is current at the time of the writing of this plan. No doubt, there will be changes in these programs and contacts. The information will provide a start and if things change, it may be possible to get a lead to the proper contact. An Internet search can also provide this information as time goes by.

PennDOT

PennDOT's primary means of funding greenways projects is through the Transportation Enhancements Program that is part of SAFETEA-LU. Greenways projects with a tie to transportation, historic preservation, bicycle/pedestrian improvements, or environmental quality are eligible candidates for Transportation Enhancements funding.

Contact: PennDOT District 2 Office (Elk, Forest and McKean)

(814) 765-0400

District 10 (Clarion)

(724) 357-2800

The Community Conservation Partnership Program

The Commonwealth of Pennsylvania makes available grant moneys to municipal governments through this program to support greenway and park planning, design and development. Applications for these grants are due in April of each year, and a 50 percent match is required from the local project sponsor. The amount of maximum award varies with the requested activity. Planning grants are typically awarded \$50,000 or less. Land acquisition and construction grants range from \$150,000 to \$200,000. Small community grants are also available through this program for municipalities with populations less than 5,000. These grants can support up to 100 percent of material costs and professional design fees for recreational facilities.

TRAIL OPERATION, MAINTENANCE & SECURITY

Contact: PADCNR Adam Mattis

412-770-3774

Rails-to-Trails Grants

The Rails-to-Trails Grants provide 50% funding for the planning, acquisition or development of rail-trail corridors. Eligible applicants include municipalities and nonprofit organizations established to preserve and protect available abandoned railroad corridors for use as trails or future rail service.

Contact: PADCNR Adam Mattis

412-770-3774

Urban and Community Forestry Grants

Can be used to encourage the planting of trees in Pennsylvania communities. Municipal challenge grants provide 50 percent of the cost of the purchase and delivery of trees. Special grants are available for local volunteer groups, civic clubs, and municipalities to train and use volunteers for street tree inventories, and other projects in urban and community forestry.

Contact: Extension Urban Forestry Program, School of Forest Resources at Pennsylvania State University

814-863-7941.

The Recreational Trails Program (DCNR)

National Recreation Trails Fund Act (NRTFA) or Symms Act Grants. This source of funding is a subset of TEA-21, and is administered by DCNR. Funds from this program can be used for the acquisition of land and the construction of trail tread and trail facilities.

Contact: PA DCNR - Adam Mattis

412-770-3774

DCED (Department of Community and Economic Development) Funding

DCED's mission includes four elements that each have a relationship to greenways: economic development, travel and tourism, technical assistance and community development. Each of DCED's funding programs is listed and described below.

Contact: For information on funding programs, DCED offers an interactive website to search for specific assistance on grants for communities and local government:

<http://www.newpa.com/find-and-apply-for-funding/funding-and-program-finder>

TRAIL OPERATION, MAINTENANCE & SECURITY

Contacts for specific programs are listed below.

Community Revitalization Program

This funding source, supports local initiatives aimed at improving a community's quality of life and improving business conditions.

Contact: PADCED Community Action Team Central Office

Louis Colon

717-720-7300

locolon@pa.gov

Small Communities Planning Assistance

This grant is awarded to municipalities having a population of 10,000 people or less. The grant offers a no-match funding source that can be used to support neighborhood revitalization, economic development, community conservation and housing plans. Regardless of the project type, the grantee must demonstrate the project benefits low to moderate-income residents.

Contact: PADCED

Kerry Wilson

717-783-1402

Community Development Block Grants

This program provides financial and technical assistance to communities for infrastructure improvements, housing rehabilitation, public services, and community facilities. The program targets local governments and 70% of each grant must be used for activities or projects that benefit low to moderate-income people.

State Planning Assistance Grant

This program provides funding to municipalities for preparation and maintenance of community development plans, policies, and implementation measures. The grant requires a 50% match and priority is given to projects with regional participation.

Contact: PADCED

866-gonewpa

<http://www.newpa.com/contact-us>

TRAIL OPERATION, MAINTENANCE & SECURITY

Main Street Program

The Main Street Program is under major revision. Information should be forthcoming in 2011/12. The Main Street Program provides grants to municipalities and redevelopment authorities to foster economic growth, promote and preserve community centers, creating public/private partnerships, and improve the quality of life for residents. The program has two components, a Main Street Manager and Commercial Reinvestment. The Main Street Manager component funds a staff position that coordinates the community's downtown revitalization activities. The Community Reinvestment component provides funding for actual improvement projects in the community.

Contact: DCED - Diana Kerr

717-787-5327

Elm Street Program

This program was created to bolster the older historic neighborhoods located within walking distance from revitalized Main Streets. Along with the physical changes they make to the properties, these grants also help create a positive image for the community.

Contact: DCED - DCED Customer Service

1-800-379-7448

PHMC - Pennsylvania State Historical and Museum Commission

The Commission grants helped to support museums, historical organizations, and county historical societies.

Contact: PHMC

717-787-3362

www.phmc.state.pa.us

Keystone Historic Preservation Grants

Local governments and nonprofit groups could apply for this grant that may be used for preservation, rehabilitation, and restoration of historic properties, buildings, structures, sites, or objects.

Contact: PHMC Historic Preservation Grant Officer

Karen Arnold

717-783-9927

kaarnold@pa.gov

TRAIL OPERATION, MAINTENANCE & SECURITY

Certified Local Government Grants

Federal funding program limited to certified Local Governments for purposes of cultural resource surveys, technical and planning assistance, educational and interpretive programs, and national register nominations. The program includes a 40% local match that can be made with in-kind services, cash, or Community Development Block Grants.

Contact: Andrea MacDonald
717-787-4215
amacdonald@pa.gov

DEP Growing Greener

Growing Greener is the largest single investment of state funds in Pennsylvania's history. Growing Greener directed nearly \$650 million over five years to the Environmental Stewardship Fund. Growing Greener funds was used for farmland-preservation projects; preserving open space; cleanup of abandoned mines, watershed planning; recreational trails and parks; and helping communities address land use concerns. Eligible applicants include nonprofit groups, counties, and municipalities. Since the last bond funds have been committed, an effort to renew Growing Greener is being launched and the contact information is listed below.

Contact: Andrew Heath, Executive Director
717-705-5400
GrowingGreener@pa.gov
aheath@renewgrowinggreener.org

Stormwater Planning and Management Grants

This program provides grants to counties and municipalities for preparation of stormwater management plans and stormwater ordinances. The program requires a 25% local match that can come in the form of in-kind services or cash. While greenways are not specifically funded by the project, they are excellent elements of a stormwater management system. This program was part of the Growing Greener Initiative.

Contact: PA DEP
banewman@pa.gov

Nonpoint Source Management Section 319 Grants

Section 319 grant funding comes from the federal Clean Water Act. The grants are available to local governments and nonprofit groups for watershed assessments, watershed restoration projects, and projects of statewide importance. The grant requires a 60% local match and 25% of the construction costs of practices

TRAIL OPERATION, MAINTENANCE & SECURITY

implemented on private land must come from non-federal sources.

Contact: Russ Wagner

717-787-5642

Environmental Fund for Pennsylvania

This fund is available to environmental, conservation, and recreation organizations for projects that improve the quality of life for Pennsylvania communities.

<http://www.efpa.org/>

215-545-5880

Toll Free: 800-334-3190

info@efpa.org

Environmental Education Grants

This program uses a 5% set aside of the pollution fines and penalties collected in the Commonwealth each year for environmental education in Pennsylvania. There are eight different grant tracks with grants ranging from \$1,000 to \$20,000, most requiring a 20% match. Public and private schools, nonprofit conservation/education organizations and county conservation districts may apply for the grants.

Contact: Department of Environmental Protection Environmental Education Grants Program

717-772-1828

AT&T Relay Service for the Deaf: 1-800-654-5984 (TDD)

www.depweb.state.pa.us, keyword: EE Grants

Land Recycling Grants Program

Land Recycling Grants Program provides grants and low interest loans for environmental assessments and remediation. The program is designed to foster the cleanup of environmental contamination at industrial sites and remediate the land to a productive use.

Contact: Tom Fidler, Manager Land Recycling and Cleanup Program

717-783-7816

FEDERAL FUNDING SOURCES

Most federal programs provide block grants directly to states through funding formulas. For example, if a Pennsylvania community wants funding to support a transportation initiative, they would contact the PennDOT and not the US Department

TRAIL OPERATION, MAINTENANCE & SECURITY

of Transportation to obtain a grant.

25 Percent Fund Act and Secure Rural Schools Act

These acts are described in greater detail near the beginning of Chapter 8.

Surface Transportation Act (SAFETEA LU) (Accessed through PENNDOT)

For the past two decades, the Surface Transportation Act has been the largest single source of funding for the development of bicycle, pedestrian, trail and greenway projects. However this act is slated to expire in September 2011 and its future is uncertain. Prior to 1990, the nation, as a whole, spent approximately \$25 million on building community-based bicycle and pedestrian projects, with the vast majority of this money spent in one state. Since the passage of ISTEA, funding has been increased dramatically for bicycle, pedestrian and greenway projects, with total spending over \$5 billion. Many programs within SAFETEA-LU deserve mention. The authorizing legislation is complicated and robust. The following provides a summary of how this federal funding can be used to support a potential trail in the Knox Kane corridor. All of the funding within these programs would be accessed through the PennDOT.

- 1) Surface Transportation Program (STP) - This is the largest single program within the legislation from a funding point of view. Of particular interest to greenway enthusiasts, 10 percent of the funding within this program is set aside for Transportation Enhancements (TE) activities. Historically, a little more than half of the TE funds have been used nationally to support bicycle/pedestrian/trail projects.
- 2) Congestion Mitigation and Air Quality (CMAQ) - About five percent of these funds have been used to support bicycle/pedestrian/trail projects.
- 3) Highway Safety Improvement Program (HSIP) - Historically, bicycle and pedestrian projects have accounted for one percent of this program, or about \$50 million under SAFETEA-LU. Some of the eligible uses of these funds would include traffic calming, bicycle and pedestrian safety improvements, and installation of crossing signs. This is not a huge source of funding, but one that could be used to fund elements of a project.
- 4) Recreational Trails Program (RTP) - The Recreational Trails Program is specifically set up to fund both motorized and non-motorized trail development. At least 30% of these funds must be spent on non-motorized trails, or \$110 million.
- 5) Scenic Byways - The National Scenic Byway program has not traditionally been a good source of funding for bicycle/pedestrian/trail projects. Historically only 2 percent of these funds have been used to support bicycle and pedestrian improvements. Applications are only accepted by PENNDOT from established scenic byways groups, but historically, byways groups have advanced proposals in partnership with other organizations – including cultural heritage tourism groups – in support of the byways' goals.
- 6) Safe Routes to School Program (SR2S) - This is an excellent program to increase

TRAIL OPERATION, MAINTENANCE & SECURITY

funding for access to the outdoors for children. The SR2S Program was established in August 2005 as part of the most recent federal transportation re-authorization legislation--SAFETEA-LU. This law provides multi-year funding for the surface transportation programs that guide spending of federal gas tax revenue. Section 1404 of this legislation provides funding (for the first time) for PENNDOT to create and administer SR2S programs which allow communities to compete for funding for local SR2S projects.

- 7) High Priority Projects - Under SAFETEA-LU more than 5,091 transportation projects were earmarked by Congress for development, with a total value in excess of \$3 billion.

Land and Water Conservation Fund (LWCF)

The Land and Water Conservation Fund is the largest source of federal money for park, wildlife, and open space land acquisition. The 2012 LWCF budget is uncertain. The program's funding comes primarily from offshore oil and gas drilling receipts, with an authorized expenditure of \$900 million each year. The program has been fully funded for 2011 for the first time in decades. The program provides up to 50 percent of the cost of a project, with the balance of the funds paid by states or municipalities. These funds can be used for outdoor recreation projects, including acquisition, renovation, and development.

Contact: PADCNR - Adam Mattis

412-880-0486

Environmental Protection Agency (EPA)

The EPA funds a program that enables communities to clean up polluted properties. Funding for these programs is available directly from the EPA and is administered in the form of grants to localities.

Information on general grants: <http://www.epa.gov/region3/ee/pdfs/scgp2002.pdf>

Community Block Development Grant Program (HUD-CBDG)

The U.S. Department of Housing and Urban Development (HUD) offers financial grants to communities for neighborhood revitalization, economic development, and improvements to community facilities and services, especially in low and moderate-income areas. Administered by the Department of Local Affairs, Community Development Block Grants can be spent on a wide variety of projects, including property acquisition, public or private building rehabilitation, construction of public works, public services, planning activities, assistance to nonprofit organizations and assistance to private, for-profit entities to carry out economic development. At least 70 percent of the funds must go to benefit low and moderate-income populations. The funds must go to a local government unit for disbursement. A detailed citizen

TRAIL OPERATION, MAINTENANCE & SECURITY

participation plan is required. Information on CDBG is available through the counties.

Economic Development Administration

Funding is available through this federal program in the form of several different grants. Two grants that may be applicable to cultural heritage tourism are the Economic Adjustment Assistance Grant (which helps communities develop comprehensive redevelopment efforts that could include cultural heritage tourism programs) and the Planning Program Grant (which helps planning organizations create comprehensive development strategies). Only governmental units are eligible.

Contact: EDA Philadelphia Regional Office - Andrew Reid

267-687-4317

AReid@eda.doc.gov

National Trust for Historic Preservation

This endowment funds 14 different grants. The Preservation Funds Matching Grants and Intervention Funds assist nonprofit and public agencies with planning and educational projects or preservation emergencies, respectively. The Johanna Favrot Fund for Historic Preservation provides matching grants for nonprofit and public organizations whose projects contribute to preservation and/or recapturing an authentic sense of place. Begin the search for historic preservation funding and incentives by contacting the PHMC first.

Contact information about funding at federal level:

<http://www.preservationnation.org/resources/find-funding/nonprofit-public-funding.html>

National Endowment for the Arts

The National Endowment for the Arts organizes its grants around artistic disciplines and fields such as “folk and traditional arts,” “local arts agencies,” “state and regional” and “museums.” Within these categories, the applicable grants are listed. The grants provide funding for artistic endeavors, interpretation, marketing and planning. Not-for-profit 501(c)(3) organizations and units of state or local government, or a recognized tribal community are eligible. An organization must have a three-year history of programming prior to the application deadline. Changes in the programs will occur in January 2011. For information on the programs search at the site listed below:

<http://www.nea.gov/grants/apply/index.html>

TRAIL OPERATION, MAINTENANCE & SECURITY

National Endowment For The Humanities

The National Endowment for the Humanities is a federal program that issues grants to fund high-quality humanities projects. Some grant categories that may be well suited to cultural heritage tourism are: grants to preserve and create access to humanities collections, interpreting America's historic places implementation and planning grants, museums and historical organizations implementation grants and preservation and access research and development projects grants. The grants go to organizations such as museums, libraries, archives, colleges, universities, public television, radio stations and to individual scholars. Matches are required and can consist of cash, in-kind gifts or donated services. Information on grants and deadlines is available by searching on the site listed below.

<http://www.neh.gov/grants/grantsbydivision.html>

Preserve America

The Preserve America grants program funds “activities related to heritage tourism and innovative approaches to the use of historic properties as educational and economic assets.” Its five categories are: research and documentation, interpretation and education, planning, marketing, and training. The grant does not fund “bricks and mortar” rehabilitation or restoration. This grant is available to State Historic Preservation Officers (SHPOs), Tribal Historic Preservation Officers (THPOs), designated Preserve America communities and Certified Local Governments (CLGs) applying for designation as Preserve America Communities. Grants require a dollar-for-dollar nonfederal match in the form of cash or donated services. For information about securing this designation and potential funding is available at the following site:

<http://www.preserveamerica.gov/communities.html>

Small Business Administration

Many cultural heritage tourism businesses are small businesses. The Small Business Administration (SBA) does not itself loan money, but guarantees loans from banks or from specially chosen small business investment companies. These loans can be used for business expenses ranging from start-up costs to real estate purchases. Eligible companies must be defined as “small” by the SBA. The following site provides information on how to search for funding assistance for small businesses:

Contact: Carl Knoblock

<http://search.business.gov/startLoans.html>

TRAIL OPERATION, MAINTENANCE & SECURITY

U.S. Fish & Wildlife Service

The U.S. Fish & Wildlife Service has a long list of grant programs that benefit the conservation or restoration of habitats. These include grants for private landowners to assist in protecting endangered species, grants to restore the sport fish population and grants for habitat conservation planning and land acquisition. The amount, matching requirements and eligibility for each grant vary. The following site is the portal to search for information about and applications for available grants.

<http://www.fws.gov/grants/>

Private Foundations/Philanthropic Sources

American Greenways Eastman Kodak Awards

The Conservation Fund's American Greenways Program has teamed with the Eastman Kodak Corporation and the National Geographic Society to award small grants (\$250 to \$2,000) to stimulate the planning, design and development of greenways. These grants can be used for activities such as mapping, conducting ecological assessments, surveying land, holding conferences, developing brochures, producing interpretive displays, incorporating land trusts, and building trails. Grants cannot be used for academic research, institutional support, lobbying or political activities.

http://www.conservationfund.org/kodak_awards

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FINANCIAL FEASIBILITY

TRAIL DEVELOPMENT COSTS

Trail construction costs vary due to a variety of factors, including local conditions, trail type and tread, and support services that will be included. This cost analysis, therefore, is a general guideline for the purpose of establishing budgets only. Budget estimates are provided based on a typical one-mile trail segment. The cost of a typical trailhead and other trail amenities are also provided. These estimated costs are based on an average of actual costs from similar trail development projects. The estimate assumes that portions of the existing stone ballast from the former rail corridor can be reused, as is typical on many rail-to-trail conversion projects. More detailed cost estimates will be required during the master planning, design and implementation phases.

Because this cost analysis is a general guideline that applies to a wide variety of trails, certain assumptions must be made. These assumptions define what has been considered as part of the general cost analysis, and articulate the limitations of this type of exercise. The estimates include items and unit costs for customary improvements, typical to trail projects. In addition, the cost projections take into account the following:

- ◆ Clearing and grubbing of trees and brush includes the width of the trail and associated clear zones. Granular subbase extends one foot beyond the edge of the trail on each side.
- ◆ Grading costs assume moderately flat or partially prepared (railroad grade) surfaces. Trails in new corridors in hilly areas may incur higher grading costs.
- ◆ None of the costs for trail grading take into account adverse soil conditions, such as contamination or severely wet soils. Such situations will require additional grading and/or excavation and will increase project cost.
- ◆ Unique items, such as stream crossings, road crossings, bridge/culvert replacement, guide rails at steep embankments and crossings, ADA improvements are not included.
- ◆ Trail accommodations in urban areas such as street crossings, traffic calming, signage, crosswalks, and curb cuts are not included in the estimate.
- ◆ Trail connections and improvements within trail towns such as streetscape improvements are not included.
- ◆ Costs are based on a single tread non-motorized trail, 10 feet wide, and 3 feet shoulders.
- ◆ Unit prices for construction activities are based on the consultant's experience with trail construction costs and are based upon publicly bid projects that pay prevailing wage rates.

Trail development costs are often offset by utilizing volunteers and local agencies for general work tasks. Partnerships can also be utilized for in kind services, donations of materials, and securing grants.



FINANCIAL FEASIBILITY

Per Mile Budget Estimate for Multi-Use Trails (Single Tread)

Item	Quantity	Unit	Units Price	Trail Costs
Clearing and Grubbing	1	AC	\$2,500	\$2,500
Grading and Compaction	5000	CY	\$5	\$25,000
Granular Base Course	7050	SY	\$9	\$63,450
Granular Surface	5900	SY	\$3	\$17,700
Design and Engineering Fees	1	LS	\$20,000.00	\$20,000
Construction Inspection Fees	1	LS	\$18,000.00	\$18,000
Seeding and Mulching	52,800	SF	\$0.15	\$7,920
Sub-Total				\$154,570

Other Costs

Item	Quantity	Unit	Units Price	Trail Costs
Trailhead	1	EA	\$50,000	\$50,000
Mile Markers	1	EA	\$300	\$300
Signage	1	LS	\$4,000	\$4,000
Trail Crossings	1	LS	\$3,500	\$3,500
Site Amenities (Benches, Trash Receptacles, Bike Racks, etc.)	1	LS	\$7,500.00	\$7,500
Sub-Total				\$65,300

LAND ACQUISITION / TRAIL USE AGREEMENT



As previously discussed, the railbanking process has preserved the integrity of the trail right-of-way. As a result there are benefits to both the public and the owner. For the public, there is an opportunity to develop a public recreational trail by negotiating the use of the corridor with a single entity. Most rail trails are developed on corridors that were formally abandoned whereby the land has reverted back to the adjacent landowners. As a result trail organizations and clubs must negotiate with multiple, oftentimes hundreds of individual landowners to secure use of the former corridor for use as a trail. For the owner, the ability to reactivate the right-of-way as a transportation corridor is preserved. Additionally, the immediate salvage value and any future commercial value and or benefits that may be associated with a 70 mile corridor can be realized.

Railbanking arrangements are complex. ¹Negotiating with railroads is a serious business. The acquisition of a railroad corridor poses many issues involving property law, contact law, federal regulation finance, environmental liability, politics, and

FINANCIAL FEASIBILITY

public relations. Negotiating for a rail corridor is an art, and even if you are experienced with negotiating, you may still reach a poor agreement of a rail-trail acquisition, because of failure to recognize some of the nuances unique to rail corridor acquisition.

Determining and negotiating the specific type of arrangement that is mutually beneficial to both a trail manager and the current owner demands a diverse range of negotiating skills and detailed knowledge of railroads and their business. This study recommends a skilled negotiator act on behalf of the trail manager on interactions with the rail road. The negotiator should have a full understanding of:

- ◆ issues as they relate to the transfer of ownership in rail corridors
- ◆ the establishment of easements to provide for various rights and obligations with respect to the construction
- ◆ use and maintenance agreements of trails
- ◆ the shared use of corridors for trail and other recreational and commercial uses
- ◆ knowledge of DCNR and PennDOT funding requirements
- ◆ agreements governing the future reinstatement of rail service.

DEVELOPMENT PHASING

Many trails -if not most trails- are built in phases. Often times a mile or half mile section is built years before the rest of the trail is completed. In fact, the first mile of the York County Heritage Rail Trail was constructed sometime in the mid 70's, and planning for the entire 21 mile trail did not begin until 1990. It took nine years for the 21 mile trail to be built from the Mason Dixon Line south of New Freedom and connect with the original mile section in the heart of the city. Once the proverbial "1st mile" is built, landowner fears about trash, vandalism, and trespassing usually dissipate and previously reluctant adjacent landowners become some of the biggest trail advocates.

This project conveniently lends itself to phasing, partly by existing towns along the corridor and partly due to its location across four counties. Phases should be developed based on consideration of how the trail will function, the desire to create momentum for the project, community need and support, funding opportunities, and logical sequence of construction. As funding is available or opportunities change, the development sequence of the trail may change. The pilot project proposes development of the trail from Mt. Jewett to Kinzua Bridge State Park. This segment is located in an area commonly referred to as "Trail Central" and will provide a direct connection to a regional destination that provides trail connections beyond the region.

The Marienville convenience connection for motorized use (snowmobile) should also be considered as an early implementation project. Year round tourism potential for tourism and economic development from the rail trail project is a goal. This connection would provide expanded use during the winter months. Interviews found

Crime/Vandalism

A study by the Rails to Trails Conservancy found that major crimes on Rail Trails were "very low" compared to national crime rates. This study looked at the experiences of 372 trails across the country.

"Rail Trails are not crime free. No Place on earth can make that claim. However, when compared to the communities in which they exist compared to highways, and parking lots, and compared to many other public and private places, rail trails have an excellent public safety record. " - Rail to Trails Conservancy

Recent user surveys on both the York County Heritage Rail Trail and Pine Creek Rail Trail found that over 90 percent of users felt that safety and security along the trail was excellent to good. Oil Creek Region Trails only showed roughly 40 percent found the trail safe and secure.

FINANCIAL FEASIBILITY

that income from snowmobilers is significant. At one time, this was the snowmobile capital of the world. Use was so extensive that proceeds from snowmobile races generated the funding to build a trauma center. Since snowmobile use has declined presumably due to warmer weather conditions, it would be good to find a way to increase snowmobile use in the future. Although the segment length was not clearly defined as part of this study, the defined route could serve as a “trial balloon” project for the convenience connectors. A survey of the existing conditions and a defined segment with adjacent owner input should be considered. A portion of the segment is already in use and temporary agreements are in place with the Kovalchick Corporation for its use as a motorized trail.

A Probable Construction Costs Opinion is provided for the Mt. Jewett to Kinzua Bridge State Park pilot project below.

PILOT PROJECT DEVELOPMENT COSTS



Item	Quantity	Unit	Units Price	Trail Costs
Clearing and Grubbing	3	AC	\$2,500	\$7,500
Excavation and Earthmoving	6100	CY	\$5	\$30,500
Trail Mix, 1" Thick	32000	SY	\$2	\$64,000
Granular Surface	32000	SY	\$9	\$288,000
Seeding and Mulching	206,000	SF	\$0.15	\$30,900
Erosion Control / BMP Measures	1	LS	\$95,000.00	\$95,000
Benches	8	EA	\$1,200.00	\$9,600
Trash Receptacle	4	EA	\$1,000.00	\$4,000
Bike Rack	2	EA	\$1,200.00	\$2,400
Gates / Barriers	6	EA	\$2,000.00	\$12,000
Mile Markers	8	EA	\$300.00	\$2,400
Trailhead Sign	1	EA	\$2,000	\$2,000
6' High Chainlink Security Fence	1500	LF	\$25	\$37,500
Signage	8	EA	\$500	\$4,000
Wayfinding / Directional Sign	2	EA	\$800	\$1,600
Interpretive Sign	1	EA	\$2,500	\$2,500
Concrete Wheel Stops	50	EA	\$250	\$12,500
Handicap Parking Signage and Striping	2	SP	\$500	\$1,000
Landscaping Planting Allowance	1	LS	\$20,000	\$20,000
Design and Engineering Fees (15%)				\$94,110
Construction Inspection Fees (15%)				\$94,110
Contingency (20%)				\$125,480
Sub-Total				\$941,100

APPENDIX A

COMMENTS RECEIVED VIA PROJECT WEBSITE

A. Concerns on the type of trail and trail features

1. Please enter your comments I am sorry but as you said there are over 7000 miles of trails in the state of Pennsylvania. I don't really see the purpose of make a new trail threw an area that has such close proximity to homes and young children. I am all for development but I don't like the idea of thinking Tourism is the answer to the economic woes of this area. I also do not like the idea of allowing motorized travel thru my back yard, it is bad enough that I have to listen to it all winter long now at all times of the night and day. What makes you think people will obey laws set up for its use (look out on the road and you can see how people respect the law). There is no respect for others belongings anymore. Heck look around people have no respect for themselves any more so why would they respect others. I don't have much but what I do have I would like to keep. Thank you.
2. We hike and bike every weekend and hike and cross country ski in the winter by utilizing the numerous roads and trails that already exist in this area on the ANF and state forest and game lands. I really don't see the need to spend money for organized trails when this money could be better spent on social programs.
3. I just reviewed the results of the survey that was done at the various meetings and I wonder why there was a choice for support and a choice for strongly support but no choice for strongly don't support? You could pick that you don't support but you could not pick that you STRONGLY DON'T SUPPORT. Kind of seems a little bias - your choices should have been support or don't support - by adding that strongly support choice makes it seem like you were hoping for that outcome! So even though I did not have the choice...I STRONGLY DON'T SUPPORT THIS TRAIL!
4. YOU SENT A QUESTIONAIR OR WHAT YOU WANT TO CALL A " RAIL CORRIDOR REASIBILITY STUDY"
FOR ME TO ANSWER. OH BOY, YOU GOING TO LOVE ME.
You want one response that best describes my opinion... Well, here we go.....
 - a. What do I think about developing a recreation trail along the route of the former Knox Kane railroad between Clarion Junction in Clarion County and Mt. Jewett in McKean County? I am opposed to the Knox Kane Rail Corridor reaction trail!
 - b. You want any comments I have regarding this project.... ARE YOU PEOPLE NUTS? WE, who live in this area, trust OUR neighbors and the community WE live in. OUR young play and enjoy the freedoms you had when you were young. Your grandchildren do not enjoy their childhood as you did at their age. WE mothers and fathers do not fence in OUR yards because of perverts, child molesters and other problems that occur in the cities and larger more traveled areas. WE cannot/do not understand that WE will have to guard OUR homes and children like a junkyard dog because of what you want to open up. You want to open OUR back yards, OUR roads, OUR area to anyone who can/will ride or walk this trail! ARE YOU PEOPLE NUTS? WE are not used to locking OUR doors, smothering OUR children by not allowing them to expand their play area. WE have older people, who have lived their whole lives with open windows and unlocked doors and WE feel safe. Now YOU want thousands of strangers running up and down this trail... ARE YOU PEOPLE NUTS? I have already heard from people who are excited about this... the one thing they have all said is... "No way is someone going to tell me that I cannot leave the trail. I'll go where I want and let them try and catch me."
These are the same ones that go on the ATV trails through the forest and leave the trail -- Cutting new paths that are then used by someone else. You are unable to control what you already have, what makes you think you are going to be able to control something new? Heck, even the Marienville Fire

APPENDIX A

Department cannot control what goes on for the “TOUR DE FOREST”. So again, I ask you... ARE YOU PEOPLE NUTS?

5. Our camp is co-owned by my brothers and I and is close to the railroad crossing on 899 as you go into Marienville on the corner lot. I am sending the form you sent in the mail today. I do not know if I will be at the Marienville meeting on Jan 13th but will try. There are a few concerns that have been long existing since the highway was brought to the height of the crossing there in the 1960's. First we are in favor of the rails to trails project. Second, we talked to the highway dept in Marienville, tried to get help from the K&K Railroad when it was in business concerning the run off of water from the highway that would 'pool' in the grass and not drain under the coal bed of the railroad tracks. The box built under the coal bed by the railroad was collapsed/blocked from soil run off from the highway water. We would dig out the mud and it would relieve it for awhile but not correct it. It created a swamp which bred mosquitos and the water would come up to the back of the camp. The railroad was not our property, and the neighbors on the other side did not want us to do anything so that the water would drain. In the past year, there is a sink hole on that part of the tracks where this was clogged up and the water now drains down the sink hole.
6. What our concerns are 1) there needs to be a drain pipe put in where this box drain was put in by the railroad so that we do not get this back up of water and now that there is a sink hole, it will need fixed also. This has been a problem for the past 20 years that my father had while he owned the camp. He made a drainage ditch from the existing pipe that is under the driveway between our property and the owners of the back lots. This drain (like a little creek bed) kept our grounds from being a 'swamp' until this box drain in the rr tracks started to clog up and we could get no help from either highway dept or railroad. 2) being this track bed is so close to our camp, we are concerned about it being accessible as an easy break in but those who might use the trail. There are many camps by the tracks through out the 70 mile stretch and surely this must be a concern from others.
7. This is a better way to explain our concerns rather than try to write them out on the form. We have rails to trails in our area and in our home town and think they are a valuable asset to counties, towns and communities. I hope to be there for one of the meetings .. or my brothers. Thank you for taking the time to address these issues and allowing us to share them with you.

B. Support for motorized use

1. I would like to recommend that the corridor be used for snowmobiling during the winter months. Many of us who snowmobile would enjoy traveling this route as a side trip to riding the large loop in the Allegheny national forest. I believe it will bring additional income to local merchants from the snowmobilers stopping for food, fuel and lodging. Please consider this in working on your plan.
2. It would be really nice if this could be made into some sort of an ATV / off road trail. There are more hike/bike trails in Western PA than anyone could ever get to already.
3. This trail would be a huge asset for the area. Please allow snowmobile use...
4. It's my understanding that the money I PAY to ride on the ATV trails is going to fund this project. If this is true then why is it that I can't ride on it or that the people going to use this trail don't have to pay to walk on it but yet I have to register my ATV with the state, pay \$35 a year to ride the trails and also carry insurance to ride these trails...where's the fairness in that...well don't worry you will not be getting any more money from me to ride these trails. I'll take my money else ware to ride and I'm sure a lot of others will to.
5. I think with the funds collected from snowmobiling that this corridor should

APPENDIX A

- definitely be used for snowmobiling in the winter. I understand biking and hiking as a good summer use but to not allow snowmobiling is an insult to those that pay registration fees and stimulate the local economies during the winter.
6. Would like to see snowmobiling on the whole length of the trail. After all we are willing to help pay our part of the costs of it as it would be a joint combined effort of hiking, biking, and other motorized recreation for which a pool of money exists to use for just this combination purpose.
 7. I am truly outraged that this project is being funded by fee's I paid for with my Quad license. And then not even aloud on this trail with my quad. This is just another classic example ...of the elite minority getting what they want and the masses who fund the project get to sit on the porch and watchIt's not fair and I strongly object to it. Please take it upon yourself to respond back to meand I'll let you have a chance to defend your thoughts/plans ...Then I will elaborate on your movement to exclude me from the enjoyment I also desire to haveyou elitist...shame on you.
 8. My husband and I attended the KKRC meeting in Marienville. We own property along the tracks outside of Marienville. We are very much for the project to proceed. We would like to see ATV and Snowmobiles use this trail. I think that the money it would bring to the area would make a difference. We have rode our ATV's on other Rail beds in PA and WV. The towns welcome this because of the money they bring. Marienville is the ideal place to access the Marienville Trail head for the ATV trails. The amount of people that ride the tracks to get gas on the snowmobiles doesn't cause us any problem. At the meeting the people that we against the project were rude and did not let the meeting continue. The people that support the project were not given any chance to give their point of view. Please don't stop this project because a handful of rude people had their say
 9. Sure would be nice to be able to ride snowmobiles there.
 10. Please open this up for snowmobiles; it would be a big plus for the state. I spend most my time in New York, because there trails are so nice. Would be nice to ride more in Pa.
 11. Please consider opening ATV trails
 12. Please take design the trail with snowmobile access in mind. I believe the only reason Marienville and Kane were not in favor of snowmobile and motorized use in general is because most riders are not from the area. I encourage you to watch traffic for a period of time on a Friday evening and see the hundreds of snowmobiles getting off interstate 80 and driving up Rt. 66 to ride in the exact area of the trail. I wouldn't be surprised if 200 snowmobiles came to the area every day. And more when it snows. Every business owner should have been at the meetings voting in favor, unfortunately they must not have been. Maybe think about getting one of those annoying phone services to call people in the area a survey them.
 13. As everyone knows it is getting harder and harder to find trails to ride because of private property owners. Although many private property owners do open their property to us snowmobile riders, some do not take so kindly to us. This trail would be a great opportunity for local snowmobile riders to be able to connect with the large trail system that already exists from Marienville to Kane. As a resident of Knox, I believe this is a great opportunity to open the North Country to us riders from the south.
 14. I fully understand landowners' concerns with ATV use on this proposed trail system. I personally love riding ATV's, but I also understand how they can cause property damage when not used responsibly. Snowmobiles, however, are a different story. If you have concerns about how to develop, manage, police, maintain, and enforce a legal snowmobile trail system, just ask the fine folks in Marienville. They have successfully shared their property and streets with

APPENDIX A

snowmobilers for years. Ask Marienville businesses what they would do if snowmobilers were absent from their town for a winter or two. I know of many, many snowmobilers from the Knox/Shipperville/Clarion area who would love to ride to Marienville, but who don't because it is easier to ride (in many instances illegally) locally than it is to haul sleds to Marienville. Provision of a legal trail system would encourage snowmobilers to ride in designated areas instead of riding across property without the owner's permission. I think that if business owners realized how many people own snowmobiles in these counties, they would be more accepting of the argument for the opportunity to increase business and tourism. Sure, many people travel from out of state to places like Marienville and the ANF to ride on designated trails, but think of how many citizens from neighboring counties you could attract to your business by giving them better access to your area. As mentioned before, Marienville has it figured out. It seems feasible that their system could be extrapolated to this proposed rail/trail system.

15. I find it crazy I pay 2 snowmobile and 2 four wheeler registrations every year and you fellows would rather build walking trails with my registration money than give us a legal place to ride. These people don't even pay taxes on the shoes they wear on the trails. If you can't see the revenue this could bring in, you need to look around everything is moving out of state and out of our area. Let's bring people back in. I spend \$ 100 a year just to register my 2 snowmobiles in NY. Because they are sled friendly and keep opening new trails. I spend an average of \$1200 a year in New York over the just winter. This is money that could be spent in Pa. but we here in Pa. would rather run the people off who spend it. At one there was a large chunk of money laying in Harrisburg if i mind right 6 million dollars from registrations and where did that go? People quit registering there wheelers because they never seen any action on the part of new trails or even opening township roads up to them. I am posting this address everywhere. I hope you're flooded with support for a multi use trail.
16. Why should my ATV registration fee go to pay for something I can't even use? The least you could do is set it up so we with ATVs and UTVs can use it a few times a month.
17. I just wanted to let you know, I am in favor of turning to rail road in to a motorized trail, I am big in to ATVs and snowmobiles, with fewer and fewer places to ride, It would be wonderful to have some type of system like Marienville. I am from clarion, few rail roads' here, all blocked off; I would like to see them as a trail system some day. If this becomes a motorized trail I would even consider helping out as an ATV rider to help open the trail system.
18. I believe this would be a very nice trail system for ATV/snowmobile riding; it would also possibly bring in added revenue for businesses along the way. I really hope this project becomes a reality.
19. Snowmobiles use would be perfect.
20. This would make an excellent addition to the existing ANF snowmobile trail system.
21. I think this would make a great snowmobile trail and would help the economy.
22. Often snowmobiling is the only way a lot of people really get to see this country. Certainly few can walk the distances we ride. It's a family sport, we started in the 70's and my entire family still rides together all winter.
23. Growing up in Kane, I know what it is like to love the outdoors. Being 21 years old now, when I come home I want to go back to these places. I want to go for long walks in the woods and take my four wheeler out with my younger brother. How could this be anything less than a great idea? I have heard many complaints, all of which make no sense to me. Nature is the best thing this area has to offer. Think of how many people could be brought in to enjoy it! Even places like the Country Club could benefit. Yes, the trail would go through their property, but could they

APPENDIX A

not offer a lunch to passers? This could be a great opportunity for all areas and businesses. This area needs to be opened to the great opportunity at hand and not lose it before it is too late. I know I do not know all the details and issues with this project, but this area needs to give it a chance.

24. You should permit the snowmobiles to use this rail corridor! It will bring economy to the local businesses! Also family will be able to enjoy the ride on the trail.
25. Well I think it would be a very good idea for snowmobilers to use the trail in the winter. But I think it should be a **walking trail and bicycle trail from spring through fall**. I would not want to see ATVs and UTVs at all it would take away too much privacy to all land owners through the summer. Would you want to be sitting on your porch relaxing in the summer and get all that dust and noise?
26. Hello - I just wanted to let you know that I am all for using this corridor as a multi-purpose trail, including for snowmobiles. I am a regular user of the ANF loop each winter, and there is a great need for a better developed trail at times to get the sleds off the plowed roads and the oil well roads that sometimes are plowed down completely to the dirt. There are several of us that trailer over from the Titusville - Corry area to ride together - and we support the local restaurants and gas stations when we are over there. We would come more often if the trail situation was better, and I think this corridor would make a great addition to what is already there, and would be a much needed alternative in some of the areas. Let us know if we can somehow help to make this happen. Thank you.
27. Please enter your comments. I am an avid outdoorsman and love and respect the outdoors and heard that this trail system has the potential to become an ATV/snowmobile trail. I know my family would be highly interested in seeing this become a reality. We do a lot of ATV/snowmobiling throughout the year and having more trail systems to ride and see this beautiful state would be wonderful for us. I would like to learn more about this trail system or at least be updated to its progress.
28. Very good idea opening it up to motorized recreation. I back the idea 100%
29. I think that opening the Knox Kane trail for snowmobilers would be great the sport has grown over the years with limited trails in our area it wouldn't cause any land damage there is many snowmobilers in the area that I'm sure would agree. Thanks for considering this.
30. Will it be open to snowmobiles? Where is the funding coming from? Looks good can bring more tourism to the area.
31. Noting the lack of such trails in Pennsylvania's N.W. corner I would like the steering committee to consider allowing snowmobiles to use the proposed Knox-Kane-Kinzua rail bed. I believe use of such a trail can and will be an asset to the communities, business and citizens along the route. Snowmobilers abide by all State, Federal and local laws and can self police in order to have reasonable trail access. Registered snowmobilers adhere to all signage with respect to staying on the designated trail route, speed limits, time of day restrictions or any other policy set forth. I would love the opportunity to serve on a focus group. Lastly, as a land owner and tax payer I appreciate your time and thank you for your consideration in this worthwhile project.
32. Please consider allowing Snowmobile use on the Knox-Kane-Kinzua rail bed.
33. Please allow snowmobiles to use the Knox Kane Kinzua rail bed.
34. Please consider using the Knox Kane Kinzua rail bed for snowmobiles.
35. Please consider allowing snowmobiles to use the Knox Kane Kinzua rail bed.
36. I would like to see the Knox Kane Rail Corridor turn into additional trails for ATVing, snowmobiling & dirt bikes. I've paid a large amount of money over the years to keep my families rides legal for the existing trails, it's about time we see some new trails. Thanks for your time!
37. Please allow snowmobiles to use the Knox Kane Kinzua rail bed as a trail.
38. I think it would be great to have a trail for ATV's and snowmobiles and other

APPENDIX A

- recreational vehicles in our area. It would give many people that normally ride their recreational vehicles on the road a place to ride safely. Plus it would bring tourists to our area, which would bring in more money for the community. Please go through with this project!
39. As an avid motorized recreational enthusiast. I would like to see this project move forward. I think this area is beautiful and would like to visit more often. I (and others) would travel to ride this trail and use the local amenities for lodging. This (in my opinion) is good use of the land in this area.
 40. I would like to see this opened for snowmobile use in the winter when feasible.
 41. I am in favor of creating more snowmobile trails in the 4 counties. This is an excellent use of the existing rail road. Economic impact would be very good for the area.
 42. Please allow snowmobile access to the rail bed in order to provide a trail for snowmobiles.
 43. Please allow snowmobile access to the rail bed in order to provide a trail for snowmobiles.
 44. As a registered pa snowmobile owner if our registration moneys would be used on this trail I would expect to be able to use them. You cannot walk this in winter time and snowmobile use would not damage or harm. It would bring folks to the communities and they bring money to eat and spend.
 45. I am the Executive Director of the Pennsylvania Off-Highway Vehicle Association (PaOHV), and I'm writing to tell you of our interest in a place at the table regarding discussions of this corridor. PaOHV represents a significant number of clubs, individuals, and corporate members who all share an interest in motorized opportunities in Pa. Motorized recreation has long been practiced in the Allegheny National Forest, and is a significant economic engine for the region. Please keep us advised of your progress.
 46. We need some of our tax dollars going to motorized recreation such as, snowmobile trails.
 47. If this corridor was open to ATVs and Snowmobiles it would do a lot for tourism. Besides they pollute less than a train and you wouldn't have to cut down a single tree.
 48. The trail would be beneficial for everyone in the long run. All areas have their niche. Clarion, Elk, Forest, and McKean counties offer outdoor recreation opportunities second to none in Pennsylvania, so take advantage of it. The area has tradition that has crashed with the economy. It needs a boost. Small hotels, convenient stores, and restaurants will be rejuvenated by this trail. Allowing it to be motorized will bring recreation enthusiasts to the trails. People these days are not going for a walk. There to many other things going on in our lives to travel to the area for a walk with the family. If its motorized people will come. Its the society we live in today. Lets take advantage of the opportunity. However, it must be properly maintained and policed.
 49. I am in favor of using the trail for snowmobile use!
 50. If this corridor was open to ATVs and Snowmobiles it would do a lot for tourism. Besides they pollute less than a train and you wouldn't have to cut down a single tree.
 51. I would very much like to see this trail opened up to snowmobile use. I and my family enjoy this sport and would love spend more time in this part of the state. Its beautiful country and this new trail would be fabulous!
 52. use for snowmobile trail
 53. This trail should be heavily considered for the inclusion of motorized recreational traffic. Specifically, the allowance snowmobiles would link our community to a network of trails that extends to up-state New York. This would allow for numerous business opportunities dealing with the increased tourism in the area. It would also generate added income based on increased vehicle registration fees.

APPENDIX A

54. Other uses of the proposed trail system will not generate income. It is unrealistic to have the project be self sustaining with out the inclusion of motorized traffic. I have never payed a fee to hike, bike or ride a horse and I have participated in all of these activities locally.
55. I know numerous riders in the area that spend a good deal of effort trying to navigate this corridor in an attempt to reach the Marienville trails. The alternative is to travel to Coudersport and we spend a good deal of money to do so.
56. Between Knox and Marrienville this set of tracks passes with in feet of at least 5 restaurants and or taverns. I can assume that they would all benefit from the increased business if opened to Snowmobiles and ATV's.
57. Please insure these trails are available to snowmobilers!! Thanks.
I would like to see this be approved as a multi use trail system. We pay a lot of money as ATV/Snowmobile users and I would like to see more trails approved for our use also.

C. Support for non-motorized trail only

1. My property where I live is adjacent to the Knox Kane Rail Corridor in the Kane area and I fully support the development of the rail system into something both citizens and visitors to the area can use. I do not, however, support the idea of making it open to use by motorized vehicles. I am an off-road motorcycle enthusiast and use the ANF trails quite frequently. The noise levels produced by these machines are quite high and residents that live in the vicinity of the rail bank should not be faced with. Keep in mind that I am a motorcycle and snowmobile enthusiast. With that in mind, I would just like to say keep up the good work and I am looking forward to seeing progress. Thank you for your time.
2. I submitted comments on November 4 in support of the Knox-Kane rail-trail. However, I forgot to mention that I strongly oppose a trail that allows motorized use. I believe it is dangerous and inappropriate to mix motorized and non-motorized users. This includes snowmobiles as well as ATVs and off-road motorcycles - and I say this as a long-time motorcycle enthusiast. I am neutral on the question of equestrian usage.
3. I oppose the motorized use of the trail. Snowmobiles & ATVs especially do not have any problem going off the designated trails as they stand now. The trail also crosses too many highways where the motorized traffic can get hit and or interfere with normal vehicle traffic. Kane area highways are busy with truck traffic. Majority of motorized user's will not respect other people's property. Trash, rest room facilities, noise, coming on property of others, problem with various land owners who oppose use of any kind will cause civil problems. Damage to property, small animals & stock will be frightened by noise. Insurance and police protection is also a problem. Kane has a golf course which has several areas where traffic will cross fairways etc., and there may be balls striking people and or snowmobiles & ATV's. Also damage to tees and greens can be very expensive, green costs exceed \$40,000 alone. There has been damage by ATV's to greens without having the right to cross the property. USERS will be their own worst enemy, their reputations proceed them, especially out of town users who have no \$\$ involved with maintaining lawns, driveways, homes and outbuildings, along with household pets and children. Vandalism will also increase, and there is no way to police or catch those who chose to violate others property.
4. I tried to send this on your comment section of your site listed below but it didn't seem to send. In reference to your steering committee I see land owner/trail user, business, commissioners, planning commission, visitor center, and industrial development. There are no rail line land owners on this committee that actually have the rail line crossing through their property that will be effected more than any of the others. You have no representatives from the forest service where a

APPENDIX A

great portion of this trail will cross. I also do not see anyone from law enforcement such as sheriff, forest service LEO, game commission or state police. I think these are crucial areas that need to be represented on the steering committee or at least be notified of the time and dates of these meetings. An actual rail line land owner will serve to protect the interests of all rail line property owners. The forest service may have some concerns or good ideas they may apply from what they are experiencing on their own trail systems. Why reinvent the wheel, I think this agency can provide some good direction as they have been through it. Law enforcement should also be present to weigh in on the enforcement aspects and to present current problems they are experiencing on existing trail systems. They may also be able to provide some good direction on possible solutions that could be applied should this project proceed. My wife and I own property in Marienville where this proposed trail will cross right through our front yard. Neither one of us want it opened to any kind of motorized vehicles. We like to sit on our front porch, enjoy cookouts and numerous other events throughout the summer. We like our peace and quiet and want to keep it that way. We do not want to listen to ATV's or dirt bikes running past our house all hours of the day or night or have to breathe the pollutants they expel. We believe they already have sufficient trails in the Allegheny National Forest for snowmobiles, ATV's and dirt bikes (in the woods where they belong) with trail-head areas where they can unload and load them. The township road in front of our house is already opened to snowmobiles and I know firsthand the problems we experience with them. This is during the cold season when at least you are in doors most of the time and don't get pestered by them, but we still hear them as they go by our house at all hours of the day and night. We see people that speed, disregard traffic signs, litter, trespass, drive under the influence and have no respect for the locals. We have also experienced some fatalities related to DUI and speed. As property owners and residents of Forest County we do not want this trail opened to motorized vehicles of any kind. My wife and I would appreciate notification of all meetings and will try to attend.

5. As a property owner along the Knox-Kane corridor and as someone who enjoys outdoor recreation, I strongly support the creation of a rail-trail system. I believe a rail-trail would be a huge asset to our area, both in terms of recreational opportunities and economic benefits. I have used a number of rail-trails for bicycling, walking, running and cross-country skiing, including in this area the Clarion-Little Toby Creek Trail, the Pine Creek Rail Trail, the Clearfield to Grampian Trail and the Allegheny River Trail. I am always amazed at the amount of activity on these trails, even on a weekday. My family and I think nothing of traveling a couple of hours each way to get to one of these trails, spending several hours enjoying the trail and stopping at a local restaurant as part of our outing. I am certain that a rail-trail using the Knox-Kane corridor would be just as successful, particularly with a destination like the Kinzua Bridge State Park at one end. From my own purely selfish point of view, I would love being able to get off busy Route 6 when running or bicycling from my house. More than 2,000 feet of the Knox-Kane rail line passes through my wife's and my property and my parents' property between Kane and Lantz Corners at the northern end of the corridor. Frankly, I was disappointed by the amount of vocal opposition to the proposal when my father and I attended the public meeting in Kane. I realize there are significant challenges in my immediate area, such as the number of busy highway crossings, the proximity of the line to many homes and the fact that the line goes right through the middle of a golf course. However, I believe these issues can be worked out and the benefits to the community will be significant and long-lasting in an area that needs an economic shot in the arm. I would suggest that if the rail-trail is deemed feasible, the first section to be considered for development would be between Lantz Corners and the Kinzua Bridge for these reasons: (1) The

APPENDIX A

Park is a very attractive destination. (2) The segment would be a nice length for many users, about 8 miles from Lantz Corners to the bridge, with Mount Jewett at the midpoint. (3) Both Lantz Corners and Mount Jewett offer amenities such as restaurants, stores, gas stations, a motel and a campground. (4) There are a minimal number of public road crossings and almost no residences adjoining the section. (5) The segment runs largely through wooded areas, offering a pleasant natural experience. (6) Experience with this segment will demonstrate the many benefits of a rail-trail and will help lessen any opposition. I would also like to get personally involved in the rail-trail project in any way possible. I am a communications professional with many years of experience working with membership associations and advocacy groups, including some involved in recreation. In addition to being willing to put my professional skills to work, I'm also happy to donate sweat equity to the project. Please keep me in mind as the project progresses. I truly want this to succeed!

6. We strongly support the creation of a non-motorized trail on the Knox Kane Rail Corridor. We do not; however, support any ATV use of such a trail in our area. The rail road currently runs alongside our property and we already have significant issues with litter, property damage and safety of our children due to ATVs using the area alongside the rail road. The creation of a non-motorized path would be a benefit to this local community and it may be that ATV use is appropriate in some areas of the corridor, but not within the Kane borough.
7. I am in favor of the Knox and Kane Rail recreation trail along the entire corridor. I am not though in favor of having motorized vehicles in the same areas as non-motorized. I have utilized several Rails to Trails through out the country and find them to be wonderful. you never have to worry about getting run off the trail by motorized vehicles. The vast majority of the people I have met along the trails have been very kind and considerate. People from all walks of life who have traveled from all over the world. I believe this will be a GREAT thing for the entire region.
8. The abandoned railroad bed runs along my property near Lamont. My camp is used as a second home and its been in my family since the 1960s. I am completely in favor of a rails to trails. There are plenty of trails for motorized vehicles, so I am against ATV, snow mobile and trail bikes using the trail. Honestly, rails to trails are a huge success here in Ohio and create a boom in the economy of any small town in or near them. Unfortunately, I cannot attend the scheduled meetings in January. This project is an exciting one. I hope the permanent residents of the affected counties support a rails to trails. Please benchmark current communities in other areas that have rails to trails (pedestrian and bike usage only). This information would certainly help answer any concern people have. <http://www.bike.ohiotrail.com/> <http://www.dot.state.oh.us/Divisions/TransSysDev/MultiModalPlanning/bicycle/Pages/default.aspx> Thank you for you time,
I am an avid mountain bike rider and I also own an off-road woods bike - a Honda xr250. Although I enjoy riding them both, I enjoy the solitude of woods mtn. biking and feel the trail should be geared to non motorized transportation because trail speeds are non enforceable - there's always that small percentage of idiots that would ride way too fast and make it unsafe for everyone else.

D. General Comments

1. Put the map on a page with a zoom, similar to other internet maps, thereby enabling folks to better see the route.
2. I think this is a really good idea.
3. This is a great idea. I wish I lived closer so that I could help out with the project. Best of luck!
4. I am all for the trail!! We need more trails in the area!

APPENDIX A

5. This trail would be a welcomed addition to the AF trail system. With the loss of the Turn pike bridge in Somerset, PA it would be nice to see some new trails in Pa. Tired of taking my money to NY and elsewhere.
6. I am writing this e-mail to express the support of the City of Bradford's Office of Economic and Community Development for the development of a major trail system along the Knox & Kane Rail Corridor. The development of a trail system that will connect a number of small communities within four counties will restore some of the lost economies to these small towns that resulted from the loss of the railroad. The length of the new trail and the attractions along will bring increased tourism and result in business opportunities and new jobs in these communities. As a board member of the Tuna Valley Trail Association, who works on the funding and oversees the construction of new trails in the Bradford area, I have seen first-hand the economic and community benefit that a trail system that uses a community's historic, cultural and natural resources as a part of the trail system. The proposed 69.9 mile trail rail corridor and the towns and amenities to be seen along the way, will be have significant positive impact in all four counties. Thank you for your consideration of my support for this project.
7. Please allow snowmobile access to the rail bed in order to provide a trail for snowmobiles.
8. This corridor could and would open up an array of tourism for this area. If properly set up, it could lead to a much needed economic boost for these areas. A feasibility study is great, but I hope the "study" involves research into some of the other surrounding areas/states which have established trails of this nature. An example is the Hatfield/McCoy trail system in West Virginia. All one needs to do is read of the economic boost that state has received since the induction of the trail system. This corridor could be a great start to a wonderful future of trail systems in which WV would be jealous of!! Instead of posting lands, condemning the use of ATVs/Snowmobiles or other "off-highway" vehicles on our State lands and National Forests, let's join these other areas in the legalized, safe, clean use of our "public lands".
9. I recently read in The Derrick that you hosted a public meeting for the Knox and Kane RR Trail in Clarion. I wanted to offer my assistance for future meetings. I live in Clarion County and would love to be involved.
10. The addition of this rail trail would be a marvelous excuse for tourists and locals to enjoy the scenery of the Mount Jewett/Clarion area. Bicycling and walking are becoming more and more popular as recreation with the increase in fuel costs, so now is the time to start adding trails!
11. We live just north of this area in Allegany, NY and really enjoy our Allegheny River Valley Trail and traveled to the Franklin, PA area to ride on the trails this past summer. We would definitely take the time to travel south to travel on these proposed trails. Make it happen to the keep these communities resources a part of the community and places for people to participate in healthy activities.
12. I want to speak on behalf of the Potato Creek Trail Association of Smethport. We wholeheartedly support this project. This corridor offers us a chance to have a first class recreational trail in our region. Rail trails throughout our state and our country offer excellent opportunities for a great variety of people to enjoy being outdoors. We are excited that this trail corridor has been identified for this use. We look forward to working with other trail organizations in the area to support this project in any way we can.
13. I am writing to voice my strong support in favor of this corridor being a multi-use trail with the exception of Horses and ATVs. I think the gentle grades of this old rail line would be ideal for cycling, cross-country skiing, and light snowmobile and motorcycle use--with a reasonable speed limit imposed for motorized use. I think Horses and ATVs (not including dirt bikes) would tear up the trail surface too much. All-in-all I think the trail would be a great boost to the health of local

APPENDIX A

residents, giving those who need to get out and exercise a good place to ride bikes, hike, and ski on mild terrain. This trail could also be a key link for the future in connecting towns by rail-trails--opening up new paths to tour from town to town other than by car. I can image web of these trails connecting the whole country in the future--a great way to travel and learn about history and nature, too. I think this is a great project, and I'm willing to lend a hand with trail improvements, maintenance, signage, and advertising.

14. Can not open the minutes....it would nice to see comments (pro and con) from other land owners from other R2T projects regarding impact
17. We had heard of this project over a year ago. Our company Clear Track Ahead, LLC, Wilmington, NC, 28412, 910-790-3511 had suggested doing a GPS mapping of the rail line to assist with marketing, planning and administering such a trail. We have GPS mapped all the West Virginia State Rail-Trails that are owned by their State Rail Authority. We would like to offer our services again. Our web site is: WWW.cleartrackahead.com
18. I am from WI and visit your wonderful state for riding every year. These trails are what keep me coming back for more. Please allow them.
19. I like the idea of having a bike trail going through Kane and surrounding areas in the National Forest. Especially as I love to bike. Local economies will benefit from the sounds of it.
20. As a property owner and member of the Kane Country Club, I would like to formally request a meeting to be open to all property owners, elected local/county officials, members of the steering committee and the consulting group. It appears that based on the posted results of the initial public meeting surveys the majority of responses were not in favor of any type of motorized use on the proposed trail. As a property owner, I am pleased that was the consensus. However, I feel that the opinion of property owners deserves greater weight than the average trail user. We are the most vulnerable in this process. All others have only things to gain; property owners potentially have risk of loss of property value and on-going noise, safety and liability issues. I would greatly appreciate consideration of this request by the consultants and steering committee.

APPENDIX A

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APPENDIX B

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April 16, 2010



Via Hand Delivery

Hon. Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E. Street, S.W.
Washington, D.C. 20423

RE: STB Docket No. AB-551 (Sub-Docket No. 1X)
Knox & Kane Railroad Company-Abandonment Exemption-
in Clarion, Forest Elk and McKean Counties, Pennsylvania

Dear Secretary Quinlan,

In the above-entitled proceeding, pursuant to the Decision and Notice of Interim Trail Use or Abandonment (“NITU”), decided on November 23, 2009, the Surface Transportation Board (“STB”) approved the request of the McKean County Planning Commission, in conjunction with Clarion, Forest and Elk Counties, to allow the Commission and the Counties to negotiate an interim trail use and rail banking agreement with the Knox & Kane Railroad Company (“Knox & Kane”) for interim trail use/rail banking for the right-of-way of a line of railroad known as the Clarion to Kinzua Branch, extending from railroad milepost 95.3 near Clarion Junction, to railroad milepost 165.2, near Mount Jewett, for a distance of 69.9 miles in Clarion, Forest, Elk and McKean Counties, Pennsylvania.

In the above-entitled proceeding, pursuant to the NITU, decided on December 8, 2009, the STB also approved the request of The Kovalchick Family Trust (“KFT”) for issuance of a NITU to allow it to negotiate with Knox & Kane, for interim trail use/rail banking for the right-of-way of a line of railroad known as the Clarion to Kinzua Branch, extending from railroad milepost 95.3 near Clarion Junction, to railroad milepost 165.2, near Mount Jewett, for a distance of 69.9 miles in Clarion, Forest, Elk and McKean Counties, Pennsylvania.

APPENDIX B

near Mount Jewett, for a distance of 69.9 miles in Clarion, Forest, Elk and McKean Counties, Pennsylvania.

Please be advised that on April 16, 2010, Knox & Kane and the KFT reached an agreement, pursuant to 49 C.F.R. § 1152.29, for interim trail use/rail banking for the line of railroad known as the Clarion to Kinzua Branch, extending from railroad milepost 95.1 near Clarion Junction, to railroad milepost 165.2, near Mount Jewett, for a distance of 69.9 miles in Clarion, Forest, Elk and McKean Counties, Pennsylvania.

Please acknowledge receipt of this letter by date stamping the enclosed copy of this letter and returning it to my attention in the enclosed self-addressed, stamped envelope. Ten (10) additional copies of this letter are enclosed for the STB's use and distribution.

By my signature below, I certify service upon Deborah L. Lunden of the McKean County Planning Commission, 17137 Route 6, Smethport, Pennsylvania, 16749.

Respectfully Submitted,



Andrew P. Goldstein
McCarthy, Sweeney & Harkaway, P.C.
1825 K Street, N.W.
Suite 700
Washington, D.C. 20006
Phone: (202) 775-2508

Attorney for
Knox & Kane Railroad Company

CC: McKean County Planning Commission.

PAINT TOWNSHIP BOARD OF SUPERVISORS LETTER

PAINT TOWNSHIP
22139 Route 66
Shippenville, PA 16254

October 25, 2010

Clarion County Commissioners
Clarion County Courthouse
Main Street
Clarion, PA 16214

Dear Clarion County Commissioners:

The Paint Township Board of Supervisors have been closely following the newspaper articles regarding the proposed future usage of the Knox and Kane Railroad right-of-way. The path of the right of way runs through an extensive amount of Paint Township and we have had many of our residents voice concerns of this issue. The Supervisors would therefore like to go on record as asking the County Commissioners to oppose using the right of way as a multiple use designation trail. If you have any questions or would like more information please feel free to contact us at (814)226-6172.

Sincerely,

Paint Township Board of Supervisors

APPENDIX C

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APPENDIX D

LAND OWNER'S QUESTIONS REGARDING THE KNOX KANE CORRIDOR

Knox Kane Feasibility Study planning team members, Andrew Mears, RLA, and Ann Toole, CPRP, conducted two interviews with Mr. Joe Kovalchick. Mr. Kovalchick generously gave of his time and knowledge to provide information that is of concern to the public regarding the Knox Kane corridor.

Mr. Kovalchick responded to the following questions that were generated by participants in public meetings for the feasibility study for the Knox Kane corridor. The team was careful to include each and every raised hence the somewhat duplicative information presented below. The goal was to address all the concerns in a responsive fashion. The following information includes the 28 questions asked by citizens in the several public meetings held and the answers are Mr. Kovalchick's opinions regarding each question.

1. Does the ROW owner have a deed for the trail?

Land for the Knox Kane corridor has been acquired over time going back to the late 1800's. As the railroad companies acquired land to build the railroad, they purchased numerous parcels. When they purchased a parcel, a deed was recorded in the respective courthouse of the county in which the parcel was located so that the deeds for the railroad were recorded in the four counties in which the corridor is located. Numerous railroad companies have been involved with this corridor over the years including the Baltimore & Ohio Railroad, Sloan Cornell and Knox Kane. The Kovalchick Corporation acquired the Knox Kane Railroad and owns the corridor. The deeds reflect the current ownership of the corridor as the Kovalchick Corporation.

2. Is there an easement for the entire length of the trail or a ROW?

The Knox Kane Railroad owns the trail corridor. The Kovalchick Corporation owns Knox Kane Railroad. The corridor is railbanked.

3. Will Mr. Kovalchick be donating the corridor for use as a trail or will the County have to purchase it?

Mr. Kovalchick will not be donating the corridor and is willing to negotiate regarding any proposal(s) regarding the corridor with the County or anyone else.

4. Why build a trail that could be taken away at any time? The Kovalchick Corporation could take it away at any time.

Any agreement regarding the future of the corridor will be formalized in a legal agreement. Any action subsequent to the agreement would be subject to the terms of the agreement. No action could be taken that was in violation of the legal agreement. If a deal is made, it will be legally binding.

5. Does a deed exist? What does it say?

Many deeds have been recorded in the four counties of McKean, Elk, Forest and Clarion for the various parcels that were acquired for the construction of the Knox Kane Railroad that originally began as the Baltimore & Ohio Railroad in the late 1800's. As the railroad company acquired land to build the railroad, the owners purchased numerous parcels in the 70-mile stretch. When they purchased a parcel, a deed was recorded in the respective courthouse of the county in which the parcel was located. It is estimated that there are several hundred deeds for the corridor. Numerous railroad companies have been involved with this corridor over the years including the Baltimore & Ohio Railroad, Sloan Cornell and Knox Kane. The Kovalchick Corporation acquired the Knox Kane Railroad and owns the corridor. The deeds reflect the current ownership of the corridor as the

APPENDIX D

Kovalchick Corporation. The Knox Kane Railroad owns the trail corridor. The Kovalchick Corporation owns Knox Kane Railroad.

6. Clarion to Mount Jewett is rail banked. What about Mount Jewett to Kinzua State Park, is that rail banked? Is that a separate deed?

There are many deeds for the entire corridor, all recorded. Mount Jewett to Kinzua is under a separate deed that the Kovalchick Corporation owns.

In 1959, Mr. Kovalchick's father saved the bridge from destruction, rehabilitated it and sold it back to the state for what it cost him and without profit.

7. Our deeds show the ROW. We have been paying taxes in the entire acreage of our land including the ROW. Will we still have to pay taxes on something we don't own or control?

Mr. Kovalchick has nothing to do with taxation. The matter of taxation is between the landowner and the taxing bodies such as the counties, municipalities and school districts.

8. What happens if the rail line is activated?

Railbanking is a voluntary agreement between a railroad company and a trail agency to use an out-of-service rail corridor as a trail until some railroad might need the corridor again for rail service. If a railroad would need the trail for service again, then that could happen. In the case of the Knox Kane Railroad, it is highly unlikely that the rail line would be re-activated.

9. Is this a ROW, easement, or occupancy?

The Knox Kane Railroad owns the trail corridor. The Kovalchick Corporation owns Knox Kane Railroad. All the deeds have been recorded. There are many deeds dating as far back as the 1800's. The deeds are recorded in the county courthouses as customary.

10. What is to keep the railroad owner from using the ROW as a rail line in the future even if a trail is built?

The Knox Kane corridor is railbanked and under the provisions of railbanking, the corridor could revert to use by rail. However, it is unlikely that the railroad would be re-activated.

11. What is the procedure if a property owner would like a new crossing of the proposed trail?

Same procedure as always: the property owner needs to make a request of the owner of the corridor to ask permission for the crossing. At this time, the Kovalchick Corporation owns the corridor so a property owner wishing to obtain a crossing would write to Mr. Kovalchick. If the corridor were sold, the property owner would write to the new owner.

12. Can we negotiate with Mr. Kovalchick and then lose it?

Mr. Kovalchick is willing to negotiate with anyone regarding the Knox Kane corridor. Any agreement would be formalized in a legal document that would be binding.

13. Who can we contact to see written documentation of ownership?

All the deeds have been recorded as owned by the Knox Kane Railroad, which is owned by the Kovalchick Corporation. There are many deeds dating as far back as the 1800's. The deeds are recorded in the county courthouses as customary. Anyone can go to the courthouses and pull the deeds to look at them.

APPENDIX D

- 14. North and South between 36 and 66 in Leeper was taken by eminent domain. Surveyor says railroad owns 13' off centerline.**
Mr. Kovalchick is unsure how this section was obtained. The entire corridor is railbanked so it is safe. The surveyor's opinion is just that: an opinion. The definitive information about the corridor width is in the recorded deed. The majority of the corridor has a 60' width.
- 15. There is nothing in the Clarion Courthouse. No one can prove the ROW width?**
All information is on the maps and in the deeds.
- 16. Some deeds show the ROW is the width of a railroad tie: 6'.**
A railroad tie is 8 ½ ' wide. Perhaps that 6' is a typographical mistake and it should say 60'. Otherwise, not sure where 6' came from.
- 17. Who owns the mineral rights?**
Ownership of mineral rights is located on each deed. So you would have to look at each deed to determine the ownership of the mineral rights for that property.
- 18. Who owns the subsurface rights in the ROW?**
Ownership of subsurface rights is located on each deed. So you would have to look at each deed to determine the ownership of the subsurface rights for that property.
- 19. What assurances do you have that Mr. Kovalchick wants this to be a trail?**
There are no assurances that Mr. Kovalchick wants this to be a trail.
- 20. Can it be railbanked forever and a trail never built?**
Yes.
- 21. I pay taxes on this ROW because it's on my property. Who is liable if someone gets hurt?**
The taxation issue is between the property owner and the taxing authorities. Regarding liability, if someone gets hurt on railroad property, the railroad owner is not liable because that person was an uninvited guest and therefore trespassing.
- 22. Our card lease from the railroad states that they have 20' ROW. Are you going to make it all a 60' ROW? If it was enough for the railroad, why isn't it enough for a rail trail?**
Mr. Kovalchick does not know what a card lease is. Perhaps this means that if a person owned land on each side of the rail corridor, the person would get a 20' ROW from the railroad to cross the rail road to access their land.
- 23. Not an actual viable corridor. Was put into rail banks fraudulently to position the trail.**
All actions to railbank the corridor were conducted in accordance with the laws and recorded as required.
- 24. Can any group negotiate with Mr. Kovalchick to build a trail? Can he sell the right to develop a trail to an ATV or snowmobile group for the development of a motorized trail only?**
Mr. Kovalchick owns the corridor and can decide how it will be used. He is willing to negotiate with any individuals or groups. He does not have any plans or intentions for the corridor and is willing to negotiate with anyone regarding the

APPENDIX D

corridor.

25. Who has gas, oil and mineral rights for the trail corridor?

Ownership of gas, oil and mineral rights is located on each deed. So you would have to look at each deed to determine the ownership of the gas, oil and mineral rights for that property.

26. What is Mr. Kovalchick's vision for the trail? What does he want to see and what uses will he negotiate to allow?

Mr. Kovalchick does not have a vision for the trail and is willing to negotiate with anyone about it. He does not have any plans or intentions for the corridor and is willing to negotiate with anyone regarding the corridor.

27. No legal ROW has been found for the corridor from Marienville to the Clarion County line.

There is no answer for this question.

28. Some residents claim their deed does not show a ROW. Who is verifying this?

Mr. Kovalchick does not know what the deeds of the residents say. Property ownership is recorded in deeds and a matter of public record in the courthouses.

APPENDIX E

COMMENTS CARD SUMMARY

A. October 26th Marienville Area Civic Association: Marienville, PA

1. Good idea to create a rail trail in our part of PA.
2. None motorized use eliminates “trouble makers” from access to fearful property owners. Most “trouble makers” are apt to be lazy - they won’t walk, bike or jog. We’re not necessarily opposed to sections open to motorized use if property owners approve. We’re cyclist and have used trails all over US and Canada. Most property owners are friendly, most riders, walkers and runners are polite environmentalists. For every litterbug in the group there is someone who picks up and carries out. We’re very much in favor of non-motorized trails. Open to partial motorization - especially snowmobiles.
3. The biggest opportunity for Forest County.
4. I would like to see a walk and bicycle trail - nothing else!
5. I would greatly support a trail if non-motorized. I’ve enjoyed the trails in Oil City and Titusville. Perhaps people that never visited or utilized a bike trail should visit a nearby trail.
6. Good Idea.
7. We need anything that will help tourism. I have a tourist business, Double Diamond Deer Ranch in Cook Forest. We all need to help each other out. The economy is bad and this would be a plus.
8. Trail corridor is excellent opportunity to connect North Country Trail with Major 69.9 miles connections to Kinzua Bridge State Park / Cook Forest - Emery-Blaisseet will connect from Kinzua - Thru Bradford - Bullis Camp to Tracy Ridge / ANF. Educational component needs to be added to inform residents of Kane on “Big Picture” Contract “pre-bias” fears of crime & peeping toms. Kane Country Club - look at possibilities to go around golf course.
9. I am hopeful that this trail will come to being for non-motorized use. It will be a great asset to the people here. I am a member of two local organizations directed toward outdoor activities. I invite you to contact me if I may be of assistance.
10. Concerned about snowmobiles and ATV noise vandals, etc from this use. As well as Kane County Club properties. Security of homes in areas for robberies etc.
11. Don’t want it!
12. You can’t fix our highways. Why waste money on a trail that nobody wants.
13. Motorized vehicles run all hours right near our house its bad with the snowmobiles now but at least we are in our homes generally in the winter. In the summer we don’t want to hear ATV’s or motorized vehicles go by our home. Especially when we want to sit on our porch or be outdoors. Not enough law enforcement to take care of this project. Not for motorized - just non-motorized.
14. Strangers are a safety privacy issue. Safety of my family. This trail is my back yard. This is my son’s driveway. I won’t be able to let them go in my back yard.

APPENDIX E

Privacy - This is my home to picnic and enjoy my back yard. No cell phone use. Stealing of scrap and property will happen. Don't lock car and doors of home - but will have to. Property will go down not up. Dogs will bark and they will not be tied up because of strangers in my yard. Business owners are not in favor of this trail.

15. My husband and I were at Gettysburg and Harrisburg Sunday, Monday and Tuesday of this week and the headlines read - No money to meet payroll. I can't believe this is in the works to waste money on this. It's dangerous and who will police this? People's farms and property owner's values will decrease. My opinion is this is such a waste of money and time. Too much noise, not safe, child molesters... they could be watching children. Needless to say - a waste of time. I do not want any hikers; ATV's or snowmobiles on my property. Concerns - 6 year old granddaughter whose play set is 31 feet from tracks.
16. Keep it in the Forests! - You have 5 Benefits of Trails - I have 5
17. Heart attack of old people in Kanesholm - 100 miles an hour.
18. Sex offenders lurking on tracks.
19. Property values going down.
20. Route 6 - I travel sometimes 6 times a day - business in Kane live in Kanesholm. Trying to beat me crossing Route 6. Who's going to be there 24 hours a day to cross these people?
21. Garbage that they throw - who picks that up?
22. Miles of roads exist in ANF in biking hiking. Miles of open trails for recreation exist. Unnecessary expenditures of public funds. Landowners have chosen to live and work here. Being asked to open prior homes and properties to strangers who have no stakes here. Rail banking right of way. Not an actual viable rail corridor. Put in rail bank fraudulently to position trail. Landowners should have been contacted long before this stage of process was reached.
23. Strongly opposed to any type of trail in McKean County. As property owners with a young child we have serious concerns about safety. We also are concerned about the value of our property and the quality of our life.
24. I am a Wetmore Township Supervisor, and every comment from Township residents has been that they are very opposed to motorized trail. Their biggest concern is noise, litter, and motorized vehicles leaving the trail and running on private land. Much of which is very near there homes. In this day of global warming concerns, obesity, noise pollution over consumption of fossil fuels, it seems wise to me to make this trail a "Green" trail for bikes, hikes, skiing etc.
25. In favor of any non-motorized use - adjoining property owner.
26. Think this is wonderful to get info to people in town and all it can do for this community.
27. This area has lost a large number of tourist attractions in the past 10 years. It is in dire need of an economic boost that a trail would provide. The question is - should it be motorized or non-motorized and the impact on residents who live

APPENDIX E

along it as well as existing businesses. Something needs to be done soon!

28. Have used trails for backpacking and bicycling - Prefer non-motorized trails - Prefer non-equestrian trails. Perhaps the trail could have parts designated for certain groups. Would like to see this rail become a trail.
29. Health / walking - bike riding are paramount in this region. Economic opportunities are very important.
30. Open up for ATV - Trail Bike.
31. HELP! This town is dead, we need help!
32. I see an opportunity to make this a multi use trail for designated, specific areas to suit important and vital recreation pursuits of the area. Example: connect rail to snow trails in sections.
33. In favor of motorized and non-motorized activities. This will strengthen our dire community. Some landowners like the idea of having direct rail access. I love the possibility of connecting North Country trail to this trail. We must act on this opportunity. Thank You!
34. It is my hope that the Knox Kane Railroad will become a rails-to-trails with a pedestrian focus (walkers, hikers, bicycles). KKRR is a perfect connector for the North Country National Scenic Trail to Marienville, where thru hikers will spend money on motel rooms, restaurants, groceries and laundry. Rails to trails promote family. Rails to trails boost property values with people moving into the community.
35. This railroad goes through our property. We are not in favor of any thing motorized. That is too much noise. Walking, cross country, skiing snow, shoes. How are you going to keep people off private property? Is there going to be day light hours only? Who is going to patrol and police it?
36. I'm a resident of the Highland Road in Elk County. The rail line proposed for the "Rails to Trails" project passes within 60 yards of our home. I strongly support the "Rails to Trails" proposal as long as it is non-motorized. ATV and snowmobile riders already have over 107 miles of trails for their recreational pursuits. Now its time to provide skiers, hikers, and bikers with a trail system that allows them to enjoy the peace and solitude that can only be found in a non-motorized environment. As a property owner living close to the rail line, I've experienced numerous times the loud noises of snowmobiles / ATV's passing close by our house. Please do not allow this to occur by opening the proposed trail to ATV's and snowmobiles.

B. October 27th Kane Community Center: Kane, PA

1. Tourism is our only hope. Go for it!
2. In favor of multi use trail, especially motorized vehicles including snowmobiles. Good for tourism. Good for economic opportunities. Financially good for area.
3. No motorized use! Who will maintain? Who will fund this work? What happens during the next budget shortfall and the funding days up? Will the trail be reclaimed? How will you prevent unauthorized use?

APPENDIX E

4. Great opportunity for all communities when times are hard for business. Love to see this happen.
5. To help the land owner who objects to noise, snowmobiles and ATV should pass a ground test. Not more than 78 decibels. Also, install speed signs.
6. As an avid hiker, biker and skier, I will fully support, and work to make this project happen as a non-motorized rail trail. I will fully oppose this project if it is approved for motorized use.
7. I am opposed to a mix of motorized and non-motorized use. I only support this trail effort if it is non-motorized.
8. I think it is a great idea. I have been on many rails to trails.
9. Interesting slideshow
10. A very chaotic, disorganized meeting. For public input, it failed miserably.
11. Too close to our house (20 yards) - liability? Can they be on the trail at any time of the day or night? Motorized vehicles too noisy.
12. I pay taxes on this ROW because it's on my property. Who is liable when someone gets hurt? You know they will go after the landowner. How will your group protect my private property rights?
13. This meeting was ill run, chaotic - worse I have ever attended \$60,000 for what?
14. If you want it to be a trail to be used by the public, then it should be on forest service and game lands (state) only not thru private lands. How would you like a trail thru your yard?
15. Moved to country to get away from people - all people. Do not want any trail.
16. Meeting too chaotic no structure for #2 group.
17. As a property owner I oppose any motor traffic.
18. Security of our homes. Will you guarantee we won't be vandalized?
19. No Trails
20. I think you should just go house to house and ask each person if they are for or against the trail and why.
21. Will any property need to acquire for further development?
22. To start, have trail heads placed to avoid areas of concerned property owners. Areas most remote have amenity stations, emergency response and accessibility, in place before opening. Excellent, Excellent opportunity for small business growth.
23. Rail trails are great. We need this. It will have economic impact. Make sure any segments are at least 10 miles long to bring in people.

APPENDIX E

24. Love the “clicker” part
25. Fun, Fun, Fun, Fun, Fun!
26. Fully support development of Trail to promote region/economic growth.
27. I live near corridor and welcome opportunity to access a trail for hiking and bicycling. Motorized use concerns me as we already see a lot of ATV and snowmobile use off legal trails in the Marienville area. On several occasions we've had to stop people from driving across our small lot to access illegal motorized routes that criss cross the area. I have no issue with motorized use but don't like it that they do not stay on designated routes. The Marienville area does not have a biking trail now and designating the corridor as non-motorized would diversify the trail offering in the area. I do not think that motorized and non-motorized uses are compatible on the same trail. I seek peace and quiet of the forest, whereas motorized user seek thrill.
28. There are 300+ miles of motorized trail and more on ANF. We do not need anymore. Noise pollution; damage to trail by motorized use. If you are going to put a trail in by my house, please non-motorized. The ANF is already heavily motorized trails, logging, oil and gas, Marcellus shale development. We need far more places to walk - healthy initiative.
29. Strongly support equestrian use of trail. PA is the leading state in equestrian sports. Some of the best riding in the Country. Area would draw a lot of people from surrounding to ride in the beautiful PA Wilds.
30. Who's going to keep them on the 60' ROW and off my property? Who do I call when they trespass on my property? Who's going to maintain it once it's built? There is 500,000 acres of public forestland in all 4 counties. We don't need a rail-trail. We walk the roads and trails on the national forest. I am totally against the trail.
31. This runs through my property. It crosses my driveway. Who actually owns rail corridor since it has been rail-banked? How do property owners keep trail users from trespassing? How many phases are after feasibility study? How long does each phase take? When would you actually start trail construction? Do you spray herbicides? How and when will we ever find the answers to these questions? (Probably never). When is the next meeting?
32. I'm worried about people casing our place (only 20 yards away from the trail). Property values go down. Garbage on the way. I don't want the rail to trails.
33. I am very much against this trail. It is very close to our property. We already have four wheelers and snowmobiles running around our property. Most are disrespectful and rude. Do not proceed with this project.
34. In this area there is 513,000 acres of national forest. My wife and I walk every weekend on national forest and we do not need a trail, they are already out there. There are hundreds of gated roads on the ANF you can follow. Both the ANF and The State DCNR have trails.
35. I am appalled and embarrassed at all the negativity shown at this meeting. I am 100% for it, but feel it should be non-motorized in summer but allow snowmobiles

APPENDIX E

in the winter w/signs to watch for cross country skiers.

36. This is the single largest potential economic development project McKean County has ever seen. A 70 mile ATV, trail motorcycle, snowmobile trail will draw more attention from a 200 mile radius when combined with the ANF attractions than any other trail system. It's a shame many residents cannot look at the good of the community instead of their own selfishness. Snowmobiles in the winter time are a natural fit to this trail. The railroad grade from My Jewett to Lantz Corners must be preserved from snowmobile use.
37. Look at the map - there are unpopulated or lightly populated areas along the corridor. Go ahead and develop that, but stay away from private homes in the McKean County area. The power point states that primary users of the trails are local residents. Then how does that "bring in" revenue? I did not see any factual basis for the claim of economic growth. If people cannot find opportunities for healthy outdoor activity in this area, a trail won't help them either. Since I see no concrete proof of economic benefit (other than speculation), I have to be opposed to spending money on this special interest project. Living in this area my entire life, I have seen firsthand how the users of motorized recreation vehicles behave. Obviously, I'm speaking of a small percentage, but they use these toys while impaired and they have no regard for the property of others.
38. We are opposed to the trail going through our property. We have concerns about our safety and privacy because of the very close proximity to our house and property. Also, how would the motorized vehicles be monitored to stay on the trail and also walkers staying on the trail?
39. My home (property) is in close proximity to the railroad right of way. Actually adjacent to it. I am concerned about the noise, damage to property, and infringement on my privacy. My son and his family live next door, also adjacent, to the railway. I am also concerned for him and my grandchildren.
40. My property is in Russell City. The railroad runs 30 feet from my front door. In the summer we are over run by ATV's from the south. In the winter we are over run by snowmobiles', which we have had major problems with, from the north. We don't want to be over run from the west and east as well. As a person who grew up in a family with business in this town, I have seen the problems tourists cause. Urinating in the buses, carving names in wood tables, furniture and trees, the "art work" or graffiti as it is known. If tourists do this at a public business imagine what they'll do to private property when no one is there to object.
41. I am a landowner and the railroad goes thru my backyard. I do not want it made into a trail. I do not want people hiking, skiing, snowmobiling or ATViing thru. When I am out in my yard I don't want to see people going thru. A trail would be fine if it was thru the woods where there are no houses. I do like to hike and ATV but I wouldn't want to go thru anyone's yard. I live outside of town because I don't want the people and the noise. I get up early to go to work every day and I wouldn't want the noise all night long from snowmobiles.
42. Our card lease from the railroad states they have a 20' ROW? Are you going to make it a 60' ROW. If it was enough for the rail road why isn't it enough for the rail to trail?
43. My family would love to have a rail to trail area close to home. We are outdoor enthusiasts and have travelled great distances to appreciate outdoor areas. It

APPENDIX E

would be great to have others travelling to our area to explore this beautiful area. We would use it for hiking (family friendly for our 3 children - 4, 2, & 6 months) since you could put a stroller easily. We bike ride, we cross country ski. I would be a little nervous about motorized vehicles on it, but I know that I am in the minority on this in my area.

44. The proposed rail trail is adjacent to my back yard. I purchased this property to ensure a private backyard. I have daughters that play in the backyard. I currently feel comfortable with them in the yard. A trail would violate my family privacy and would make me uncomfortable allowing my daughters to go out and play. I am not in favor of this trail. Along with my concerns on privacy I am concerned with safety and noise. The proposed trail is basically in my back yard! My property value is at risk. Make a trail somewhere else!
45. Love to see a trail developed. I think multiuse would be great hike, ATV, snowmobile, motorcycle, cross country, etc., would be a boost to economy and provide needed recreational opportunities to area and regional communities. People travel from Ohio, Buffalo NY, etc., to use Marienville ATV trail. This could see same use.
46. Must be multi-use. Biking, hiking, ATV's, motorcycles and snowmobiles all present significant travel and tourism opportunities. The Hatfield and McCoy recreation area brought great economic benefits to an otherwise depressed area in West VA. Take full advantage of this unique opportunity.
47. Use the train station in Kane for office for bus tours and info trips to Kinzua Bridge. Also help to start a Co-op in the Kane Handle Building (Front) so that people from area can sell their products which they make. Watkins Glen has a set up that works beautiful! Retired folks have to travel to an outlet for their fearful products to be able to survive. We must tie this assessment with tourism.
48. Trail surface must be consistent should be crushed limestone / stone dust asphalt would be nice. Restrooms in strategic spots - good parking at major road access. Trail surface no gravel. All bike not just mountain bikes. Non-motorized please.
49. Feasibility only happens if everybody is on board with the ownership. Biker, hiker trail can be maintained at lower costs than motorized trail. Motorized trail user such as snowmobilers cannot stay on the trail when they see snow everywhere. Motorized trails equipment runs on fuel. A finite resource which is not sustainable. Non-motorized trail is less nosy than motorized and better for the environment. There is already hundreds of miles of motorized trail on ANF we do not have non-motorized trail (bike) that crosses the entire area.
50. I support anything that can bring people to our town. Bike, walking trail would be great but only used by locals primarily. Cross country skiing would be great too! I would love to see ATV, snowmobiling with a fee to ride. Monies used to monitor maintain trail similar to Hatfield McCoy trails in WV.
51. I think it is a great idea! I am excited to have a place to walk (not on a road) that can also be used for biking. I would start biking just to use this trail. I do not want this trail to be motorized. We already have motorized trails in the area. Give the non-motorized recreationists a trail. Also, university students, faculty would (I think) love this and possibly do weekend trips.
52. Use as a hiker, biker trail is strongly supported. Motorized vehicles should only be

APPENDIX E

allowed on a separated area of trail. Too dangerous to be on same. Seasonal split will not work. I don't want to be waking, biking along with my kids and have one or more get run over by ATV, snowmobile going 90 mph. Would like to see ATV access from - though separate - Kane to Marienville.

53. No motorized uses! Who will monitor and maintain the trail? I believe this could be a huge asset for the surrounding communities, but decisions need to be made based on sound logic and research rather than emotion.
54. A similar but shorter (5 mile) trail has been recently completed from Corry PA to Clymer NY. It is for non-motorized use except for snowmobiles. It has worked out very well and is an asset to our community. The snowmobile clubs are a valuable resource (for ongoing trail maintenance). They help with litter cleanup, mowing and limb/tree trimming, which is all an ongoing issue. Thanks for hosting this info session.
55. We are not for this trail. It will be too close to our home and we like our privacy and don't want people on or near our property.
56. We do not want this trail. It will be too close to our home.
57. Trail should be developed for non-motorized "hike, bike, skinning only" ANF and other land owners supply lots of snowmobile / ATV trails ANF open to equestrian use and are developing 2 equestrian use areas RR grade trail is unique opportunity to develop rail trail in this area. I have used Pine Creek, Ridgway, Lehigh Valley, Allegheny Passage, Justus and other rail trails. Trail crosses many private land owners that will not be receptive to motorized trail i.e. noise and night time use etc. Great opportunities for outfitters and other service business. Lots of local private landowners present and are concerned about noise and motorized use. Many would rather see no trail at all if motorized or horse is permitted. I am a runner, biker, skier that would use trail. Maintenance cost for motorized trail would be expensive. Biggest issues high number of road crossings and high number of private landowners.
58. No motorized use! This RR is too close to our homes. Issues: policing the safety and rules, privacy, safety of our kids, noise, upkeep costs, littering, waking us up at night, drunks, peeping toms, and horse poop in our backyard. People at County are biased. How can they be allowed to determine what happens in our backyard based on their personal preference and use of ATV's, snowmobiles? This should be voted on in an election, not decided on by personal preference.
59. Very interested in equine paths / trails and would be interested in helping developing and/or maintain the paths / trails. One challenge (which did not get on list) is determining what types of paths or trails to be developed for "multi" users. Also, maybe the trail will have to be completed in smaller sections, rural areas first, until the general public and private landowners adjacent to the trail accept and support the idea of rails-trails. Keep in mind - agriculture is the #1 industry in PA and horses are the #2 commodity (2nd to dairy) and recreation is #2 industries in PA and equine activity is a major part of this also. Pa horse owners own as much land as the PA Game Commission and most keep their land open to the public. For future meetings or involvement, I would like to be contacted.

APPENDIX E

C. October 28th Clarion Holiday Inn: Clarion, PA

1. Charge permit fee motorized vehicles to create revenue for trail maintenance - PA is losing a lot of monies by not recognizing permit fees.
2. I am a landowner and mother in Kane. I have a great concern for child safety in areas where the trail would literally bisect private property, including backyards. I also have a concern regarding noise pollution with motorized usage. I also have a concern about declining property value due to safety / liability issues.
3. I really think this is a positive thing for our area. Research after research shows how much people benefit their overall quality of life when they recreate. I would love to serve on any committee to help this rail trail to come of fruition. The sooner the better.
4. All grounds should be multi-use. ATV, snowmobile and motorbikes are the only ones who carry insurance, tags.
5. Is there DCNR money going into the study / trail?
6. I would like to share with as many groups as possible. If there are connector trails, certain groups could use a section then get off and back on. Some trails should go around populated areas. Whatever groups can use their must be restroom facilities on the trail.
7. Need bigger print on slides. You need to identify or have county's TPA identify existing AVT trails and make their locations know. There needs to be more education of community as to benefits of trails. Need to put survey website in newspaper to let people comment. You might consider a split trail - 30+/- miles of motorized use and 30 +/- miles of non-motorized use.
8. This proposed trail corridor is not a gift to our communities. Asking us to commit money and time to a trail that the Kovalchek can pull out of rail banking and sell is stupid. If Kovalchek wants to really benefit our communities then lease the rail corridor to Rails to Trails at \$100 for 100 years then it would make sense to commit time, money, and energy to benefit our communities. The Kane meeting was so badly run that participants could not even hear comments of people addressing concerns. The impression is that JMT and powers to be did not care what citizens had to say. First impressions count. You have angered property owners over Rails to Trails. Attempting to make rail trail open to motorized and equestrian will not work. So far the feasibility study appears to be coming up with an analysis that leads to what motorized promoters are pushing. The McKean County section and other sections are too close to houses to ever accommodate any motorized use. The Marionville and Kane meetings were so badly run that I have a hard time believing that JMT has experience doing recreation trail analysis.
9. We regularly use trails and look forward to trails that are accessible to our home without having to travel away from our home. Any trail that encourages healthy activity should be encouraged. We bike, hike and cross country ski on trails. I do have concerns about motorized vehicles on the trail as this may make it very difficult to safely travel by foot, bike & skis.
10. Pictures are misleading - some prints of trail are paved others are not? Compromise is needed. All groups should have use of these trails. Maintenance

APPENDIX E

could be a problem? Suggestion - have all user groups participate in maintaining the trail. Do you have any groups that anyone can join for this project? Put on web-site.

11. Do it! Need to emphasize the low crime, no damage, etc facts. If multi-use need room for horses, AVT off bike trail part. The fight should not be bike vs AVT = should be trail vs no trail.
12. Please consider allowing snowmobiles to access trail - Signed by 17 people.
13. Non-motorized trails are usually the norm on this type of trail. Equestrians should be considered. A small user group but can bring a large impact to the economy. Equestrian add to open space as no other outdoor recreational "even hunter".
14. Open minded - Advantages / Disadvantages: Private & public interest not usually beneficial. Crossing - land access. Business opportunities greater for interest of adjacent property owner. Gas rights under - no need to drill on. Pipeline, share profits - RR (aesthetics). Public - outdoor access, exercise. Business - campgrounds, cabins, restaurant, shops (ice cream).
15. Connection of University Campus - student recreation opportunities.
 - Hiking trail connectivity, North County, Baker.
 - State game lands connectivity
 - River connectivity
 - Clarion and Monroe Township bus lines
 - Clarion Highlands / Allegany Valley / Fox to New Beth / Piney Brands.
 - Clanox trail / Major Hub (black) - Business Revitalization
 - Eminent Domain
 - Collaboration / Mediation
 - User - University Track team

D. Additional Comments

1. My friend John Janacone has a petition that he has some questions about. It's for the trail he needs a phone number and a name to call thank you Ray Thomas XXX-XXX-XXXX Johns XXX-XXX-XXXX.
2. This would be a real economic plus for the involved counties and provide a really beautiful bike pathway for avid cycles. Everyone wins on this. Hopefully this will come to a successful conclusion. Looking forward to this very much.
3. I fully support the development of a non-motorized rail trail. Some sections may not be feasible (ie. The Kane Country Club), but relocation is an acceptable option for short segments of the trail. This example could reroute to Old Smethport Road, Ideal Farm Road and Route 6 Bicycle Route "Y" until the Country Club is passed.
4. I am in favor of this rail-trail project. Being an avid cyclist, and raising cycling kids it would be great to have a route close to home that is set aside for good family activity. Being a train fan, it was sad to see the trains go; this is the next logical step.
5. This is my second time writing a response to the rails to trails idea. After all of the BREAK-INS in the camps this past winter in Elk and McKean I have changed my mind not to allow any type of trail. NO Trails of any type should even be

APPENDIX E

considered. The rails pass through my front yard and I don't really want to have any type of traffic. CRIME WILL INCREASE, NO DOUBT ABOUT IT!!! DON'T ATTRACT OUTSIDERS we don't need or want them. MY FINAL VOTE IS NO TO ANY TYPE OF TRAIL.

6. I travel alot for my job and bring along a bicycle for after hours use, I have used these rail to trails on many occasions. Oil City to Foxburg for example. This trail gets heavy use, prompting riders to use the local motels/Restaurants and other businesses. My opinion is that a rail/trail would help promote businesses in the rail/trail corridor. Mt. Jewett, and Marienville could use the business.
7. None at this time.
8. I live in Bradford, PA and spend a lot of time (all seasons of the year) hiking, biking, skiing and snowshoeing. I would love to see this project underway! What a great opportunity for every one of all ages!
9. I received your information regarding the Knox Kane Rail Corridor. I am an out-of-town property owner. My sons and I are planning to build a cabin our property. I am not supportive of the Rails to Trails project as my property is directly adjacent to the railroad tracks. Concerns previously expressed regarding privacy, safety, litter, are shared by my sons' & me. We would not be supportive of any motorized activity. Since our property has not been used, I am sure trespassing occurs frequently. We would not support this development when money could be used elsewhere in the community to assist small businesses/tourism.
10. I would surely hop that this project goes forward. I ride with a large group from Maryland who would love to ride this area. We ride in many states and like new areas to try. We tread lightly and appreciate the hard work others do to maintain a legal place for us to have some fun and enjoy the local area.
11. Please do NOT consider using motorized vehicles on the proposed recreational trail along the form Knox Kane railroad between Clarion Junction in Clarion County and Mount Jewett in McKean County.

APPENDIX F

FINAL MEETING COMMENTS

A. August 17th Clarion Holiday Inn: Clarion, PA

1. What is the status of support in Clarion County for the project? How can people who support the trail be heard?
2. People need to let their elected officials know that they support a trail being developed.
3. There is a need for “high-level” negotiations with Kovalchick to acquire use of the corridor.
4. Would the property still be taxable?
5. Depends on who acquires the corridor. If a non-profit does, they would not have to pay taxes on the corridor, but the corridor probably has a low assessed value anyway.
6. Who is liable for illegal use going on now and who should be responsible for damage.
7. The current owner of the corridor is responsible and should be made aware of any illegal use. Also, the development of a trail would actually help reduce illegal use.
8. The study seems biased to bicycle and non-motorized uses in spite of strong motorized support at public meetings.
9. Focus groups for motorized indicated a primary need for “convenience connections,” which are part of the recommendations.
10. PA has few motorized trails in spite of the all money motorized users pay to the state. Motorized use would spur economic development in the region.
11. People drive trailer after trailer with ATV’s to access the ANF ATV trails around Marienville - wouldn’t it be better if they could access the trail starting at Strattanville?
12. Landowners need to support motorized. If the “convenience connections” can be shown to be successful, motorized use perhaps could be extended.
13. Crawl, walk, run: need to start with small steps.
14. If the trail starts out as non-motorized, you will never get motorized use later.
15. Bicycle trails are actually under-served in the national forest. We do need more bicycle trails. And motorized use could be halted by only a couple of landowners.
16. As a recommendation to address the motorized concerns: 1) The petition will be included in the study. 2) The pilot project from Mt Jewett to Kinzua Bridge State Park, which includes motorized and non-motorized uses, would also be viewed and considered as a test project for motorized use.
17. The landowners who choose to live here like the way it is here, and don’t want to be “saved” by motorized use. The study shouldn’t tell people what they “should” want. Also, ATV use had disappeared in the discussions, but now it seems to be resurfacing again?

APPENDIX F

18. Where is the base and where does it starts?
19. Look at other motorized examples, such as Hatfield-McCoy and Snow Shoe Rail Trail.

B. August 18th Kane Middle School Auditorium: Kane, PA

1. You received a petition with 500 names last night for motorized use. What are we going to do with it? What was the percentage of motorized support in our surveys? In the presentation, there is no change from where we started to where we ended up. The corridor will be impossible to maintain since both motorized and non-motorized uses are included. Landowners in proposed motorized sections will deal with an onslaught. I wasn't included in the secret Kane meeting, which included people "who wanted to get things done." The state gave millions of public dollars to Sloan Cornell to keep the railroad operating, which never was paid back. Where did the money go? North Central and McKean Planning doesn't seem to care about that. I do not support the use of public funds into the corridor. Kovalchick will sell out from under us whenever he wants to. The work-around concept around the Country Club won't work because that way is blocked by Marcellus shale drilling.
2. I love ATV's. WV doing great with Hatfield-McCoy. ATV's are wonderful for your health, family-oriented, and inexpensive. We need motorized trails - if not here, then keep trying elsewhere.
3. I oppose motorize use. I oppose the trail in general. I like the work-arounds. Why motorized use between Clarion and Marienville is not recommended. Seems to imply that motorized use for the rest of the trail would be acceptable, which it is not. Political will does not seem to be here in McKean County. No elected officials are present. I would like to get an official letter from local elected officials opposing the trail, like Paint Twp (Clarion Co) did. It seems as though a lot of weight was given to that letter. The Appendix with Kovalchick responses to questions are his opinion, not facts - seems misleading. What work was done on looking at legality? Landowners want a legal opinion.
4. 10 random deeds as a sample, were pulled in McKean County and they all refer to the RR right of way.
5. I support developing the corridor into a trail for both the recreational and the economic values it will bring to the community.
6. My main opposition to the trail is because of proximity of track. Who will maintain it? There is already a property that is a dump nearby and no one is enforcing cleaning it up. What kind of enforcement to keep it clean, and deal with the (inevitable) public drunkenness and other criminal activity that will take place. We only have state police in her area, and they won't do anything. What prevents the pedophiles who consider rail trails as prime ground to abduct kids from hanging around. We already have one that lives nearby.
7. I am an avid user of rail-trails like Toby Creek and Oil Creek. I am very satisfied with them, they are well policed. I don't support motorized use. I am not happy with Tour de Forest as it violates my right to bowhunt when it is going on
8. Overall I support the trail.
9. Planning agencies need to rethink their a cavalier attitude towards people's

APPENDIX F

property. These recommendations would reduce the property values and the taxes that pay your salaries.

10. It seems as though the project is already being implemented?
11. Who will take the lead as it moves forward?
12. How long do we have to make additional comments on the draft plan.
13. Numerous trail groups could take the lead with moving the trail forward if there is local support. McKean County would help but that it is not a part of their current work plan to implement this trail.

C. August 19th Marienville Area Civic Association: Marienville, PA

1. I strongly contest ownership of the right of way. There is no easement on my deed.
2. I don't care about tourist from NYC. I don't want to be with a bunch of people. This is same snowjob that was given when the prison came in. I don't want people in my backyard.
3. How would you like someone in your backyard at 2 am? I don't want it. ANF charges for their ATV trails. They won't let Knox-Kane trail connect. Give corridor back to the people.
4. Did anyone talk to the residents? We live here for peace and quiet and rural. We need industry for economic development and jobs, not trails and tourism. No money anyway - the country has been de-rated. We like peace and quiet. No deed for RR in forest county courthouse. Kovalchick just bought the rails and ties, not the land. RR is gone, done, reverted back to landowners.
5. Don't want people through my backyard, don't want strangers. The RR curves - motorized users will run over the kids. Things will get stolen, maybe even children. Nothing between Marienville and Kane for tourists to spend money on anyway. Put trail in woods.
6. RR runs 1-1/2 mile through property. I contest the letter from STB and intend to file a lawsuit. I don't want people on property. *Comment provided after meeting:* I really don't mind a trail, and was thinking about developing part of my property as an RV park. What I am opposed to is taking of property.
7. Where are the easements on the deeds? In an earlier meeting we were told you were going to check.
8. I am all for this trail. I rides the ATV trails in ANF, and never see another 4-wheeler. People won't have a constant stream of ATV's all day long. I likes the "convenience connections" proposed in the plan.. It will benefit some people.
9. Does the plan educate landowners on the liability protection afforded by RULWA?
10. This is socialist. Should determine ownership first.
11. Why do I pay taxes on it? You got the cart ahead of the horse.
12. I Likes to snowmobile, ATV, and hike. We use to get thousands of snowmobiles up

APPENDIX F

here in 70's. ATV fundraiser (Tour de Forest) makes \$250,000 in 4 days that funds fire companies. I supports motorized use of the trail.

13. I have trespassing signs up, but snowmobilers still go through yard. Who will patrol? ANF won't patrol.
14. I rides bike trails all over and have never felt threatened. I always felt safe and would welcome (non-motorized) trails in Marienville.
15. I am from Russell City and lives next to the ATV and snowmobile trails. I volunteer to maintain the trails and have not had one problem. The same idiot that goes 75 mph down a snowmobile trail also goes 75 mph down the highway.
16. It's the idiots who goes 75 mph that we don't want to invite into our "sanctuary.
17. Studies shown that the most viable economic strategy in Forest County is tourism. This trail would be a great asset with several values to the community.
18. I am new to the area and have only been here for nine years. I own the Barrel House in Lantz's Corner. I purchased the hotel/restaurant 3 years ago and started with 8 employees. Now I have 30 employees. Tourism allowed me to expand and provide jobs. Snowmobiles are essential to the winter season.
19. I am- not against hikers/bikers, but against motorized users.
20. Motorized industry in the area is not coming back.
21. We don't need more people around here, "Keep them the hell out of here."

D. Additional Comments provided via email and project website

1. After attending last evening's meeting in Kane, I came to the conclusion that the trail concept is going to be forced upon the citizens along the former Knox & Kane rail corridor. It seems that the study has already moved from the feasibility study to the planning stage. Several questions come to mind:
 - Where will funding come from to build this trail when the governments are in such poor fiscal condition now? We have already wasted \$67,000 to do this feasibility study. That money would have been better spent to repair potholes in route 6. By the way; Route 6 is a designated bicycle route which parallels about 30% of your proposed trail.
 - Where will funding come from to maintain the trail at your estimated annual cost of \$1400- \$2000 per mile? Again, take a look at the fiscal condition of our governments. Taxpayer dollars would be better spent paying down debt.
 - Why should taxpayer money be spent to build a trail for hikers? Not all taxpayers are hikers. When the Pennsylvania Game Commission creates a new game land for sportsmen, it is funded by sportsmen through license sales and Pittman/ Roberts funds., which come from sportsmen's pockets.
 - What is the difference between a "trail town" and a "whistle stop town"? The presentation refers to Mt. Jewett as a "trail town", and Leeper as a "whistle stop" town. Mt. Jewett has a grocery store/ gas station, a restaurant, a bar, a post office, and an antique store. So does Leeper. Are you planning hotels and amusement parks for Mt. Jewett? What will make Mt. Jewett different than Leeper?

APPENDIX F

- The presenter suggested that the government may own the trail. Could that be considered a "taking" of private property and a violation of private property rights?
 - How wide is the right of way along the corridor? Part of the presentation illustrated a two lane trail to accommodate foot travel in one lane, and motorized or equestrian travel in another.
 - If a trail is open to equestrian travel, how do you deal with the horse manure? Not all hikers would appreciate walking through or around horse manure and most horse riders are not in the habit of packing their horse manure back home with them.
 - How do you address the issue of sewage? Several areas of the rail corridor are in close proximity to private homes.
 - Why are you proposing an alternative route around the Kane Country Club? Why are the golfers different than the mother who is concerned about the safety of her children playing in the back yard. The existing rail corridor passes within 100' of several homes. By creating a trail, you would be extending an open invitation to any pedophile, drug user, or criminal element who wants to put on a back pack. The mother who spoke last night has a legitimate concern.
2. You have a lot of money coming in the future with Marcellus drilling .Your actions now can make your land better or worse. I hope you can see that creating more recreation and welcoming people into your area can be good for all. Don't let the drillers take over and leave you with a plowed over oil field .They have already taken over the roads in the winter. Most places they go are plowed down and left with little snow. They need to give back and respect .
3. I and several other regular tourists to the area, cannot make the public mtg . I am asking to have my name and my 5 family members added to your list supporting the use of these trails for snow mobile use. We are the people who stay in the regions motels, eat and buy supplies several times per year while enjoying the snowmobiling that Pa. can offer. Many of us (up to 18 at a time) travel to the Chataqua new York area, Old Forge area of New York and to Ontario (Restoule/ North Bay Ontario) to get larger expanses of connected trail networks. If we in Pa. can keep knitting together a better network we can keep much more of this money here in Pa. Thanks Altoona Pa.
4. I have a cabin in the area and am avid snowmobile enthusiast. Myself and several friends travel to the area as often as we can and very much support the expansion of these trails. We can't make the public meetings being a couple hours away but absolutely would like my name listed on the petition or list of supporters to the trail expansion.

I and several other regular tourists to the area, cannot make the public mtg . I am asking to have my name and my 2 family members added to your list supporting the use of these trails for snow mobile use. We are the people who stay in the regions motels, eat and buy supplies several times per year while enjoying the snowmobiling that Pa. can offer. Many of us (up to 18 at a time) travel to the Chataqua new York area, Old Forge area of New York and to Ontario (Restoule/ North Bay Ontario) to get larger expanses of connected trail networks. If we in Pa. can keep knitting together a better network we can keep much more of this money here in Pa. I am a landowner in PA and keep my land open to the public. We are responsible riders and leave no trace behind except for the sled tracks. We have ridden the ANF in the past and plan to again this year. Thanks

APPENDIX F

6. Our family really supports the Knox Kane Rail Corridor rail-trail especially if it includes snowmobile usage. We have just rediscovered Allegheny National Forest in the winter. We would make many trips to the Forest, some of them for multiple days, with the addition of this rail trail corridor. We currently have to travel to NY or MI for this quality of a winter get away experience. Being able to do that closer to home, within PA, keeping our \$\$\$ in PA would be great. This is a great addition for the winter enthusiast.
7. I'm sorry that I am unable to attend any of the public meetings on the feasibility study. I briefly reviewed the study, and I support the concept of a pilot project between Mount Jewett and the Kinzua Bridge State Park (although I believe a segment from Lantz Corners to the Kinzua Bridge would be even better for the reasons I stated in my original written comments). I continue to be very skeptical about combining motorized and non-motorized use - even with dual trail treads. I just don't believe it would be a good mix. If a group forms to develop the trail, I plan to be involved.
- 8.

Knox & Kane Rail Trail Feasibility Study Public Meeting Agenda

August 18th, 2011
7:30 PM – 9:30 PM

Marienville Area Civic Association
MACA Drive,
Marienville, PA 16239
814-927-6607

Meeting Agenda

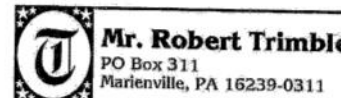
- 1) Project Overview
- 2) Planning Process
- 3) Concepts and Conclusions
- 4) Trail Towns and Whistle Stops
- 5) Operations and Maintenance
- 6) Questions

I STRONGLY CONTEST OWNERSHIP OF
THE RIGHT OF WAY.
THERE IS NO EASEMENT ON MY DEED.

Robert H. Trimble
PO Box 311

Contact Information:

Andy Mears – Johnson, Mirmiran & Thompson
220 St. Charles Way, Suite 200
York, PA 17402
Phone: (717) 741-6269 email: amears@lmt.com



Matt Marusiak – Community Development Coordinator – North Central PA Regional Planning and Development Commission
651 Montmorenci Road
Ridgway, PA 15853
Phone: (814) 773-3162 email: mmarusiak@exchange.ncentral.com

Project Website:

<http://projects.lmt.com/knox-kane-rail-trail/documents.aspx>

APPENDIX F

E. Letter from Landowner

AUG 24 2011

Subject: Knox & Kane Rail Trail
To: All Concerned Parties
From: Robert L Trimble, Esq

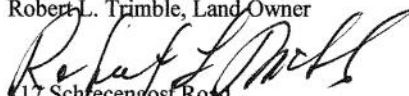
Be Advised that the Knox & Kane railroad has never had a right of way across my property. They have used this property under the right of The Quiet Enjoyment Act. This use under these conditions does not transfer to a different use. Be advised I do not intend to permit a continued use of my land for some other use. Namely a walking trail or any other type of trail..

At this time the rail road is no longer running, Thus I am now freed from the right of quite enjoyment. Therefore in the future I shall use the trespass laws to make sure my property lines are adhered to. Be advised that any further trespassing on my land for any purpose without my written permission shall meet with legal action on my part. I am aware that the Study group has, in the past walked this area. Further trespassing will now fall into the category of criminal transpassing. Please consult with your legal council before taking such action.

I would also point out that the removal of rail and ties also would fall into this category. I will enforce my rights with the full force of the law.

This letter is to be considered a official notice to all concerned parties that I will have any and all trespassers arrested and I will press charges.

Robert L. Trimble, Land Owner


417 Schreengost Road
Marienville, Pa 16239
814-927-8753

CC:

Matt Marusiak 651 Montmorenci Road Ridgeway, Pa 15853	Hon. Anne K. Quinlan Acting Secretary Surface Transportation Board 395 E Street S.W. Washington, D.C. 28423
-------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------

Deborah L Lunden
Mckean Co. Planning Commission
Rt. 6
Smethport, Pa 16749

Andrew P. Goldstein
McCarthy, Sweeney & Harkaway, P.C.
1825 K St, N.W.
Washington, D.C. 20006

Forest Co. Commissioners
Forest Co. Court House
Tionesta, Pa 16353

APPENDIX F

F. Motorized Petition

Knox-Kane-Kinzua Rail Bed

Noting the lack of Motorized Recreational Trails in Pennsylvania's N.W. corner we the under signed would like the steering committee to consider allowing motorized recreation vehicles to use the proposed Knox-Kane-Kinzua rail bed. We believe the use of motorized recreational groups will be an asset to the communities, business and citizens along the route. We agree to abide by all State, Federal and local laws along with self policing in order to have reasonable trail access. We will adhere to all signage, with respect to staying on the designated trail route, speed limits, time of day restrictions or any other policy set forth. Lastly, as Land owners and tax payers we appreciate your time and thank you for your consideration in this worthwhile project.
<http://projects.jmt.com/knox-kane-rail-trail/comments.aspx>

Total Signatures- 509

Supporters of

Atv- 333

Trail Bike- 222

Snowmobile- 296

APPENDIX F

Knox-Kane-Kinzua Rail Bed

Noting the lack of Motorized Recreational Trails in Pennsylvania's N.W. corner we the undersigned would like the steering committee to consider allowing motorized recreation vehicles to use the proposed Knox-Kane-Kinzua rail bed. We believe the use of motorized recreational groups will be an asset to the communities, business and citizens along the route. We agree to abide by all State, Federal and local laws along with self policing in order to have reasonable trail access. We will adhere to all signage, with respect to staying on the designated trail route, speed limits, time of day restrictions or any other policy set forth. Lastly, as Land owners and tax payers we appreciate your time and thank you for your consideration in this worthwhile project. <http://projects.jmt.com/knox-kane-rail-trail/comments.aspx>

Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1 John Heigel	460 SPASS RD VENUS PA 16364 PA	JRH@CARBONCYCLES.NET	814 226 7437	X	X	X	<i>[Signature]</i>
2 Tom Skaner	3745 DARTMOUTH AVE 16249 PA	yamatom@hotmail.com	724-822-8334	X	X	X	<i>[Signature]</i>
3 Jared Skinner	157 walker flat rd 16249 PA	Jared@SKINNERCOL.COM	814-229-2313	X	X	X	<i>[Signature]</i>
4 Kim Shick	228 Pierce Rd 16249 PA	mshick1@hotmail.com	724-840-8064	X	X	X	<i>[Signature]</i>
5 James Hill	135 Linwood Road NEW BRITAIN PA 16240	www.motocrosshill.com	814-39-4586	X	X	X	<i>[Signature]</i>
6 Don Hindman	439 Kinport Rd		724 867 5974	X	X	X	<i>[Signature]</i>
7 Charles Hugel	Po box 53 Seneca Pa		814 676 3524	X	X	X	<i>[Signature]</i>
8 Cheryl McMurray	PO Box 109 Oaksburg PA 16217		814-744-8845	X	X	X	<i>[Signature]</i>
9 Mike Merum	399 michel Dr. chris PA 1624	merum478@yahoo.com	814 764 6191	X	X	X	<i>[Signature]</i>
10 Bob Johnson	8734	Merum@bellsouth.com					<i>[Signature]</i>
11	Curwensville Pa.						<i>[Signature]</i>
12 Joel Bracker	2548 RTE 6 Wm Burt Miller PA	JBracker@windstream.net	814 227 8159	X	X	X	<i>[Signature]</i>
13 Bob Benna	5700 U. Kane Lake Rd PA	abenna@subway.com	814-797-1357	X	X	X	<i>[Signature]</i>
14 CHRIS KREBS	PARKER PA 16219		814-358-8358	X	X	X	<i>[Signature]</i>
15 DOGGS	10131 RT 322	Joe.fane@caronreed.com	814-226-5628	X	X	X	<i>[Signature]</i>
16 BARRY BLACK	52 BRACKEN RD.		814-227-8493	X	X	X	<i>[Signature]</i>
17 PAMELAN FELDBEE	52 BAUER RD.		814-287-3610	X	X	X	<i>[Signature]</i>
18 JEREMY GRACE	3000 SENECA RD ROSS PANSY HOLLOW PA		814-221-3277	X	X	X	<i>[Signature]</i>
19 CHAELLES TAYLOR	616 SPOON RD VENUS PA	COFFMAN@WESTSTAR.NET	814-254-2336	X	X	X	<i>[Signature]</i>
20 MIKE VAN ZANDT	132 VAN ZANDT LN EMLENTON PA 16322		724-290-1432	X	X	X	<i>[Signature]</i>

APPENDIX F

Knox-Kane-Kinzua Rail Bed

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Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1 Kyle Ochs	1008 Spruce DA 16235 Lewistown, PA		814 316 5317			X	<i>Kyle Ochs</i>
2 Spacie Chavis	1008 Spruce Lewistown, PA		814 229-8899			X	<i>Spacie Chavis</i>
3 SOSKINA, USTON	11701 Elmwood Ave. E. 16235 Lewistown, PA		814 292-5624			X	<i>Uston Soskina</i>
4 Julie Sutton	109 E. 6th St. 16235 Lewistown, PA		814 745-1469			X	<i>Julie Sutton</i>
5 DIANE SUTTON	12351 McFarland Rd. 16235 Lewistown, PA		814 789-4626		X	X	<i>Diane Sutton</i>
6 RHONDA SUTTON	37229 Hwy 708 DENTONVILLE 16444		814 967 2280	✓	✓	✓	<i>Rhonda Sutton</i>
7 Hayley Sutton	405 E. Elm Titusville Pa 16240		814-282-3749		X	X	<i>Hayley Sutton</i>
8 Ron Sutton	37229 Hwy 708 Dentonville, Pa 16444		814 967-2280		✓	✓	<i>Ron Sutton</i>
9 Debbie Schaffler	1192 Hefner Springs Rd Shippensburg Pa 17252		814-387-8442		✓	✓	<i>Debbie Schaffler</i>
10 Ashlee Nestor	24788 McEwen Rd Titusville, PA 16253		814-281-9740	✓	✓	✓	<i>Ashlee Nestor</i>
11 Britanni Whitman	7034 Rt. 56 Embleton, PA 16273		814-229-0940	✓	✓	✓	<i>Britanni Whitman</i>
12 Sarah Weaver	P.O. Box 4 Marble, Pa 16234		814-221-3110	✓	✓	✓	<i>Sarah Weaver</i>
13 Nichole Kapp	1951 Birchm Road Shippensburg Pa 16254		814-337-7074	✓	✓	✓	<i>Nichole Kapp</i>
14 Amy Herle	7841 Hwy 476 Shippensburg Shippensburg PA 16254		814-334-0448	✓	✓	✓	<i>Amy Herle</i>
15 Deborah Loll	819 Huetner Springs Rd Shippensburg PA 16254		814-354-2671	✓	✓	✓	<i>Deborah Loll</i>
16 Sammi Bechner	122 Deepwater Ln. Shippensburg, PA 16254		814-229-9706	✓	✓	✓	<i>Sammi Bechner</i>
17 Britanni Whitman	141 Huetner Springs Rd Shippensburg, PA 16254		814-221-8985	✓	✓	✓	<i>Britanni Whitman</i>
18 Brianna Volbert	574 Huetner Springs Rd Shippensburg, PA 16254		(814) 337-7840	✓	✓	✓	<i>Brianna Volbert</i>
19 PATRICK SCHILL	1951 Birchm Rd Shippensburg PA 16254		814-221-1187	✓	✓	✓	<i>Patrick Schill</i>
20 Jotha Wolbert	579 Huetner Springs Shippensburg PA 16254	J.K. Wolbert @ JWolbert.com	814-354-2442	✓	✓	✓	<i>Jotha Wolbert</i>

APPENDIX F

Knox-Kane-Kinzua Rail Bed Flip over if NO Room !!)

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Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1 William Liston	166 McCluskey Rd		814-744-8643	X		X	<i>William Liston</i>
2 Ryan Allen	3110 W. MADISON		800 549 9001			X	<i>Ryan Allen</i>
3 Chris Brown	3550 W. Madison		330 557 6603			X	<i>Chris Brown</i>
4 Stansyles	4565 Strwelds		330 579 1316			X	<i>Stansyles</i>
5 James Stear	4877 W. Middleton Rd		330 549 2248			X	<i>James Stear</i>
6 Justin Anster	51 Sandy Rd		814-355-8707			X	<i>Justin Anster</i>
7 Matthew Lotz	20562 Rt 66 Leitchville Pa 16235		814-744-8729	X		X	<i>Matthew Lotz</i>
8 Bob Chace	6901 rt 32		814-744-8900	X		X	<i>Bob Chace</i>
9 Leslie Dorniden	209 Les Lane Sunny Hill Pa 16214		814-226-7978			X	<i>Leslie Dorniden</i>
10 Bill Schaefer	693 Maryland Rd		814-226-4885			X	<i>Bill Schaefer</i>
11 Sestina Cumanu	1610 Barbados, Pott PA 15886		412-6054-5012		X		<i>Sestina Cumanu</i>
12 Elicia Mealy	24 Mealy Lane Transets Pa		814-221-8800	X			<i>Elicia Mealy</i>
13 John P. Grober	PO Box 26 Shippensville PA		814-227-8170	X	X		<i>John P. Grober</i>
14 Derek Duffee	116 N. 1st St Shippensville PA		814-221-8901	X			<i>Derek Duffee</i>
15 Margaret Chastain	718 Rock Rd. Linnets PA 14130		414-224-2173	X			<i>Margaret Chastain</i>
16 Al Armstrong	218 Rock Rd. Linnets Pa 14130		440-813-2657	X			<i>Al Armstrong</i>
17 Jim Arnold	Compers 9th		414-599-8025	X			<i>Jim Arnold</i>
18 John Leach	500 Home Rd Shippensville Pa		814-229-5798			X	<i>John Leach</i>
19 Steve Kahle	146 Leach Rd Shippensville PA		814-229-5243			X	<i>Steve Kahle</i>
20 Jo Ene Solomon	380 Sunny Rd Linnets PA		814-227-6044			X	<i>Jo Ene Solomon</i>

APPENDIX F

Knox-Kane-Kinzua Rail Bed

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	Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1	Bruce Johnson	17762 Rt 203		814 782-3026	X	X	X	<i>Bruce Johnson</i>
2	Kevin Wickett	Shippenville Pa		814-782-3920	X	X	X	<i>Kevin Wickett</i>
3	David Seigworth	PO Box 30 Kossuth PA		814 221-6907	X	X	X	<i>David Seigworth</i>
4	ROBERT BEER	40 STABLEMANE LANE PA	beer.robert@gmail.com	814-797-5014	X	X	X	<i>Robert Beer</i>
5	Bob Kosowski	1214 Ketcher 11257		814-396-985	X	X	X	<i>Bob Kosowski</i>
6	Shawn Dank	2216 Ketcher Ave	sdank@hotmail.com	202-245-3334	X	X	X	<i>Shawn Dank</i>
7	Dale Walcott	Box 329 Shippenville Pa		814 282-3910	X	X	X	<i>Dale Walcott</i>
8	Richard Greathouse	243 HOEN ROAD OIL CITY		814 678-2310	X	X	X	<i>Richard Greathouse</i>
9	Michael Perry	32066 Rt 106 Lucinda		814-744-1444	X	X	X	<i>Michael Perry</i>
10	Steve Reinhardt	262 Pindotown RD		814 379 9720	X	X	X	<i>Steve Reinhardt</i>
11	Todd Casper	111 Dopley Rd Knox Pa	toddcasper@comcast.net	814 221-8228	X	X	X	<i>Todd Casper</i>
12	Joel Kelle	466 Twin Church Rd		814-591-205	X	X	X	<i>Joel Kelle</i>
13	WILLIAM WALKER	129 WALNUT ST Apollo Pa 15013		724 568-2473	X	X	X	<i>William Walker</i>
14	MARSHALL BRUCE	235 Chestnut Drive Shippenville Pa		814-289-4405	X	X	X	<i>Marshall Bruce</i>
15	Cassie Neely	23 Chestnut Ave Shippenville Pa		814-220-1579	X	X	X	<i>Cassie Neely</i>
16	Jim Schettler	100419 Rt 208 Shippenville Pa		814-354-2743	X	X	X	<i>Jim Schettler</i>
17	Michael Knight	Po Box 1475 Shippenville Pa 16157		814 221 8385	X	X	X	<i>Michael Knight</i>
18	JEREMY EISENMAN	474 Rt 322 Cranberry Pa 16139		814-221-1056	X	X	X	<i>Jeremy Eisenman</i>
19	TERRY MCCLEARY	3113 RE 208 Knox, Pa. 16032		814-797-2049	X	X	X	<i>Terry McCleary</i>
20	Danny Stevenson	145 Aquia Marquette Pa 16237		814-927-8827	X	X	X	<i>Danny Stevenson</i>

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Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1 Clayton Becker	7653 RE-76 Leppa		(814) 744-7571	✓	✓	✓	<i>Clayton Becker</i>
2 Chip Kerle	184 Weather Spring Rd Shippenville PA 16254		(814) 554-6499	✓	✓	✓	<i>Chip Kerle</i>
3 BARBARA Kerle	375 SONTON Lane Shippenville PA 16254		814 354-6200	✓	✓	✓	<i>BARBARA & KERRY</i>
4 Chris Kerle	375 SONTON Lane Shippenville PA 16254		(814) 354-6000	✓	✓	✓	<i>Chris Kerle</i>
5 Shawn Kerle	24288 Rt 208 Tonawanda PA 16253		(814) 221-9740	✓	✓	✓	<i>Shawn A. Kerle</i>
6 Travis K. Smith	644 Kiser Wagner Road Shippenville PA 16254		(814) 221-0081	✓	✓	✓	<i>Travis K. Smith</i>
7 Mark Bauer	132 Scott Dr.		814-226-5556	✓	✓	✓	<i>Mark Bauer</i>
8 Brandon Bauer	813 Clearview Dr.		814-221-3539	✓	✓	✓	<i>Brandon Bauer</i>
9 Tom Haysward	Mable PA		814 354-2238	✓	✓	✓	<i>Tom Haysward</i>
10 W.S. Kwock	1322 Stonewall Rd Cranberry PA 16219		814 777-5632	✓	✓	✓	<i>W.S. Kwock</i>
11 J.T. Tranter	R. inersburg Pa			✓	✓	✓	<i>J.T. Tranter</i>
12 Bill Clark	Shippenville PA		814 782-6342	✓	✓	✓	<i>Bill Clark</i>
13 Joe Kerle	2682 Paint Mills Rd Shippenville PA 16254		814-221-1091	✓	✓	✓	<i>Joseph M Kerle</i>
14 M.K.E. Weeter	49 MEMORY RD KNOX PA 16232		814 227-5078	✓	✓	✓	<i>M.K.E. Weeter</i>
15 Jared Reisinger	63 Lawn Drive Lucinda PA 16235		814-226-5628	✓	✓	✓	<i>Jared Reisinger</i>
16 Keith A. Mohr	Farker PA.			✓	✓	✓	<i>Keith Mohr</i>
17 Greg Baumgart	48 side lane Knox PA 16232		914 227 5383	✓	✓	✓	<i>Greg Baumgart</i>
18 Dave Lewis	300 Kiser Wagner Rd Shippenville PA 16254		814 221 9517	✓	✓	✓	<i>Dave Lewis</i>
19 Larry Deardul	9650 RT 26 Lucinda PA 16235		814-744-8018	✓	✓	✓	<i>Larry Deardul</i>
20 DEFF HEGENTY	1155 Fern Rd Cranberry, PA 16219		814-221-0877	✓	✓	✓	<i>DEFF HEGENTY</i>

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Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1 Sam Krister	3137 Popetown Rd		(814) 227-4046	X	X	X	<i>Sam Krister</i>
2 Maggie Weaver	1182 Wolbert Drive		(814) 57-8611	X	X	X	<i>Maggie Weaver</i>
3 Matt Conser	801 Highway A Skaneateles		814 222 6614	X	X	X	<i>Matt Conser</i>
4 Robert McDeade	117 SOUTH 5TH AVE CLARK PA	robmcdeade1@yahoo.com	717 221-0403	X	X	X	<i>Robert McDeade</i>
5 Michael Boland	2192 Route 208 Troups Pk		814 354-2697	X	X	X	<i>Michael Boland</i>
6 N. C. Coice-ly	240 Madison K Kane			X	X	X	<i>N. C. Coice-ly</i>
7 Micky Stevens DP	145 Apple Lane	micky510@yahoo.com	814-927-8887	X	X	X	<i>Micky Stevens</i>
8 Denise Stevenson	128 Locust St. Mammie PA	denise.schwartz@yahoo.com	814-221-6960	X	X	X	<i>Denise Stevenson</i>
9 Mike Anis	334 Sun Dr	smash@gmail.com		X	X	X	<i>Mike Anis</i>
10 Bill Hedrick	114 Apple Spruce	bill.hedrick@gmail.com		X	X	X	<i>Bill Hedrick</i>
11 Byron Keddler	12763 Rt 208		(814) 221-4423	X	X	X	<i>Byron Keddler</i>
12 Terry Gault	282 Liberty		814 355 2361	X	X	X	<i>Terry Gault</i>
13 KAREN MEANS	1891 GLENVIEW RD 1091 GREENWOOD RD 1421 GREENVILLE PA 16229	kmeans@comcast.net kaid@biker.com	814 927 8537 814 927 8537	X	X	X	<i>Karen Means</i>
14 David Means	1141 Twin Chimney Rd Knox Co PA 16232		814-221-5050	X	X	X	<i>David Means</i>
15 Chad Leasmark	31227 Rt 66 Kane PA		814 744 9960	X	X	X	<i>Chad Leasmark</i>
16 GEORGE BADER	4924 State Rt 157 Venet PA 16242	g.bader@verizon.net	814 334 6870	X	X	X	<i>George Bader</i>
17 Keith Rowland	10750 State Rt 77 Kane PA		814 797 5790	X	X	X	<i>Keith Rowland</i>
18 Dale L. Sanders	925 Lakeview Dr Midd PA	dale@comcast.net	814-782-6551	X	X	X	<i>Dale Sanders</i>
19 Joe Bartush	12893 Rt 208 304 Green Rd Shippensburg PA 17257			X	X	X	<i>Joe Bartush</i>
20 DAVE LEWIS				X	X	X	<i>Dave Lewis</i>

Flipover if NOICOR (11)

Knox-Kane-Kinzua Rail Bed

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Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1 BRICE Badler	31729 Rt 66	Brice.Badler@hotmail.com	724 991 5781	X		X	<i>[Signature]</i>
2 Jennifer Delucia	8092 Rt. 322a Shippenville PA	Delucia1982@yahoo.com	814-722-6249	X		X	<i>[Signature]</i>
3 Steve Kiley	31729 Rt. 66	esca80078@yahoo.com	724 896-3268				<i>[Signature]</i>
4 Kinbin BLACK	55 Armstrong Ln		814-744-1010				<i>[Signature]</i>
5 Warren Spillane	Robert 1st Cross						<i>[Signature]</i>
6 <i>[Signature]</i>							<i>[Signature]</i>
7 <i>[Signature]</i>							<i>[Signature]</i>
8 Terse W.S. Sh	1764 Anderson Drive		814-744-9475				<i>[Signature]</i>
9 BRUCE BURNS	870 PENNINGTON ST KNOX PA		(814) 797-2893				<i>[Signature]</i>
10 NORTH WILSON	1526 TURTLE CREEK RD		(814) 797-5302				<i>[Signature]</i>
11 KATHA MORRISON	1520 TURTLE CREEK RD		(814) 797-5302				<i>[Signature]</i>
12 WPT BURNS	872 PENNINGTON ST KNOX PA		(814) 797-2893				<i>[Signature]</i>
13 Ken Rossey	98 Smith Bld.	rossey52@gmail.com	814 713 7755				<i>[Signature]</i>
14 Matt McKittrick	P.O. Box 191 Stationville		814-821-8466				<i>[Signature]</i>
15 Trevor Williams	110 Moresel Ave		814-829-6571				<i>[Signature]</i>
16 CURTIS GRIET	929 Rehoboth Road	Curtis.Griet@yahoo.com	221-0532				<i>[Signature]</i>
17 MATTIE OULTS	929 REHOBETH RD		814 221-9188				<i>[Signature]</i>
18 <i>[Signature]</i>	869 R R 1377 Shippenville PA		814 782 6280				<i>[Signature]</i>
19 DAVID WENGER	9181 AT 36	T1001E 57A	814 758 5733				<i>[Signature]</i>
20 BETH HANNA	76 Schill Ln	LUCINDA PA	648-7317				<i>[Signature]</i>

Knox-Kane-Kinzua Rail Bed

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Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
Bob Beichner	8968 US 322 Cranberry 2089 Doc with rd Plymouth Pa		814 676-2857	X			Bob Beichner
Rob Best	8906 Moha Rd Luzerne Co 1795 Monticello Pa		814 721-2662	X		X	Rob Best
Fred Silves	700 EASY DRIVE SUNDA PA		814 744-9022	X	X	X	Fred Silves
Jake Kerster	4113 PA 16320		814 229-7474	X			JAKE KERSTER
TED FRY	PO BOX 2785 SUNDA PA		814 912-6	X			TED FRY
Bob Rex	PO Box 106 SUNDA PA		814 516-6305	X			Bob Rex
Jerry Beers	PO Box 106 SUNDA PA		814-317-4923	X	X		Jerry Beers
Dan Hartle	3971 SWAMP RD COSHA PA 16829		814-379-9975	X	X		Dan Hartle
TIM O'CONNOR	5078 O'CONNOR TRAIL WINDYBROOK PA 16342		814-275-3154	X			TIMOTHY-D. O'CONNOR
Danny Reasick	30 West Main Street Brookville, Pa 15225		814-449-1961	X			Danny Reasick
Joseph Mohr	122 Deep Water Ln Luzerne Co PA 16824		814-226-4876	X			Joseph Mohr
Kevin Beichner	1273 Fern Rd Clarks Summit PA 16317		814-297-1644	X	X		Kevin Beichner
Frank Leadbetter	6496 Rte 302 Shippensburg PA 16259		814-288-8888	X			Frank Leadbetter
Kathy A. Waeff	127 WYLLIS ST DILL CITY PA 16301	sopher@Clarion.edu	814 676-0840		X	X	Kathy A. Waeff
MATT SOPHER	127 WYLLIS ST DILL CITY PA 16301		814-676-0840		X	X	Matt Sopher
MATT SOPHER III	190 Airport Rd Shippensburg Pa 16214	EAGLE C@Penn.com	814-226-4223	X	X		Matt Sopher
Rick Staley	10131 Rt 302 Shippensburg Pa		814-226-5650	X	X		Rick Staley
Joseph Rex	PO BOX 106 SUNDA PA		814-226-7675	X			Joseph Rex
BRUCE JIMMIE	7087 WINDY BROOK PA 16342		814-226-7675	X	X		Bruce Jimmie
Bob Hartle	PO Box 106 SUNDA PA		814-226-7675	X	X		Bob Hartle

APPENDIX F

Knox-Kane-Kinzua Rail Bed

Noting the lack of Motorized Recreational Trails in Pennsylvania's N.W. corner we the undersigned would like the steering committee to consider allowing motorized recreation vehicles to use the proposed Knox-Kane-Kinzua rail bed. We believe the use of motorized recreational groups will be an asset to the communities, business and citizens along the route. We agree to abide by all State, Federal and local laws along with self policing in order to have reasonable trail access. We will adhere to all signage, with respect to staying on the designated trail route, speed limits, time of day restrictions or any other policy set forth. Lastly, as Land owners and tax payers we appreciate your time and thank you for your consideration in this worthwhile project. <http://projects.jmt.com/knox-kane-rail-trail/comments.aspx>

	Name	Address	Email	Phone	ATV	Trail Bike	Snow Mobil	Signature
1	Jeff Yeary	327 Dry City Rd Corry, PA	JEYeary@windstream	89764-5716	X	X	X	
2	Tom Hockias	9386 Rt 208 Knox, Pa 16232		814-797-2173	X		X	
3	Shane Stephens	3338 Buckhorn Rd Knox Pa 16232	Stephens.TB@windstream	814 229 9952	X	X	X	
4	Dave Cupchert	208 Buons Rd Knox Pa		814 229 8629	X	X	X	
5	Annika Groll	1117 Stepped Rd Kinzua	usa_electric_nec olim@icis.net	814-673-5805	X	X	X	
6	Mark Melnick	1210 Grandview Rd Kinzua		814-745-3038	X	X	X	
7	TERRY MILLER	133 Five Pointe Rd Kinzua		797-0002	X	X	X	
8	DT Allio	1897 Rt 208 Kinzua	dtallio@windstream	782-6280	X	X	X	
9	John P. Carls	353 Gruber Lane Shippenville PA		221-6643	X	X	X	
10	OSCAR DUFFE	1661 15th Street Shippenville PA	oscarduffe@att.net	357-2197	X	X	X	
11	John Schumacher	1099 Kellar Dr Shippenville PA		227-4150	X	X	X	
12	Mike Schneider	2621 Paint Mills Shippenville		814-354-2673	X	X	X	
13	Dave Weaver	313 Main St Stratton, Pa		814-782-3184	X	X	X	
14	TERRY BRACK	Knox PA		814-229-2576	X	X	X	
15	Patte Hoyt	Kinzua, PA		814-221-6643	X	X	X	
16	Josh Ball	Kintore, PA		814-227-8826	X	X	X	
17	Roger McCloskey	Shippenville PA		814 354 2172	X	X	X	
18	MIKE MOORE	450 HUEFAN STR SHIPPENVILLE PA		814-227-9137	X	X	X	
19	Bob Blombeart	51 HUNTERS SHIPPENVILLE Pa 16254		814-229-5644	X	X	X	
20	Allen Pierce	720 Brennan PA Shippenville PA 16254			X	X	X	

APPENDIX F

Knox-Kane-Kinzua Rail Bed

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Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1 Vincent Harte	1110046 Route 320 Shippensburg PA		814 229-8720		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Vincent Harte</i>
2 Norma Hartge	2046 Rt 222 Lot 29 lot 92 meadowbrook Shippensburg PA 17224		814-221-2958		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Norma Hartge</i>
3 Windy Long	98 meadowbrook Shippensburg PA 17224		814-319-7657		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Windy Long</i>
4 Pam Hilliard	553 Blood Rd Manchuville		814-221-7413	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Pam Hilliard</i>
5 Madeline Faren	200 Maple St Shippensburg		814-221-6260	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Madeline Faren</i>
6 Karl Bick	200 Maple St Shippensburg PA				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Karl Bick</i>
7 Heather Brooks	1117 Steep Run Shippensburg		814 221 6215	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Heather Brooks</i>
8 Mary Lamborn	857 Clark Road Fryburg PA		814 782 2376	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Mary Lamborn</i>
9 Eileen Miller	5394 Old Fryburg Rd Fryburg PA		814-354-2344	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Eileen Miller</i>
10 Eileen Miller	322 STATE ROUTE VENUS PA		814 354 2247	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Eileen Miller</i>
Pauline McIlhenny	647 Ruddy Ln Tioga				<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Pauline McIlhenny</i>
Janet Harst	561 Harst Lane KNOX		797-2585		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Janet Harst</i>
Cassie Bowser	1750 Pines Rd Tioga		227-4141	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Cassie Bowser</i>
Melissa Meeks	1250 Pines Rd Tioga		814-755-3599		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Melissa Meeks</i>
11 Margie Satal	1218 Pines Rd Tioga		755-3199	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Margie Satal</i>
12 Mark Shupe	2878 Pine Hollow Rd Tioga PA		560-3011		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Mark Shupe</i>
13 Shirley Shupe	2898 Pine Hollow Rd Tioga PA		560-3011	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Shirley Shupe</i>
14 Hope Rea	2558 Pine city rd Shippensburg PA		814-229-0706	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Hope Rea</i>
15 Jennie Confer	4374 Rt 157 Venno PA			<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>Jennie Confer</i>

APPENDIX F

Knox-Kane-Kinzua Rail Bed

Noting the lack of Motorized Recreational Trails in Pennsylvania's N.W. corner we the undersigned would like the steering committee to consider allowing motorized recreation vehicles to use the proposed Knox-Kane-Kinzua rail bed. We believe the use of motorized recreational groups will be an asset to the communities, business and citizens along the route. We agree to abide by all State, Federal and local laws along with self policing in order to have reasonable trail access. We will adhere to all signage, with respect to staying on the designated trail route, speed limits, time of day restrictions or any other policy set forth. Lastly, as Land owners and tax payers we appreciate your time and thank you for your consideration in this worthwhile project. <http://projects.jmt.com/knox-kane-rail-trail/comments.aspx>

	Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1	Donna Regester	8322 Pine Cone Trl, Shippen, Pa		814-755-4390		✓	✓	<i>Donna Regester</i>
2	Kathy Regester	8322 Pine Cone Trl, Shippen, Pa		814-755-4390		✓	✓	<i>Kathy Regester</i>
3	Kathy Foster	P.O. Box 371 Clarion		814-670-9305		✓	✓	<i>Kathy Foster</i>
4	Joel Hall	Leeper - 934		744-9944		✓	✓	<i>Joel Hall</i>
5	Pete Wright	222 Stienwerd Shippen, Pa		316-1653		✓	✓	<i>Pete Wright</i>
6	Mary Weckerly	222 Stienwerd Shippen, Pa		226-8908		✓	✓	<i>Mary Weckerly</i>
7	Judy Ansler	355 Old Skit		354-2127		✓	✓	<i>Judy Ansler</i>
8	Loraine Smucker	Fryburg		554-2500		✓	✓	<i>Loraine Smucker</i>
9	Maryne Black	434 Main St, Shippen, Pa		777-5598		✓	✓	<i>Maryne Black</i>
10	Stewart E. Black	427 Main St, Shippen, Pa		797-5598		✓	✓	<i>Stewart E. Black</i>
11	Craig Siegel	18210 Route 208		354-2936		✓	✓	<i>Craig Siegel</i>
12	Bill Sockley	1588 Fosters Rd		354-2052		✓	✓	<i>Bill Sockley</i>
13	Robert Lerch	16784 Rt 66 Shippen, Pa		745-2763		✓	✓	<i>Robert Lerch</i>
14	Doug YARGAR	Embleton PA		498-8403	✓	✓	✓	<i>Doug YARGAR</i>
15	Bob H. Hirst	Knox PA		797-5896	✓	✓	✓	<i>Bob H. Hirst</i>
16	Joan Bumpak	Clarion PA		319-2178	✓	✓	✓	<i>Joan Bumpak</i>
17	Wendy Greenwald	KNOX, PA		226-1427	✓	✓	✓	<i>Wendy Greenwald</i>
18	John Nystrom	Kane PA		814-837-7207	✓	✓	✓	<i>John Nystrom</i>
19	Scott Singer	Kane, PA		814-837-7949	✓	✓	✓	<i>Scott Singer</i>
20	Joni Zyany	Knox PA		814-797-5854	✓	✓	✓	<i>Joni Zyany</i>

APPENDIX F

Knox-Kane-Kinzua Rail

Noting the lack of Motorized Recreational Trails in Pennsylvania's N.W. corner we the undersigned would like the steering committee to use the proposed Knox-Kane-Kinzua rail bed. We believe the use of motorized recreational groups will be an asset to the communities, agree to abide by all State, Federal and local laws along with self policing in order to have reasonable trail access. We will adhere to all signage, designated trail route, speed limits, time of day restrictions or any other policy set forth. Lastly, as Land owners and tax payers we appreciate your time and consideration in this worthwhile project. <http://projects.jmt.com/knox-kane-rail-trail/comments.aspx>

Name	Address	Email	Phone	ATV	Bike	Snow Mobile	Signature
1 Kelly White	444 Airport Rd Eminton PA 16373	kelsuebin14@yahoo.com	724 870 984	X		X	<i>Kelly White</i>
2 Bob Morrison	1103 Prospect St Eminton PA 16373		724 872 6881	X			<i>Bob Morrison</i>
3 Bruce Rankin	576 9th St Eminton PA 16373	bruceline@ccs.com	724 872 220	X		X	<i>Bruce Rankin</i>
4 Pauline Rankin	439 Airport Rd Eminton PA 16373	Pauline@embarq.com	724 872 220	X		X	<i>Pauline Rankin</i>
5 Nancy Hindman	439 Airport Rd Eminton PA 16373	hindman@embarq.com		X			<i>Nancy Hindman</i>
6 Marcien Casun	1099 Prospect St Eminton PA 16373	NIA	724 867 1714	X			<i>Marcien Casun</i>
7 Ken Ritts	401 Westmore St Fallstown PA	NIA	724 867 0769	X		X	<i>Ken Ritts</i>
8 Steve Mueller	542 Coates Rd Fallstown PA 15066	NIA	814 425 3790	X		X	<i>Steve Mueller</i>
9 Sam Vasez	2140 Sycamore Rd Hillsdale PA 15000	SNZ149@comcast.net	724 871 378	X		X	<i>Sam Vasez</i>
10 Joe Dill	1130 Ardmore Fallstown PA 15066	NIA		X			<i>Joe Dill</i>
11 Joe Bloom	109 Dave St New Berlin PA 15066	JOHNDLANE@COMCAST.NET	724 847 4165	X			<i>Joe Bloom</i>
12 Duane Brees	6800 Falls Falls Fallstown PA 15066	Digger@netnet.com	724 479 2876	X			<i>Duane Brees</i>
13 Doug Leont	10107 Rt 68 Riversburg PA 16014	55tst@comcast.net	814 229 8705	X			<i>Doug Leont</i>
14	724 Prospect St Eminton PA 16373	NIA	724 871 378	X			<i>[Signature]</i>

APPENDIX F

Knox-Kane-Kinzua Rail Bed

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Name	Address	Email	Phone	ATV	Snow Bike	Signature
KEN DANLAD	4504 Appolon CVT, PO Box 1600 Boyers PA 16050	N/A	814-487-1816	X		Rebecca Dunlap
DON PARKINSON	245 E. CLARE RD Boyers PA 16050	Parkinson62@cominter.net	814-751-2248	X		Donald Parkinson
PAT PARKINSON	144 Parkin Dr Boyers PA 16050	N/A	814-487-5396	X		Pat Parkinson
RYAN LASHAW	79 Laverle Rd Boyers PA 16050	MAKBC@juno.com	724-253-3069	X		Ryan Lashaw
CHUCK LASHAW	79 Laverle Rd Boyers PA 16050	MAKBC@juno.com	724-253-3069	X		Chuck Lashaw
JACK YOUNG	423 Maple St Boyers PA 16050		814-487-6779	X		Jack Young
MARILYN HUBER	623 Maple St Boyers PA 16050		814-487-6779	X		Marilyn Huber
CAROL MEEDER	3700 Gary Dr Pittsburgh PA 15227	meeder.cr@gmail.com	412-600-4204	X		Carol Meeder
WILLIAM MEEDER	3700 Gary Dr Pittsburgh PA 15227	meeder.cr@gmail.com	412-600-4204	X		William Meeder
Leo Irwin	1474 Old Rte Pork PA 16212	leirwin@verizon.net	814-786-9964	X		Leo Irwin
Marla Barr	46 N. Main St Pittsburgh PA 15211	marbar1@comcast.net	412-844-8266	X		Marla Barr
John JANAEONE	469 CATES RD Butler PA 16002		330-7560	X		John Janaeone
TERRY COOLEY	715 E. 4th St Butler PA 16002	terrycooley@comcast.net	814-786-9964	X		Terry Cooley
CYNTHIA COOLEY	715 E. 4th St Butler PA 16002	terrycooley@comcast.net	814-786-9964	X		Cynthia Cooley
RONNIE SELL	408 Old Rte Harrisville PA 16038	ronnie.sell@comcast.net	814-786-9964	X		Ronnie Sell
BETTY SELL	408 Old Rte Harrisville PA 16038	ronnie.sell@comcast.net	814-786-9964	X		Betty Sell
DINA SUPPER	15011 Rte 108 Boyers PA 16050		814-786-9964	X		Dina Supper
Billie Guisto	2538 54th St Boyers PA 16050	billieguisto@att.net	814-786-9964	X		Billie Guisto
MIKE GUST	2538 54th St Boyers PA 16050	billieguisto@att.net	814-786-9964	X		Mike Gust

APPENDIX F

Knox-Kane-Kinzua Rail Bed

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Name	Address	Email	Phone	ATV	Trail Bikes	Snow	Signature
SAUDY ROBINSON	341 REXTER CHARLES	SANDORAN@yahoo.com		✓			<i>Sandy Robinson</i>
DAN FELDMAN	1600 S. 16th St Reading, PA		814-386-5711	✓			<i>Dan Feldman</i>
MONT L. CLARK	1399 DISTRICT RD Reading, PA		779-4753-069	✓			<i>Mont L. Clark</i>
JUSTIN B WILLIAMS	1359 DISTRICT RD Reading, PA 19612		724-441-1150	✓			<i>Justin B. Williams</i>
GREEN D. ATMAN	3245 BERRYDALE RD Reading, PA 19610		773-398-6267	✓	✓		<i>Green D. Atman</i>
ROB BENDER	570 N. CHESTER RD Ephrata, PA		84-797-1357	✓		✓	<i>Robert Bender</i>
DENNY NOAK	1558 BEAUCHAMPE RD Hillsdale, PA 16840		724-874-2905	✓			<i>Denny Noak</i>
ED WOOLCOCK	135 MCKAY ST Clyde, PA 16801		814-676-2910	✓			<i>Ed Woolcock</i>
EDWARD L. CROPP	16 Woyne St Oil City, PA 16234		814-677-4592	✓			<i>Ed L. Cropp</i>
DON EILER	345 EAKIN RD HARRISVILLE		814-786-9455	✓			<i>Donald P. Eiler</i>
BOB MATTHEWS	2215 GEORGETOWN RD. Kenderdell, Pa		814-786-9627	✓			<i>Bob Matthews</i>
JAMES RAY	224 LA RAY DR. Clyde, Pa 16801		724-822-2885	✓			<i>James Ray</i>

APPENDIX F

Knox-Kane-Kinzua Rail Bed

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	Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1	John A. Ataney	2200 Liberty St Clarion Pa 16214	beaman50@comcast.com	(814) 783-2007	X	X	X	[Signature]
2	Christen Snyder	627 Fairview Rd Shippenville PA	csnyder2012@gmail.com	(814) 227-7125	X	X	X	[Signature]
3	Michael Bauer	787 Hunting Spring Rd Shippenville PA 16251	m.j.bauer@co.jones.pa.us	814-224-5119	X	X	X	[Signature]
4	Matthew Snyder	617 Saint Michaels Rd Shippenville PA 16251	N/A	N/A	X	X	X	[Signature]
5	Bryan Bauer	307 Huetner Spring Rd Shippenville PA 16251	Bauer.Bryan@yohoco.com	(814) 354-8662	X	X	X	[Signature]
6	Dion Kohle	808 Huetner Spring Rd Shippenville PA 16251	dkohle@khanus36.com	814 359 2691	X	X	X	[Signature]
7	John F Nick	763 Eisenman Rd Venus PA 16364	N/A	814-354-2581	X	X	X	[Signature]
8	Marcus S Lewis	304 Greer Rd Shippenville PA 16251	m.s.lewis@psd.edu	814 221-5367	X	X	X	[Signature]
9	Andy Zacherl	10 Dominica Circle Clarion PA 16214	codzacherl@gmail.com	814-221-0437	X	X	X	[Signature]
10	Dan Ditz	309 Huetner Spring Rd Shippenville, PA 16251	N/A	814-354-2322	X	X	X	[Signature]
11	ERIC KERLE	153 KICKEL DRIVE LUCIANA, PA 16235	duffkerle@yahoo.com	814-354-2858	X	X	X	[Signature]
12	Bryan Bauer	787 Hunting Spring Rd Shippenville, PA 16251	N/A	814-354-2672	X	X	X	[Signature]
13	Jeremy Miller	135 South 5th Ave. Clarion, PA 16214	N/A	814-227-7226	X	X	X	[Signature]
14	Mark Rex	1354 Golf Course Rd Cranberry Twp PA 16219	N/A	814-221-0222	X	X	X	[Signature]
15	Josh Kerle	635 Dempsey Blvd Rob. Fairview PA 16236	N/A	814-22-15610	X	X	X	[Signature]
16								
17								
18								
19								
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Knox-Kane-Kinzua Rail Bed

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Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1 ARTHUR J. SMITH	4310 HAMLOCK CRL ACQUISON PARK PA 15701	SWIFTY SMITH GO	(412) 487-4684	✓	✓	✓	<i>Arthur Smith</i>
2 TIM FELMLEE	8854 HANCOCK RD CILECTA PA 16501	Tim.Felmlee@jmt.com	814 587-6762	✓	✓	✓	<i>Tim Felmlee</i>
3 Doug Landers	525 State Route 157 P.O. City PA 16160		814-676-2153	✓	✓	✓	<i>Doug Landers</i>
4 John D. Lehigh	4785 S. Wagon Road Mechesville PA 16335		814-745-8006	✓	✓	✓	<i>John P. Lehigh</i>
5 Charles Marwood	203 Kings Hwy Oil City PA		814-676-5844	✓	✓	✓	<i>Charles Marwood</i>
6 Marty Hoffman	154 Bull Run Road Kinzua PA 16137		814-221-8909	✓	✓	✓	<i>Marty Hoffman</i>
7 Russell J. Kiser	517 West Spruce St Lewisville PA 16351	RSR34@ATT.net	814-516-1463	✓	✓	✓	<i>Russell Kiser</i>
8 Sierra Andros	504 Winding Run Rd. Oil City PA 16501	Androsracing@comcast.net	814-676-2491	✓	✓	✓	<i>Sierra Andros</i>
9 Alexis Montgomery	611 Washington Ave Oil City PA 16301	Rochebtract11@yahoo.com	677-7532	✓	✓	✓	<i>Alexis Montgomery</i>
10 ROGER R. JOHNSON	53 MONROE ST FRANKLIN PA 16823		814-432-3794	✓	✓	✓	<i>Roger R. Johnson</i>
11 TERESA FELMLEE	1489 BAKER RD FRANKLIN PA		814 677-5856	✓	✓	✓	<i>Teresa Felmlee</i>
12 Patrick Connor	145 Marble Stobletor PO Marble	gance_y231@hotmail.com	814-354-6489	✓	✓	✓	<i>Patrick Connor</i>
13 Andrew Harbaugh	44 West 4th Street		814-676-4227	✓	✓	✓	<i>Andrew Harbaugh</i>
14 Lars Simthier	134 Westman Springs Rd Snyder PA		814-354-2697	✓	✓	✓	<i>Lars Simthier</i>
15							
16							
17							
18							
19							
20							

Knox-Kane-Kinzua Rail Bed

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Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1 Mike Gentrum	100 Chickadee Ln	leper 16233	814 744-8783	X	X	X	<i>[Signature]</i>
2 Dave Zacherl	15371 RT 208 Marble PA 16234		814 227 7811	X	X	X	<i>[Signature]</i>
3 Kevin McFarland		Lucinda PA 16235	814 3 1655 ext	X	X	X	<i>[Signature]</i>
4 Greg Host	2162 Pine Hollow Dr	Ironesta PA 16353	814 229 8570	X	X	X	<i>[Signature]</i>
5 Brad Schill	6726 Pine City Rd	urnus PA 16364	814 354 2123	X	X	X	<i>[Signature]</i>
6 Jeff Brady	6508 Pinecity Rd	Venus, PA 16364	814-354-6158	X	X	X	<i>[Signature]</i>
7 Ken Carbaugh	435 Meadow Rd	Seneca PA 16746	814 755 5921	X	X	X	<i>[Signature]</i>
8 Eric Snyder	95 Schillman		814 229 5977	X	X	X	<i>[Signature]</i>
9 Tom Walbert	877 LAWREN	WCS25567@ms.com	814-337-2144	X	X	X	<i>[Signature]</i>
10 Nicholas Allbert	468 old Fryburg Rd	Element@Yahoo.com	814-325-6570	X	X	X	<i>[Signature]</i>
1 J. Fickman	44 PAK Ln.		570-374-4440			X	<i>[Signature]</i>
2 Annab Stewart	466 Bishopville Est.	stewart_01@yahoo.com stewart1980@comcast.net	607-382-6785	X	X	X	<i>[Signature]</i>
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APPENDIX F

Knox-Kane-Kinzua Rail Bed

Noting the lack of Motorized Recreational Trails in Pennsylvania's N.W. corner we the under signed would like the steering committee to consider allowing motorized recreation vehicles to use the proposed Knox-Kane-Kinzua rail bed. We believe the use of motorized recreational groups will be an asset to the communities, business and citizens along the route. We agree to abide by all State, Federal and local laws along with self policing in order to have reasonable trail access. We will adhere to all signage, with respect to staying on the designated trail route, speed limits, time of day restrictions or any other policy set forth. Lastly, as Land owners and tax payers we appreciate your time and thank you for your consideration in this worthwhile project. <http://projects.jmt.com/knox-kane-rail-trail/comments.aspx>

	Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1	Benjamin Weaver	PO Box 112 Martletta	N/A	N/A		X	X	<i>Ben Weaver</i>
2	RJ Greens	1423 M.S. Rd			X	X	X	<i>RJ Greens</i>
3	JARAD WENKIL	3155 Summit Rd Clarion PA			X	X	X	<i>Jarad Wenkil</i>
4	Adam Wolbert	497 Schupp Drive Lodi Pa			X	X	X	<i>Adam Wolbert</i>
5	Rob Hess	588 South State	412 335 4335		X	X	X	<i>Rob Hess</i>
6	Paul Hess	2465 Arma Drive	PA 412 655 1324	412 655 1324	X	X	X	<i>Paul Hess</i>
7	Justin Amster	51 Sandy Rd, Shippenville			X	X	X	<i>Justin Amster</i>
8	Richard Rido	3007 Framers way PO Box 1170 Shippenville PA	WINTCLEX@PTD.NET	570 297 2598		X	X	<i>Richard Rido</i>
9	Kabele Lender	414 W. LINN 2901 IOWA ST PA	1246warp@ptd.net	717 903 4493		X	X	<i>Kabele Lender</i>
10	Russell Ackley	1195 Seaglock Rd L. H. H. PA 17543				X	X	<i>Russell Ackley</i>
11	James J. Malloy	Lot 55 Bittmans Lawrenceville PA 16928	N/A	N/A		X	X	<i>James J. Malloy</i>
12	Alan S Malloy	Lot 55 Bittmans Lawrenceville PA 16928	N/A	N/A		X	X	<i>Alan S Malloy</i>
13	Charles Ackley	900 Rebersburg L.E. 12 PA 17548	CJACKLEY@PTD.NET			X	X	<i>Charles Ackley</i>
14	Joshua Ackley	1195 Seaglock Rd Lawrenceville, PA 17548	jmac@ptd.net			X	X	<i>Joshua Ackley</i>
15	Cary Schettler	Shippenville, PA	N/A	N/A	X	X	X	<i>Cary Schettler</i>
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APPENDIX F

Knox-Kane-Kinzua Rail Bed

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Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1 Matthew Byhan	302 Licking Dr. Lucinda PA	mattnikki@byhan.com	814 226-7875	X	X	X	<i>Matthew Byhan</i>
2 Edward Schwane	108 CENTER CHURCH RD		814-437-0502	X	X		<i>Edward Schwane</i>
3 DAN FESCEMYER	5360 RT 208 KNOX PA	DFESCEMYER@YAHOO	814-319-5852	X	X	X	<i>Dan Fescemyer</i>
4 KEAE BARLEY	802 GRANST. FRANKLIN		814-564-7129	X			<i>Keae Barley</i>
5 Donald Brooks	1819 Coontyline, RA, Venus		814-516-9135	X	X	X	<i>Donald Brooks</i>
6 Matt Cross	547 Red Line Rd, Kennardell, Pa	crossrecer1@Hotmail.com	814-758-1578	X	X	X	<i>Matt Cross</i>
7 Tom Lloyd	766A Mercer Rd Frank	NOOR	814 432 4506	X	X	X	<i>Tom Lloyd</i>
8 Damien Hines	4103 Liberty St. Frankl		814 428 1173	X	X	X	<i>Damen Hines</i>
9 CLINT MOORE	586 PATTON RD, SANDY LAKE	X	(824) 376-7291	X	X	X	<i>Clint Moore</i>
10 Dennis Freer	165 North Pean Dr Polk		(609) 673-130X	X	X	X	<i>Dennis Freer</i>
11 AL Kolan	9224 RT 36 Leeper Pa		714-744-817	X			<i>Al Kolan</i>
12 Jeremy Paup	53-17 Old Rt 8 Polk Pa		814) 671-4659	X	X	X	<i>Jeremy Paup</i>
13 MARK BERRY	BEAVER FALLS PA 16010	MARKBERRY@YAHOO	717-915-9428	X	X	X	<i>Mark Berry</i>
14 Judith Hall	5625 Hill Rd (Lachon) 16314 PA		(814) 425-7209	X	X	X	<i>Judith Hall</i>
15 Edward Haul	5-25 Hill Rd Pa 16314		814 425-7208	X	X	X	<i>Edward Haul</i>
16 Harold R. Teobanik	2505 90th Rd 3815 Concreary Rd		814 589-1507	X	X	X	<i>Harold R. Teobanik</i>
17 Chris A Erwn	306 1/2 E 4th st.	ChrisErwn@Comcast.net	758-9940	X	X	X	<i>Chris Erwn</i>
18 Matt Urey	75 1/2 pearl cove	Matt-Urey@icn00.com	814 271 1344	X	X	X	<i>Matt Urey</i>
19 Todd Sparks	288 Julia G Day Dr Frankl	TMSpark@windstream.net	717-752-6312	X	X	X	<i>Todd Sparks</i>
20 Barney Boozier	1328 Sycamore Rd New Bethel Pa		814 275 1312	X	X	X	<i>Barney Boozier</i>

Knox-Kane-Kinzua Rail Bed

Noting the lack of Motorized Recreational Trails in Pennsylvania we the under signed would like the steering committee to consider allowing motorized recreation vehicles to use the proposed Knox-Kane-Kinzua rail bed. We believe the use of motorized recreational groups can and will be an asset to the communities, business and citizens along the route. We agree to abide by all State, Federal and local laws along with self policing in order to have reasonable trail access. We will adhere to all signage, with respect to staying on the designated trail route, speed limits, time of day restrictions or any other policy set forth. Lastly, as Land owners and tax payers we appreciate your time and thank you for your consideration in this worthwhile project. <http://projects.jmt.com/knox-kane-rail-trail/comments.aspx>

Print Name	Address	Email	Phone	ATV	Trail Bike	Snow mobil	Signature
1. April Schmidt	245 Hillwood Ln, Tanners	h.11wood@vernetel	354 6206		✓		<i>April Schmidt</i>
2. Charles Schottler	734 Huston Spring Road Shippensburg PA 17257	ccscho@comcast.net	354-2687		✓		<i>Charles Schottler</i>
3. Raymond Becher	213 Basher Rd Cherry Hill PA	reymer.becher@yahoo.com	498-2691		✓		<i>Raymond Becher</i>
4. Thomas Moore	1413 Fitchel Drive Lucinda PA 16235		814 854 2207	✓	✓		<i>Thomas Moore</i>
5. Cyril Schmidt	426 Golf Course Rd KESSELDALE PA 16331		814 229-2008				<i>Cyril Schmidt</i>
6. Bonnie Schill	169 MEDINA LANE MOWING LICK PA 16266		814 927-8769	✓	✓		<i>Bonnie Schill</i>
7. Matt Gilars	2100 Ground Rd Fryburg		354-6285				<i>Matt Gilars</i>
8. Chris Booser	1323 ST CHARLES Edinboro PA 16710		275 1312	X	X	X	<i>Chris Booser</i>
9. Matt Booser	1923 Sycamore St New Berlin PA 16748		275 1312	X	X	X	<i>Matt Booser</i>
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APPENDIX F

Name	Address	Email	Phone	ATV	Trail Bike	Snow Mobile	Signature
Kevin McFarland	Rt 66, Lees		Summersville				
Casey Neely	203 Westmont Dr. Shippensburg PA 17254	casey.neely@hotmail.com	(814) 270-1549				SNO Campbell
Name	Address	Email	Phone	ATV	Trail Bike	Snow Mobile	Signature
Jeff Mohr	234 S. Maysville Rd Greenville Pa		724 588 8322				
Jake Mohr	234 S. Maysville Rd.		724 588 8322				
Kyle Schwabbecker	373 Tylerburg Rd. Leiper, PA 16233		814 229-1218				
Bob HARTMAN	115 main st Shippensburg 17254		814 207-6520				
Bradley Fox	916 North Street Shippensburg PA 17254		814 221 0010				
Dale Capshaw	916 Easy Dr Lucinda, PA 16235		814 221 0567				
Tim Artes	727 Spruce Rd Summersville, Pa 15069		814 764-3622				

APPENDIX E

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Knox & Kane Rail Trail Feasibility Study
August 30, 2011