

APPENDIX D. PUBLIC MEETING #2
POWERPOINT

public meeting 2

Old Gregg School

7PM-9PM November, 19, 2013

7:00pm Welcome by Gregg Township

7:05pm Introduction of Consultant by Centre Co. Planning Office

7:10pm Presentation of Findings by Consultant

7:45pm break

8:00pm Public Comment

9:00pm Adjourn

**albertinvernon architecture, llc
with Brian Auman, Landscape Architect**

**PENNS VALLEY RAIL TRAIL
FEASIBILITY STUDY**

Purpose of this feasibility study:
**IS IT FEASIBLE TO CONVERT ANY PORTION OF THE 27 MILE
CENTRE CO. SECTION OF THE ABANDONED L&T RR TO A RAIL
TRAIL?**

7 QUESTIONS

1. Legal feasibility: who owns the railbed now; are there alternate routes?
2. Political feasibility: does the community support this project?
3. Demand for the trail: who might use the trail?
4. Physical feasibility: what are the physical opportunities & constraints?
5. Conceptual design: what is this community's vision for the trail?
6. Financial feasibility: what does it cost, where might the funding come from?
7. Operational feasibility: who will manage & maintain the trail?

1. legal

who owns the railbed now?

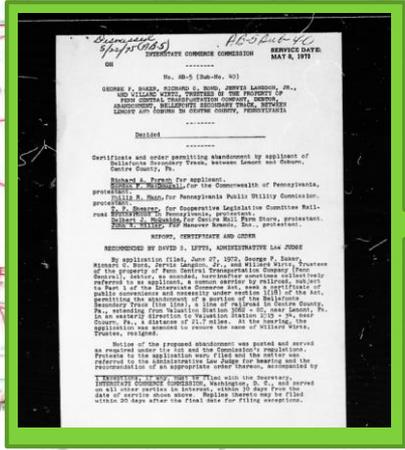
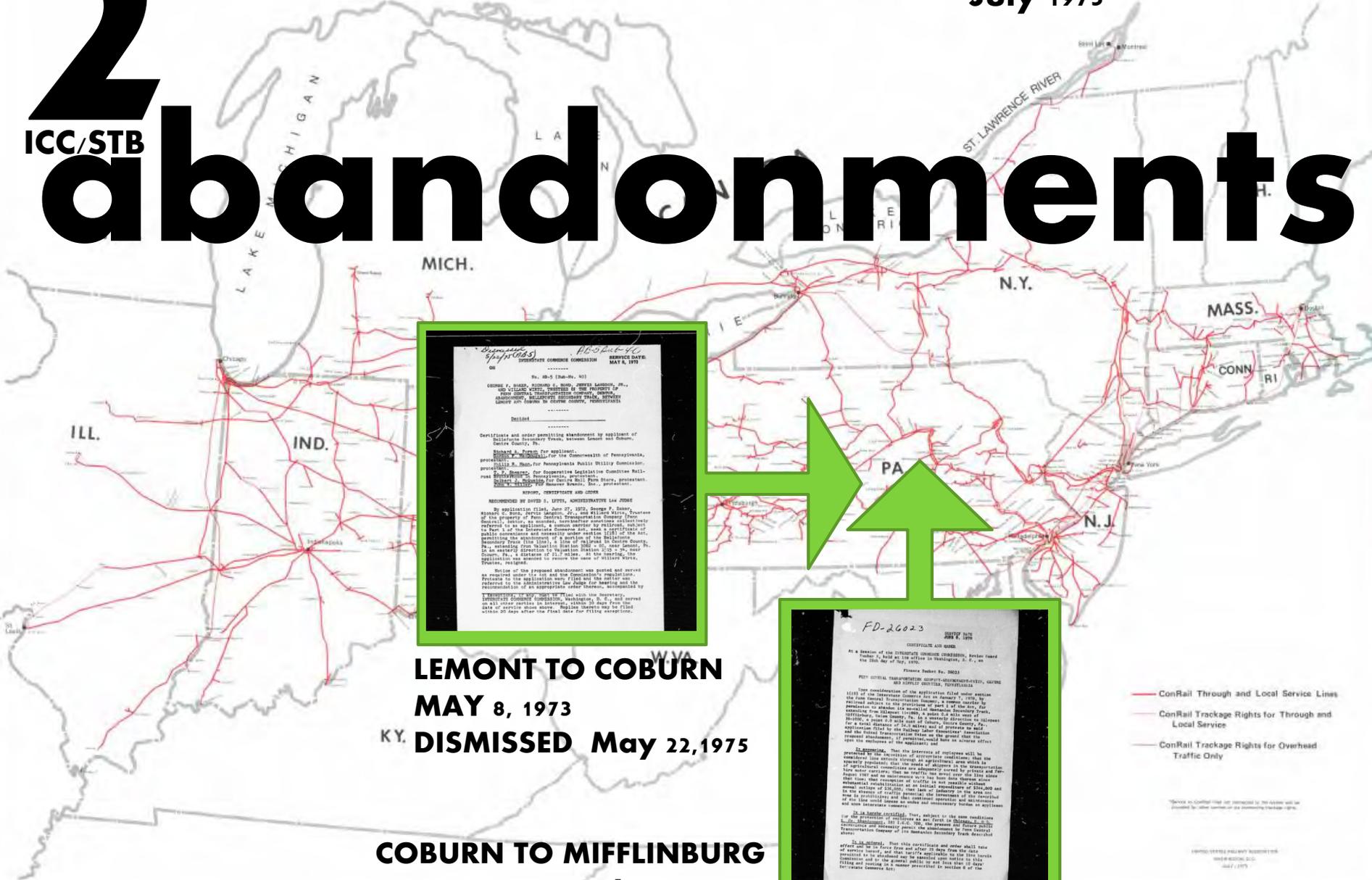
feasibility

Disclaimer: the information contained in this feasibility study is provided for planning purposes, and should not be construed as legal advice or opinions.

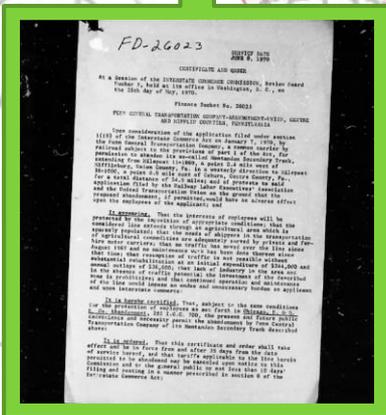
July 1975

2
ICC/STB

abandonments



LEMONT TO COBURN
MAY 8, 1973
DISMISSED May 22, 1975



COBURN TO MIFFLINBURG
June 8, 1970

- ConRail Through and Local Service Lines
- ConRail Trackage Rights for Through and Local Service
- ConRail Trackage Rights for Overhead Traffic Only

*Service in ConRail that has been removed by the order will be provided by other carriers or by alternative freight rights.



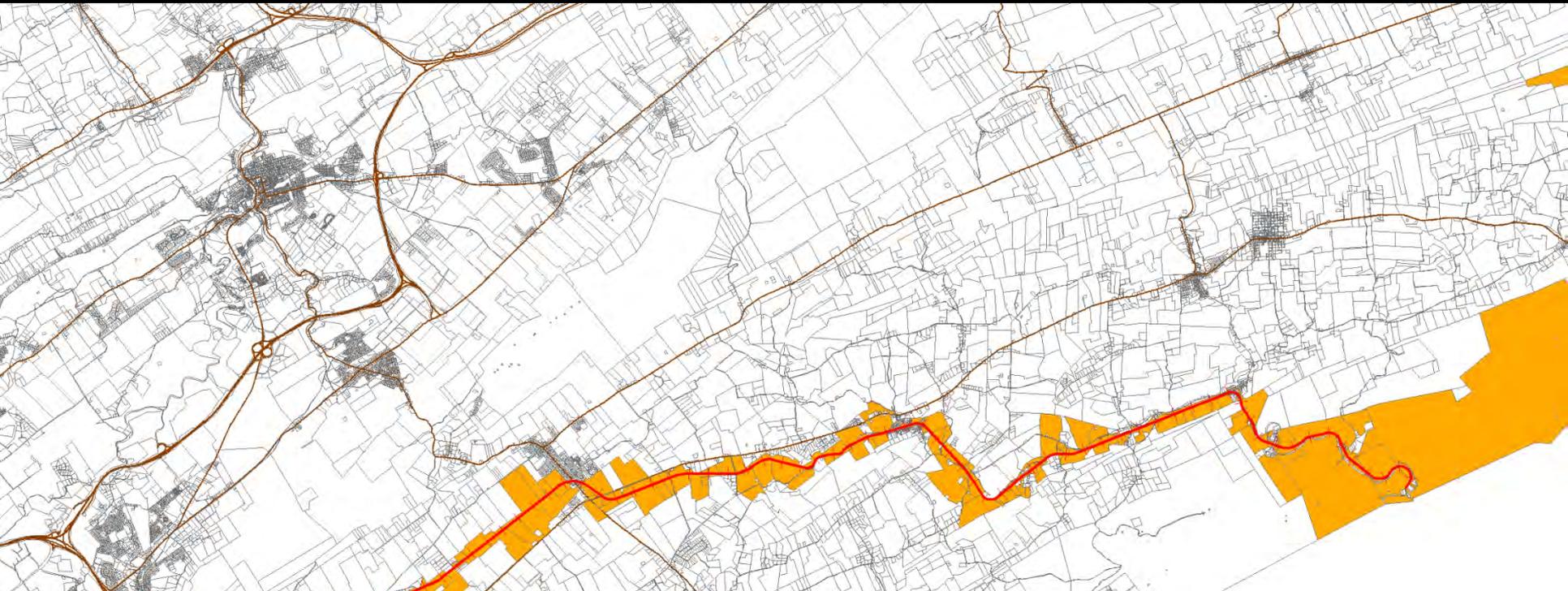
LEMONT

SPRING MILLS

INGLEBY

93

QUIT CLAIMS



**279 POTENTIAL
LANDOWNERS**

2. political

Does the community support this project?

feasibility

KEY FINDINGS

from March public meeting:

1. strong support from the community for the idea of a rail trail
2. equally strong support for respecting property owners right to decide what is right for their land

150

people signed in for the 1st public meeting

3. market

Who might use the trail if it were to be built?

feasibility

PENNS & BRUSH VALLEYS RAIL TRAIL feasibility study

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- If...**
 ...a rail trail were to be built on or near the abandoned L&T railbed somewhere between Lemont & the County line east of Ingleby...
1. Name: _____ 2. My Age Group is: _____
 Less than 20 20 to 30 30 to 40 40 to 50 50 to 60 Over 60
3. I live in : Penns Valley Brush Valley Other _____

TRAIL USERS PREFERENCES SURVEY

PENNS & BRUSH VALLEYS RAIL TRAIL FEASIBILITY STUDY
 Prepared by albertin vernon architecture LLC with Brian Auman, Landscape Architect for the Penns & Brush Valleys Rail Trail Study Committee

COMMENTS: (please leave your responses in the box at this location-thanks!)

4. ... what would you use the trail for?

- Walking Biking Hiking Hunting Fishing
 Commuting Teaching Access to Public Lands
 Horseback Riding Cross Country Skiing Other _____

5. ... how often would you use the trail?

- Daily Weekly Occasionally _____ times/year (estimate)

6. ... how many hours would you typically spend on the trail?

- Less than 2 hours 2 to 4 hours More than 4 hours

7. ... how far would you typically travel on the trail?

- Less than 2 miles 2 to 10 miles More than 10 miles

8. ... which of the following businesses might you use during your visit?

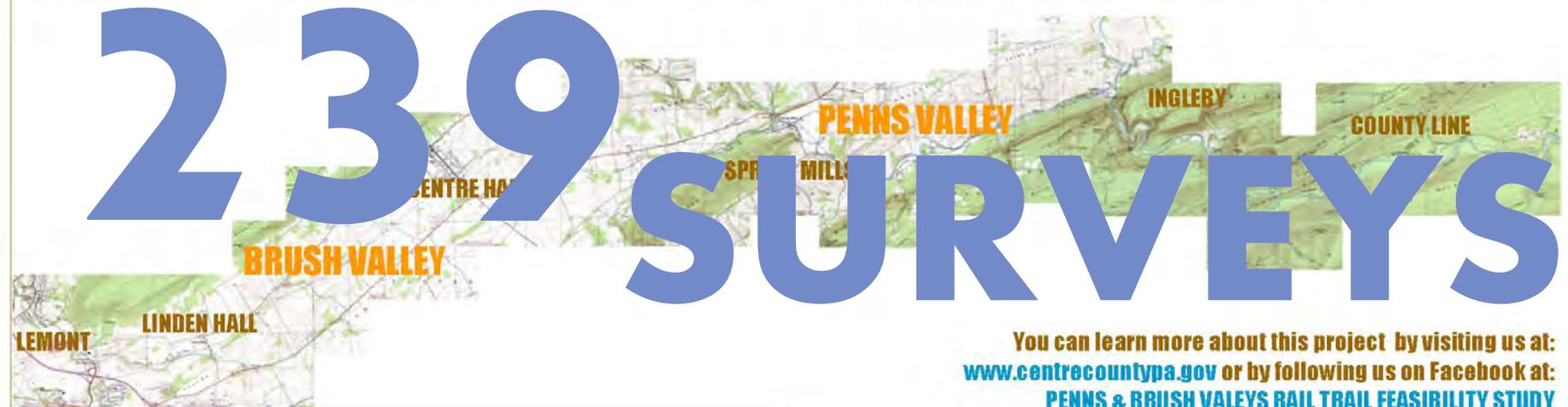
- Cafes/Restaurants Outfitters/Guides Lodging (B&B, Hotel, etc)
 Convenience Store Gas stations Other _____

9. ... how much money would you expect to spend on a typical trail visit?

- Less than \$25 \$25 to \$50 \$50 to \$75 \$75 to \$100 \$100 plus

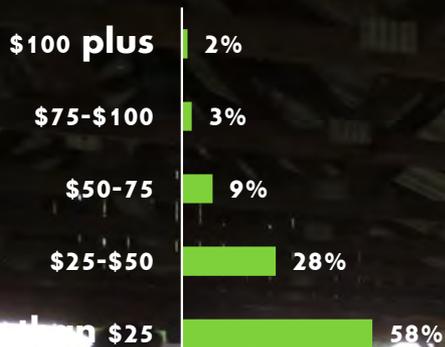
A group of local people are exploring the feasibility of establishing a rail trail in Penns and Brush Valleys on lands that have **willing owners**, **community support** and **public access**. This survey will be used to help determine the kind of interest and potential spending by people who might use the trail if a trail it is determined to be feasible.

239 SURVEYS



You can learn more about this project by visiting us at:
www.centrecountypa.gov or by following us on Facebook at:
PENNS & BRUSH VALEYS RAIL TRAIL FEASIBILITY STUDY

\$ I would expect to spend per visit:



Distance I would typically travel:



I would use the trail for:



Businesses I might use during my visit:



80% of the people we surveyed said they would use the trail for **WALKING**

4. physical

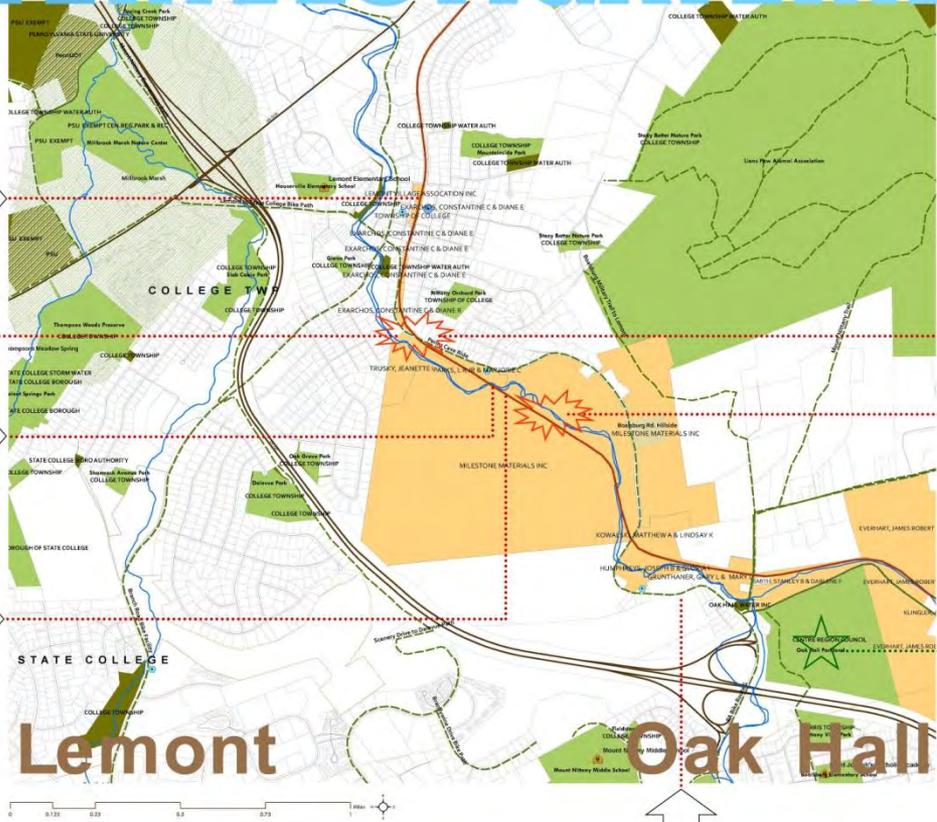
What are the physical opportunities and constraints to building a rail trail?

feasibility

MAPPING OF OPPORTUNITIES & CONSTRAINTS

INITIATE INVESTIGATION INTO INITIATE

What is your vision for the abandoned L&T railbed?



Poor Visibility at Potential Crossing

Active Quarry/Heavy Truck Traffic

- Oak Hall Regional Park Phase 1 Facilities to be built:**
- Grading for all park facilities (Phase 1 and future)
 - 6 ADA-App. Softball Fields with end-proposed 1:1:1 scoreboard on the primary field
 - Parking area (proposed) of 61 LED lighting fixtures = 1 LED fixture (distance for security and active lighting)
 - Park Water Features
 - Fencing/enclosures (fence line for fields) or earth retaining
 - 4 wheelchair accessible, benches, handwashing containers, drinking fountain
 - Full permanent walking trail
 - All plantings required by the Municipal and Township Plans
 - Stormwater Detention Building (1,200 sq. ft. x 30' x 30')
 - Park Entrance
 - Additional trees & site landscaping (structure, interpretive signs and signage) to separate context at site-entrance



The development of the railroad facilities abandoned Lemont grounds as a community. The Lemont, Cassin and Spring Creek Railroad Company, incorporated in 1853, had been developing property westward. By 1877 track had been laid as far as Spring Hill, so the entire Center Corridor in 1880 the company name was changed to the Lemont and Spring Creek Railroad Company, with immediate plans to complete the line to Hillman. The completion of the railroad further enhanced commercial activity in Lemont, most of it directly connected with transportation. The company built one of the largest saws for industrial use, as well as the local grain, fruit, and stock handling facilities for local markets. Local and long-hauling of the lumbering and shipping of coal shipments, as well as the presence of the railroad gave design a sense of scale and the most notable source for preservation and the health of the town. The health of the town is being growing in a sustainable manner.

Oak Hall Historic District is a national historic district located at College Township, Centre County, Pennsylvania. The district includes 17 contributing buildings and 1 contributing structure in Oak Hall. The district includes the American house was created by Gustav Grier in the late 1800s (1871), and grew with the Oak Hall Historic District. The district includes the American house was created by Gustav Grier in the late 1800s (1871), and grew with the Oak Hall Historic District. The district includes the American house was created by Gustav Grier in the late 1800s (1871), and grew with the Oak Hall Historic District.



5. design

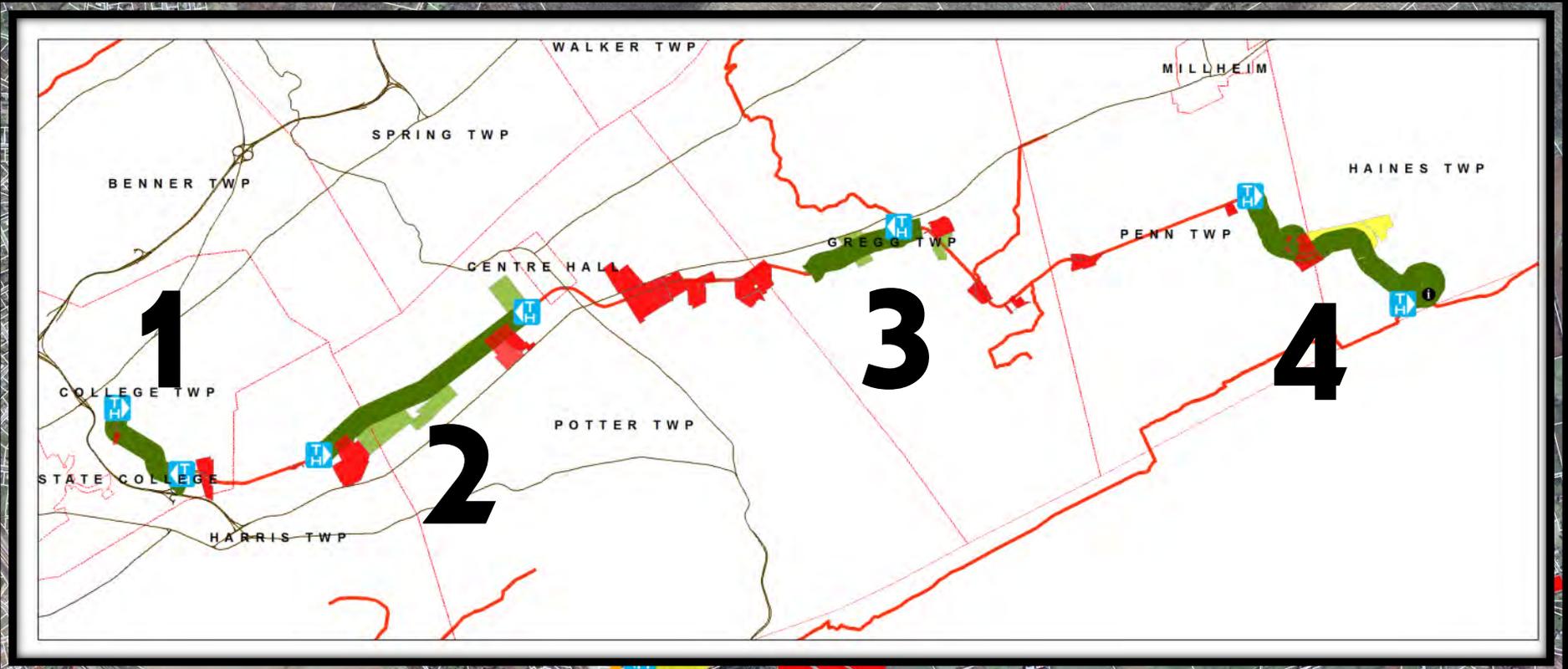
What is the community's vision for this project?

feasibility

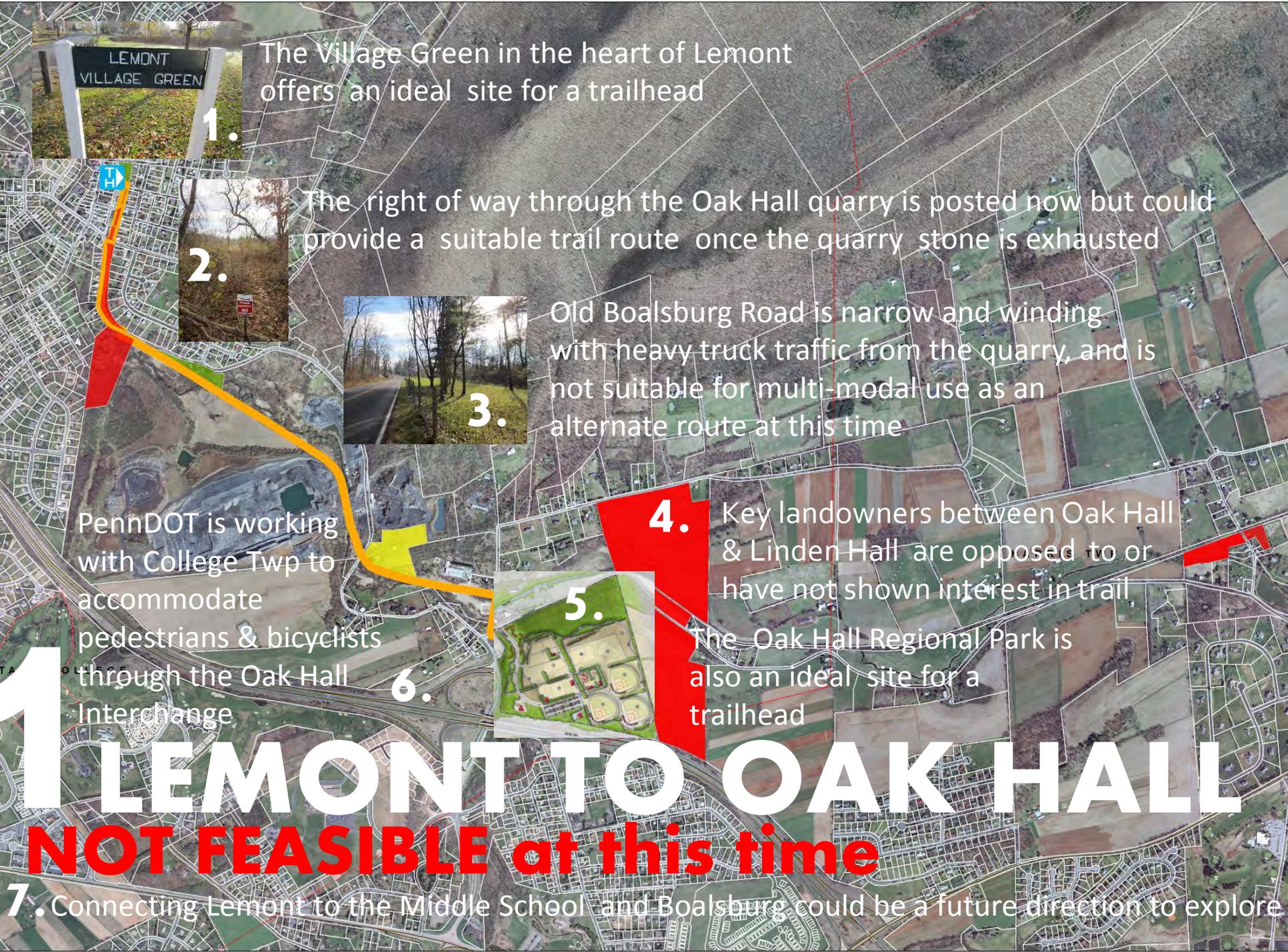
AFTER LANDOWNER RESPONSES INDICATED THAT A 27 MILE DESTINATION TYPE RAIL TRAIL BETWEEN LEMONT & THE COUNTY LINE IS **NOT FEASIBLE** AT THIS TIME DUE TO LACK OF CONTIGUOUS LANDOWNER SUPPORT AND REASONABLE ALTERNATIVE ROUTES (dry, level, direct and safe), WE REFOCUSSED EFFORTS ON EXPLORING THE FEASIBILITY OF SHORTER COMMUNITY BASED TRAILS IN 4 AREAS WHERE LANDOWNERS EXPRESSED AN INTEREST IN FURTHER EXPLORING THE RAIL TRAIL CONCEPT



15 **YES'S**
25 **NO'S**
7 **MAYBE'S**
46 **UNKNOWN'S**



4 AREAS WE CONTINUED TO EXPLORE THE FEASIBILITY OF COMMUNITY BASED TRAILS



LEMONT
VILLAGE GREEN

1.

The Village Green in the heart of Lemont offers an ideal site for a trailhead

2.



The right of way through the Oak Hall quarry is posted now but could provide a suitable trail route once the quarry stone is exhausted

3.



Old Boalsburg Road is narrow and winding with heavy truck traffic from the quarry, and is not suitable for multi-modal use as an alternate route at this time

4.

Key landowners between Oak Hall & Linden Hall are opposed to or have not shown interest in trail

5.



The Oak Hall Regional Park is also an ideal site for a trailhead

6.

PennDOT is working with College Twp to accommodate pedestrians & bicyclists through the Oak Hall Interchange

1

LEMONT TO OAK HALL

NOT FEASIBLE at this time

7.

Connecting Lemont to the Middle School and Boalsburg could be a future direction to explore

4 COBURN TO POE PADDDY

1. Most neighbors in this area feel infrastructure is unable to support a fully developed rail trail in this location

2. The majority of neighbors also expressed a strong desire to maintain the privacy of their remote location

3. Costs to replace missing bridges and to make tunnels safe for public use could be prohibitive

4. DCNR Forestry has expressed strong concerns about trail impact on potential wilderness area

NOT FEASIBLE at this time



NEIGHBORHOOD MEETING AT INGLEBY

SMITH LANE TO GREGG STATION 1.72 MILES



POTTER TWP

HARRIS TWP



Still exploring
FEASIBILITY

SMITH LANE TO RIMMEY ROAD

2.

Relocate 8 strand fencing to contain Bison herd at Moore Farm



4.

Install privacy screening near Rimmey Road crossing

3.

Relocate 5 strand fencing to contain Highland Cattle on Bergenblick Farm



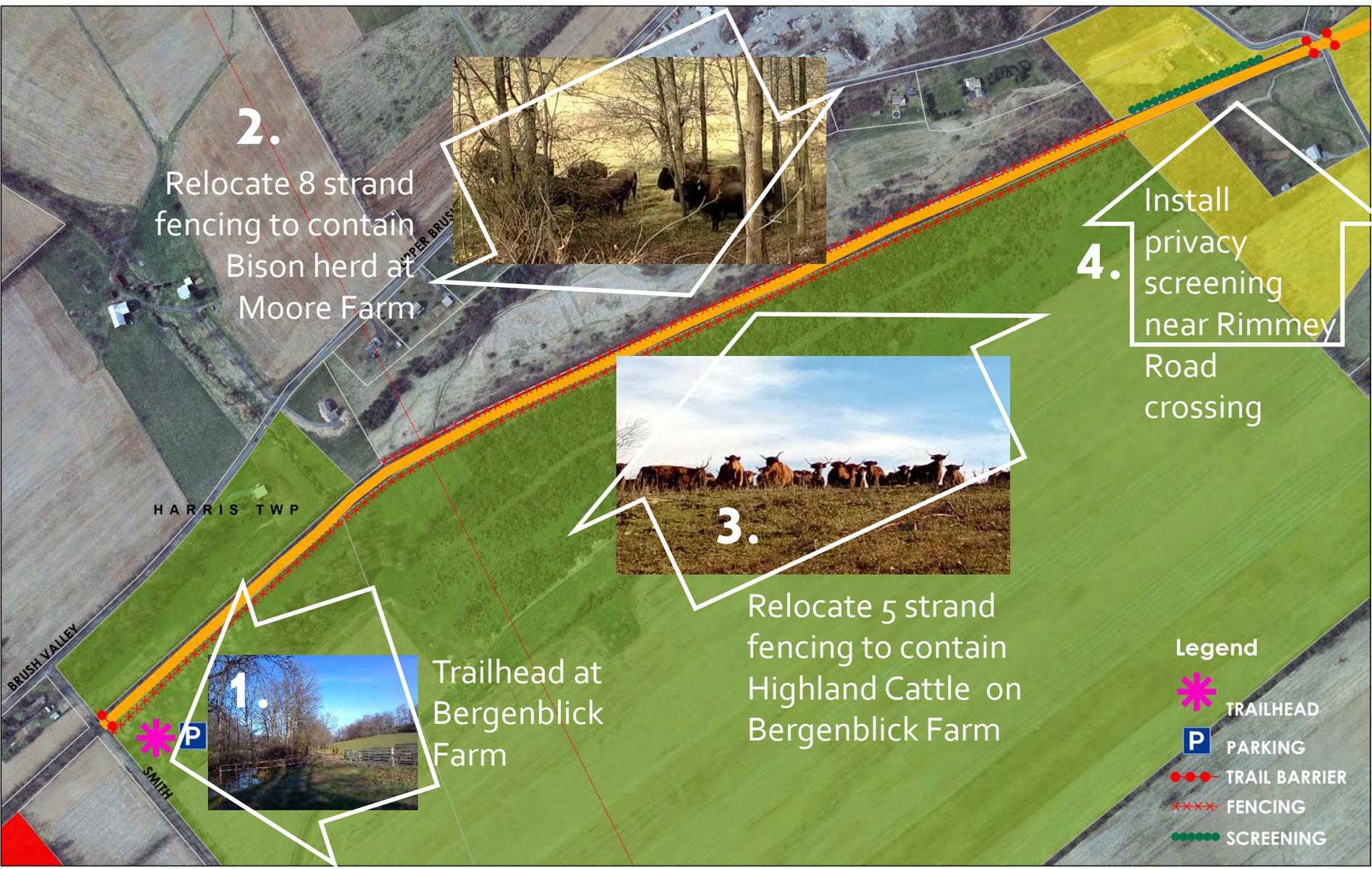
1.

Trailhead at Bergenblick Farm



Legend

-  TRAILHEAD
-  PARKING
-  TRAIL BARRIER
-  FENCING
-  SCREENING



RIMMEY ROAD TO GREGG STATION



8. 2nd Neighbor meeting at Rhoneymeade to get more feedback from neighbors



6. Bollards to limit access at trail terminus at Gregg Station

5. Bollards to limit access to trail at Rimmey Road



7. Potential spur to Sculpture Garden, Rhoneymeade Farm

Legend

-  TRAILHEAD
-  PARKING
-  TRAIL BARRIER
-  FENCING
-  SCREENING

3

SPRING MILLS (Old Gregg School to Wildflower Lane)

1.74 MILES

GREGG TWP

**Still exploring
FEASIBILITY**

POTTER TWP



SINKING CREEK ROAD BRIDGE to

WILDFLOWER LANE

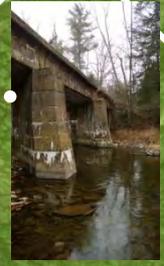
9.

Recommend 2nd Neighbor meeting to get more feedback from neighbors

6.

Bollards to restrict access at Myers Farm lane

5.



Fiberglass footbridge across road

7.



Route across Myers Farm field still under discussion

8.

Trail ends near Wildflower Lane

Legend

-  TRAILHEAD
-  PARKING
-  RESTROOM
-  ALT. ALIGNMENT
-  TRAIL BARRIER
-  FENCING
-  BRIDGE

6. financial

What will it cost; where will the money come from?

feasibility

POTENTIAL SOURCES OF FUNDING:

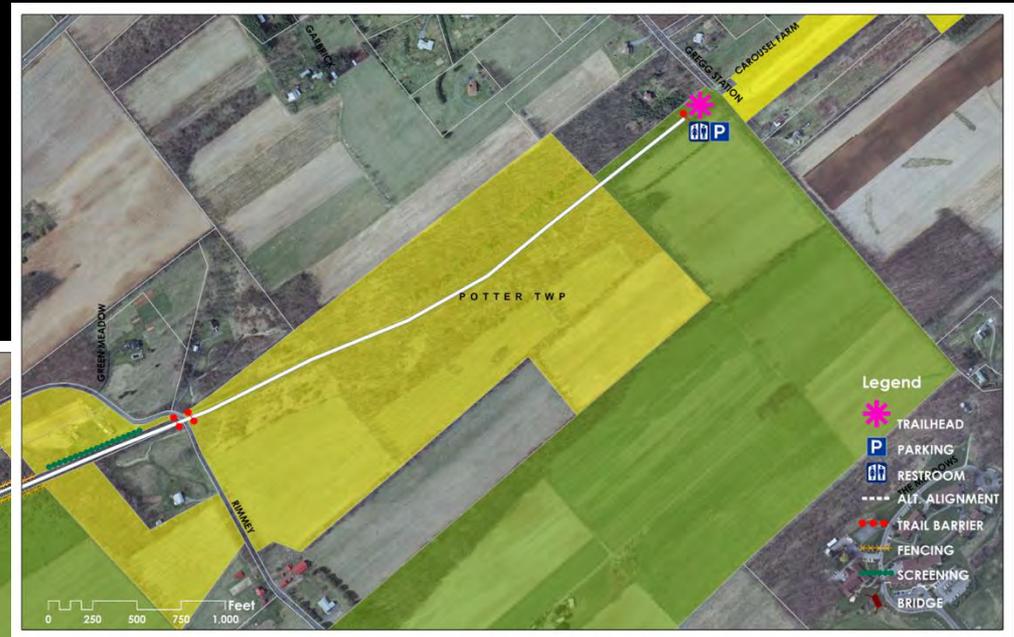
Penn Dot
DCNR
In-Kind

construction (up to 100%)
design (50/50 match)
Friends of the Trail
Municipality

Gregg Station Trail Estimate*:

\$205,160

Trail Construction		\$134,700
Drainage		\$4,200
Fencing		\$18,000
Bollards/Gates/Signage		\$9,600
Trailhead Parking		\$3,500
Screening		\$3,600
Interpretive signage, trash cans		\$4,800
SubTOTAL		\$178,400
Design	15%	\$26,760
TOTAL		\$205,160
Cost Per Mile	1.72 miles	\$119,500



*Trail estimates based on prevailing wage rates, typically 15 to 20% higher than privately funded projects; does not include discounts for in-kind donations

Spring Mills Trail estimate*: \$545,900

Trail Construction		\$137,000
Drainage		\$8,500
Fencing		\$2,000
Bollards/Gates/Signage		\$10,700
Bridges (2)		\$300,000
Trailhead Parking at Ballfield		\$7,000
Bike rack, interp sign, trash cans		\$9,500
SubTOTAL		\$474,700
Design (15%)		\$71,200
TOTAL		\$545,900
Cost Per Mile	1.62 miles	\$336,330

*Trail estimates based on prevailing wage rates, typically 15 to 20% higher than privately funded projects; does not include in-kind donations



Example of fiberglass footbridge bridge

7. operational

How would these trails be operated and maintained?

feasibility

TRAIL OPERATIONS

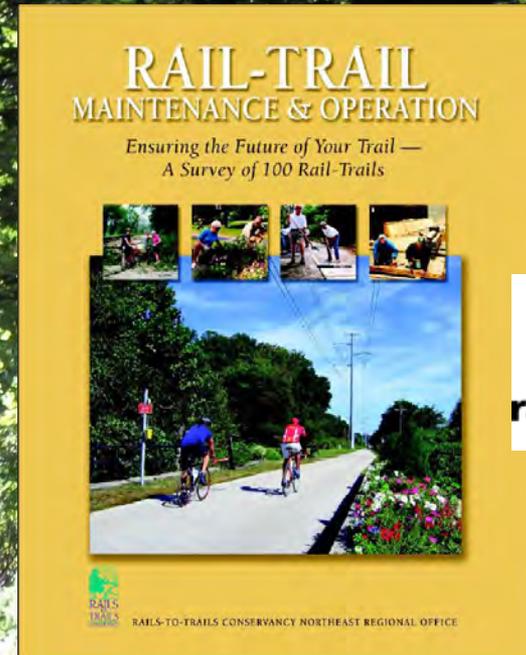
Landowners

easement holder/s

maintenance

1. **Spring Mills** — **Gregg Township** — **friends group**
2. **Gregg Station** **Harris & Potter Twtps.** — **friends group**

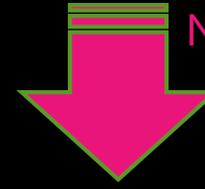
Typical Operation & Maintenance Costs for 39 trails surveyed by RTC averaged around \$1,000 per mile



SCHEDULE

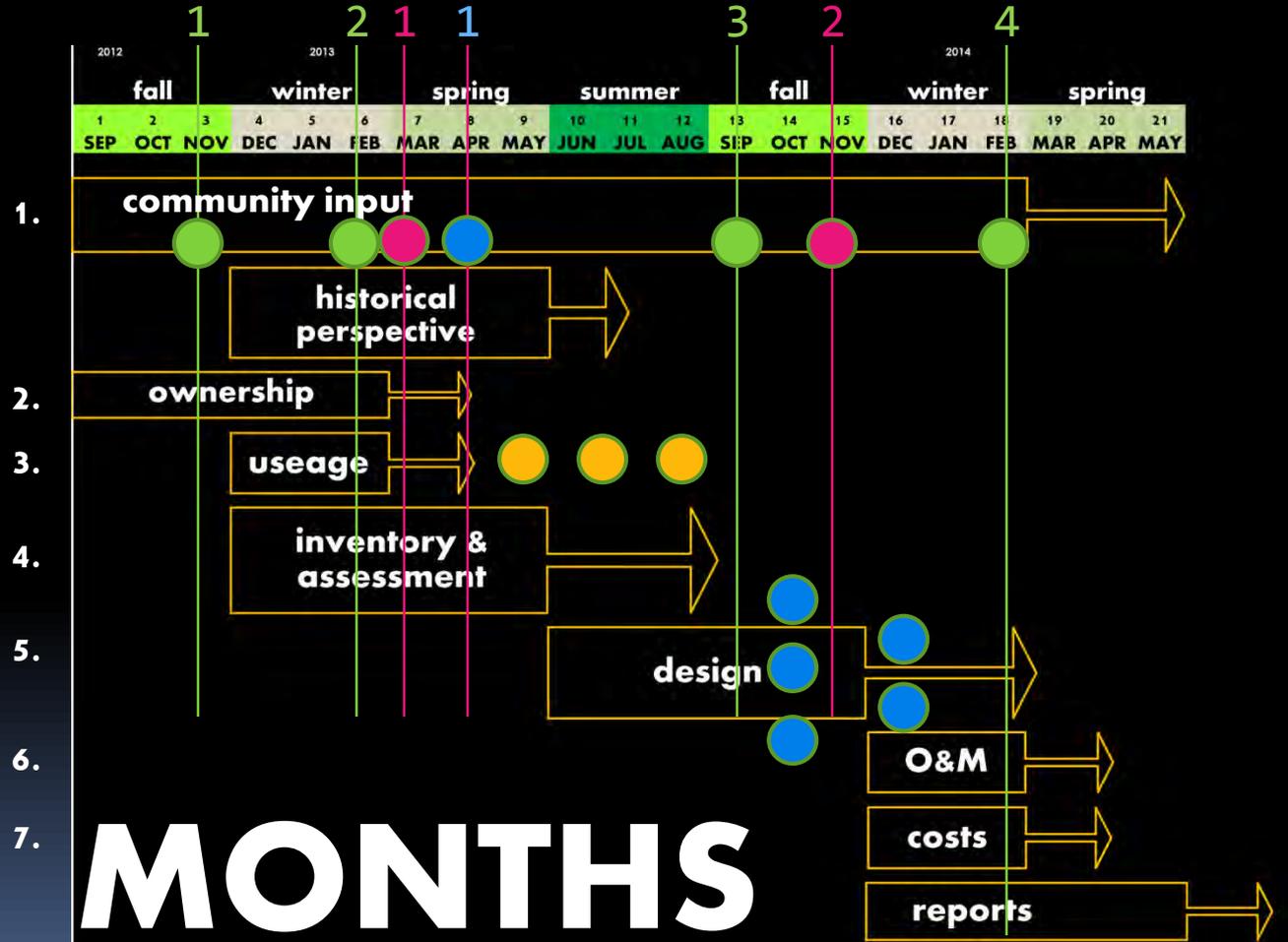
Charting our progress

SPRING MILLS
LINDEN HALL



November 19, 2013

- Study Committee Meeting
- Public Meeting
- User Surveys
- Neighborhood Meetings



18

MONTHS

give or take a season

INITIATE INVESTIGATE INFORM INVITE IMAGINE **IMPROVE** INSPIRE

NEXT STEPS

IMPROVING OUR VISION

DEC

WORKSHOPS (optional)-

Smith Lane to Gregg Station

SPRING MILLS (Wildflower Lane to Old Gregg School)

JAN/FEB

FINAL REPORT

Highland Cattle from the Bergenblick Farm adjacent to the former L.&T. R.R., Potter/Harris Township

