### Bellefonte Central Rail Trail Feasibility Study

**Public Meeting One**

**Meeting Date and Time:** 7:00 pm, November 29, 2006

**Meeting Location:** Benner Township Elementary School

#### Attendees:

<table>
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<tr>
<th>Attendee</th>
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<tr>
<td>Joel Zod</td>
<td>Slate Reeder</td>
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<td>Sam Yoder</td>
<td>Genevieve Robine</td>
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<td>Eli Hostetler</td>
<td>Jeff Martin</td>
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<td>Larry Clark</td>
<td>Bob Jacobs</td>
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<td>Allen Huber</td>
<td>Ed Bowman</td>
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<td>Joe Hartle</td>
<td>Missy Hazen</td>
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<td>Dick Taber</td>
<td>William MacMath</td>
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<td>Sue Stark</td>
<td>Diana Mullan</td>
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<td>Tom Stark</td>
<td>Chip Arietus</td>
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<td>Terry Flinchbaugh</td>
<td>Jim Swantzell</td>
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<td>Janet Flinchbaugh</td>
<td>David Schulte</td>
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<tr>
<td>Brad Babcock</td>
<td>Bob Donaldson</td>
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<td>Mary McMurtrie</td>
<td>Arlene and Ted Pruss</td>
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<td>Melissa Gummo</td>
<td>Neil and Ruthie Carlson</td>
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<td>Mike Rose</td>
<td>Mark Ivy</td>
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<td>Jack Rimer</td>
<td>Mike Bezilla</td>
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<td>Valerie Martin</td>
<td>Ann Donovan</td>
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<td>Chris Gummo</td>
<td>Dave Hill</td>
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<td>Gib Gummo</td>
<td>Lisa Ford</td>
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<td>Andrew Pierce</td>
<td>Kim Gasper</td>
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<td>John Johnston</td>
<td>Nancy O. Miller</td>
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<td>Rick Gilmore</td>
<td>Carl E. Miller</td>
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<td>Glenn Vernon</td>
<td>Paul and Michael Silvis</td>
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<td>Brian Wimer</td>
<td>Jeff Hermann</td>
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<td>Jeff Terrell</td>
<td>Tom Griffiths</td>
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<td>Brooks Parker</td>
<td>Sue Hannegan</td>
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<td>Chuck Anderson</td>
<td>Dave Breon</td>
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<td>Carl Hess</td>
<td>Bob Nicely</td>
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<td>Dave Matlin</td>
<td>Chuck Seighman</td>
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<td>Barbara Hutchinson</td>
<td>Paul Rita</td>
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<td>Martin McGann</td>
<td>Sue Ruth</td>
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<td>Ken Hoy</td>
<td>Jack Miller</td>
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<td>Jon Eicit</td>
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<td>Cliff Kanz</td>
<td>Larry Hutchinson</td>
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<td>Bob and Dolores Nellis</td>
<td>Kevin Gombotz</td>
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<td>Anne Danahy</td>
<td>Anne Messner</td>
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Approximately eighty people attended this meeting.

The following represents a brief review of discussions held during the above meeting:

1.1 Beth Rider thanked everyone for attending this evening’s meeting. She indicated that this project was the vision of six municipalities that the former Bellefonte Central Rail Trail corridor passes through. Those municipalities asked the County for assistance in determining if it would be feasible to build a shared-use trail from State College to Bellefonte. The County applied to the Pennsylvania Department of Conservation and Natural Resources for funding, the grant application was approved, and the County hired Pashek Associates to complete the study. Rider then introduced John Buerkle from Pashek Associates.

1.2 Buerkle began by indicating that tonight is the first of two public meetings that will be held. Buerkle reviewed the agenda for the meeting:

1. Explain what steps are involved in a feasibility study, what a feasibility study will do, and what it does not do.
2. Review the benefits of rail trails.
3. Answer questions that property owners may have about how the project will or will not impact their property.
4. And, identify issues and concerns that attendees may have about the proposed trail.

Buerkle noted that the study is in its early stages, and that the trail alignment has not be determined. Buerkle said a second meeting will be held in the spring to present the draft recommendations of the study, and if deemed feasible, the proposed alignment of the trail.

Refer to the attached PowerPoint presentation.

1.3 Buerkle briefly reviewed the route of the former rail bed and oriented attendees to the maps on the wall.

1.4 Next, Buerkle asked each person to take a few minutes to make some notes about their thoughts, feelings, issues, and concerns with regard to the proposed trail. Buerkle gave attendees approximately five minutes to complete this task.
1.5 Buerkle indicated he wants everyone to share what they’ve written on their card. TO ensure everyone has the opportunity to do so he established the following ground rules:

- Every idea is valid. Please respect the opinions of others.
- You do not have to agree with every idea that is suggested. Even if you don’t agree, this is not the time to debate a specific item.
- Please remain quiet while someone else is talking; Everyone will have a chance to speak.
- There is no need to repeat an idea if it has already been mentioned.
- Please try to keep your statements as clear and concise as possible.
- Convey one issue per turn.

Buerkle noted would go around to each person in the room and allow them to address one of the items on their card. Buerkle said he would go around the room twice. The cards will then be collected, and each card will be read and all items on the card would be documented as input on this project. Buerkle indicated he would not be able to provide answers today, but that he would use the input to guide the planning effort.

The following thoughts, ideas, issues and concerns were noted during this process:

1.6 Buerkle concluded the meeting by indicating a second meeting will be held this coming spring to present the draft recommendations of the study. Buerkle encouraged everyone to attend.

1. Used to ride her bike all the time along the Spring Creek corridor – Can this link together?
2. Can it extend to Pine Grove Mills?
3. Landowners meeting – how did it go?
4. Good idea – expansion this out to Alexandria, MD – Pine Creek Trail make attraction
5. State College Borough would like to go from Penn State – to Bellefonte – benefits of living next to trails – has lived next to them in past
6. Use unimproved part of Manhasset every day
7. Very few safe places to ride in this area – safety aspect
8. Got testimony about going through it backwards – Carl Hess – State College Borough planner
9. Positive experience w/ rail in backyard – do not use their lawn
10. Spring Township – Bill McMath – Alternative routes may be needed – Coleville maybe?
11. Benner supervisor – strollers out now not as many speed riders
12. Support- Dave Breon – hope folks are not feeling pressured
13. Ferguson Twp. supervisor – Tudek – Circleville – bikeway – trash – trespasser – pool was there - is less of both
14. Concept supported – Mike Rose – every consideration for property owners
15. SBWJA – feel is a good use of their land
16. In favor – environmental concerns – Buffalo Run Creek – does stream monitoring w/ senior environmental corp. – talk to Ann Donovan (Conservation District) about that program
17. Trails so folks don’t have to ride on berms
18. Consider evening low level lighting – expand use and for safety
19. How do you address lighting
20. Centre Regional Commission MPO staff – financing concern – competition thru MPO
21. Support – drive all over the state to ride rails to trails now
22. State Route 550 resident – activities he rides with his son now – would use it for his family
23. Benner Twp. Planning commission member – concerned about impervious surface
24. Ferguson Twp. – Circleville path – no litter – only by highway walkers pick up litter
25. Rails to Trails national member – and husband – excited for this here
26. Lifelong resident w/ horses – consider adjacent corridor for horses (and will do maintenance) – leave it better then when they came – (check statistics out)
27. When approaches Coleville it becomes active – how will you get through there?
28. Horse owners in Centre County
29. Gregg Township planning commission – Inventory of # of horse owners and users.
30. Gregg Township planning commission – feasibility study in PU for trails and equestrian and safe route
31. Dairy farmer for 50 years – Hartle Farm – traffic going 60 mph or more – not safe – trash a problem now
32. Amish from Mifflin Co. – Coburn to Poe Paddy – Centre to Mifflin to travel
33. Landowner on State Route 550 (Gummo property) – would split her land in ½
34. New resident to the area – looking to buy a house- thought of it is a good thing
35. Patton Township supporter
36. State College Borough – Rick Gilmore – opportunity to unite community around a positive benefit
37. State College Borough resident – stress the regional aspect to this – like the lower trail- young children & older use & disabled use!
38. Half Moon Hill – what is a Rail Trail parcel
39. Fairly remote – ATV’s out there now. What can be done? Graymont property – have you looked at it?
40. Support of a non-paved trail – Bellefonte cross country coach – they need a safe place for the kids
41. Patton Township resident – choose location for business in Ferguson based on bike trail there
42. Professor Ivy – Sunset Park resident – collect research on greenways and trails professionally- folks are good neighbors on the trail – benefit – nation needs it for more exercise
43. Exercise to go from Bellefonte to State College Borough
44. Need it for exercise and safe route
45. Lower trail is great
46. Support – mark private property with signage – never see folks stopped or trespassing on other trails
47. Benefit to community – share from prop. Owners opposed that their changed their mind
48. Ferguson Township folks ride thru Whitehall Rd. and very dangerous
49. Lemont resident – go once a month to Pine Creek and spend a lot of money
50. In that corridor – not a lot of safe choices and different experiences for all ages!
51. In Philadelphia there are trails – would like to see them here
52. Lower trail – 30 mile south of here (same vandalism) – these types of meetings should of happened
53. Ferguson Township resident – 60 yrs old – 5 yrs ago bought house next to bike trail – never seen anything bad – watches families ride from porch.
54. Bellefonte runner/biker – would like the opportunity to do the route safely
55. Son adjacent to one trail – good for him
56. Quality of life issue to enhance for all
57. Benner Township resident – once feasibility done what is time frame for completion?
58. Benner Township take into consideration access points and parking too
59. 2 yrs lived in York County and used the York Trail there and surprised how far behind in getting a trail – go all over the state from Centre County to ride other trails
60. Beauty of a trail – and have neighbors be friendly to trail users
61. Consider the equine community
62. ATV abuse – happening now
63. Benner Township residents – back in the 80’s she was against it for the trash and still own the ROW and support trail now
64. Sue Hannegan – to hear the comments – the history – great opportunity for historic residents
65. Chip – good for Bellefonte as a tourist destination
66. Restroom facilities???
67. PA railroad heritage and 1,000 miles and scenic areas in PA
68. Snowshoe Trail- and how they take care of it
69. Patton Township planning commission – good linkages to other trails and walking paths no and for new developments
70. Mike Shamalla – Environmental. Protection – historic recreation. All good
71. Rails to Trails Conservancy member, State College resident – rode all over and lacking here in central PA
72. Residential access to other trails and safe routed to schools and inter-connectivity to other paths
73. Even school in now to link to trail
74. Favor – meeting in 1979 – adopt strategy – was then – in 79’ and in 25 years there has not been a single piece of the railroad right-of-way acquired – it has been destroyed and in every subdivision it was destroyed and paved over – not set aside
75. Student- make sure open for winter rec. use year round
76. Is this available online? www.co.centre.pa.us

In an effort to be conscious of our impact on the environment, Pashek Associates has chosen to deliver this document in a digital format. If you are unable to retrieve the attached file, or desire a hard copy this file and the referenced attachment(s), please email me your request at jbuerkle@pashekla.com.

The information contained in these minutes was recorded by Pashek Associates and represents our interpretation and understanding of the discussions that occurred during the meeting.

Prepared by:

John O. Buerkle, Jr., RLA, AICP
Wednesday, December 20, 2006

Distribution: Community Advisory Committee Members
Scott Cope, PA DCNR
Wes Fahringer, PA DCNR Regional Advisor
Notecards from Public Meeting #1 @ Benner Twp. Elementary School

1) Chuck Seighman, Port Matilda, Patton Twp. Planning Commission
   Support!
   1. Not paved- compacted limestone fine
   2. How about extension past TGI Friday’s, Atherton St, Radio Park School, PSU golf courses (Pine Grove Mills)
   3. BUFFER!! Soft on each side??!
   4. How can we (planning commission for Patton Twp.) “legislate” protection for trail land?
   5. Would support the equestrian trial also
   6. Would support the use of condemnation for best usage of land for public good
   7. Planning efforts should include open space areas along the trails as much as possible

2) Paul Rita, 814-231-8405, paul@ritosoft.com
   Projected use
   While riding on the Pine Creek rail trail recently, I noted that whole families were out riding, from toddlers in trailers to octogenarians. And there were a lot of families. Please build this trail. There are so few continuous, safe trails in the immediate area.
   Safety: I lead a number of road rides in the area and there are few safe and well-designed roads.
   Health: Lots of people won’t join my rides because of traffic. They don’t ride the off-road trails because they aren’t in conditions, or willing to take the beating riding undeveloped trails. Like all those families mentioned above, they want a safe, easy place to ride.
   Surface: Pack limestone- please vs. asphalt. Better for walkers and joggers and keeps the bike speeds down And having ridden the length of the Great Allegheny Passage and C & O Trail from Pittsburgh to D.C. and Pike Creek Trail, I can tell you that it is an amazing workout at the 15mph limit.

3) 1. Consider evening low level (4’high) lighting; with solar source as a way to expand year-round use, also for safety.
   2. Look into a self-maintained rest stop
   3. Protection from lightening storms
   4. Analyze any camping sites, or not
   5. Horse trail locations must be completely separate to avoid surprising horses with on same trail
   6. Provide completely separate ATV routing

4) Ralph Seely, 420 Millgate Road, Bellefonte - I am positive about the idea
   BUT: You should contact the people who manage the Lower Trail, centered on Williamsburg (original portion went 11 miles to Alexandria, now extended to Hollidaysburg). They have had a lot of trouble with vandalism and horse users
   Some of the vandalism could have been reduced by having initial meetings such as this. The lower people accommodate equestrian, but have not abided by the rules

5) Need equestrian trails- PA has 4th largest horse population is U.S- would like to see horses at least on some parts of the trail.
   Who will determine the need for equestrian portion of the trail?

6) ATV control?
What is a “rail trail parcel”? Would you consider alternate route through Graymont around Coleville? Junkyard? How about staying on the E side of the stream at the junkyard? Resources for excavation- are they available? Concerns about handicapped/elderly access- golf carts?

7) I support the rail-trail project. I am an avid bicyclist and believe the trail will enhance the quality of life for residents and tourists alike and will help bring prosperity to neighboring communities. I live along the trail myself and use the current trail 4-5 days per week. (Manhasset Drive). Also improving the trail would make the currently used unimproved sections safer and more comfortable.

8) Bob Nellis, 102 Birch Street, Bellefonte, 814-355-9846
Who is responsible for purchasing the right-of-way from landowners?

9) Frank Maguire- I would like to see the trail extended to the North Atherton Corridor- currently there is not an effective trailhead in State College. I am absolutely for the construction of the trail as I see it having a very positive impact on the community. I would be interested in participating in any community input groups that are formed.

10) Larry Miles, Member of the National Rail-to-Trail Conservancy; State College resident, enthusiastic supporter of this effort- of what help might I be? 814-238-7632

11) Great asset connecting historic and community resources. Just a beginning to look at side trails i.e. to Milesburg/Armor Gap, to Lhs & Gov. Pk/ Spg Ck Corridor/ Best Pk. Great opportunity for economic development- History = #2 tourism attraction

12) I am a state college resident but have lived in Georgia and Ohio as well. Our family used trails in both these areas (Rail to Trails) and greatly appreciate the recreation opportunities. Now we travel to the Lower Trail, about 3x per year. Eventually this would be a great asset to our community, connecting a bedroom community to workplace/school/shopping
Have “we” considered rails-to-trails and how that organization would resource and inform this project?

13) Once the feasibility study is done, how long does construction take? What are the typical rules for bringing animals on the trail- dogs and other pets? I’m very much in favor of this effort and feel the landowners’ concerns can be successfully addressed?

14) Neil Carlson- 4neilinpa@verizon.net
1. What will be the timeline to complete the feasibility study?
2. How long after that will “phase II” start (assuming study is positive)?
3. Is the presentation (powerpoint) given this evening & the maps be available online?
4. Who would maintain the trail?
5. Based on other trail development, can a “ballpark” guess be made on completion? How about the completion of the SC & Bellefonte ends which are already approved?
6. Include access points and parking between SC & Bellefonte.
I fully support this trail! Let’s go for a ride!

15) John Johnston- jpj8@psu.edu
1. Any long-range plans to expand the trail along the branch of the rail bed from Waddle to the Scotia area.
2. What is the usual cost/mile of developing a rail-trail?
16) Concern that four wheelers will be all over it or make their own right of way around the blocks on the trail. Especially through Coleville up to Armagast Road. I would support the trail.

17) 1. Will property owners be able to sell food, etc. to trail users off their part of the trail? 
2. I hope that water might be a part of the trail- no matter how short or small. Streams are a great stopping place.
3. This is an exciting project- how can the community help? Fund raising, appeals to the CC Community Foundation for funds (perhaps specific location or special features)

18) Kim Gasper, 814-383-9932, kgasper@basd.net
This trail gives Bellefonte a tremendous opportunity to improve an already beautiful place to live. It is the missing link for outdoor enthusiasts. My husband and I travel 30 miles one way to run/bike on the Pine Creek Trail (Jersey Shore to Wellsboro). We have stayed overnight, taken day trails and had breakfast/lunch in small towns along the way. I know this trail can have the same impact for Bellefonte.

I am the Bellefonte Area Cross-Country Coach and this trail would be of great benefit to our team. The surface would lessen the impact thus reduce injuries, safety is a great issue and getting us off the streets is another positive benefit. My hope is that it is a non-paved trail. This spring, the NVRC will be starting a Bellefonte chapter of the running club. There is a tremendous opportunity for the club runs, races and giving back through maintenance and clean-up, etc.

I would like to be contacted to part of any committee to make this happen.

19) I think there is a need for such a trail and I hope it becomes a reality. I will use the trail. I am willing to work with the committee to see the trail become a reality. In Ferguson Twp. West Whitehall Road is used a lot by bikers. This is not a safe road at 4-6 p.m.

20) Generally support
1. The trail should be of pervious surface material as much as possible to prevent run-off into adjacent streams.
2. Invasive plant species have become a problem everywhere. Do we increase the spread by opening up trail areas? What measures can be taken to monitor this possible impact?
3. Litter problems always need addressed. Yes, people don’t litter by houses, but they do out in rural areas.
4. Where would parking be for accessing the trail? Again- pervious surface

21) Sue Ruth- 1492 Walton St., Philipsburg, PA 16866, 814-342-5818, Pa Equine Council
I am thrilled to hear that horses are even mentioned. As a member of the Equine Community I know that you get much support from the horse owners in the area. We could help with maintenance, etc. We already have trail committees within our organization. Even if the whole trail was accessible we would like to be involved in even a little part. I would even be willing to help to investigate the horse community in this area if needed. Please consider us (horse owners) as supportive.

22) Sue Stark, 135 Stark Lane, Centre Hall, PA 16828, 814-364-2388, sstark751@verizon.net, Equine Council and Centre Co. Trail Stewardship Coordinator
Would equine use be possible on at least a portion of the proposed trail? What is the overall proposed length of the trail? Please consider the additional revenue the horse community would bring in from throughout the state.

23)  Tom Stark, 135 Stark Lane, Centre Hall, PA, Equine Council, Centre Co. Trail Stewardship Coordinator. Would like to see trail opened to equine at least for a portion of it.

24)  Tom Griffiths, 814-863-4000
I am for it. It will improve relations between State College and Bellefonte. It would also reduce trash and trespassing that already exists.

25)  Brooks W. Parker
1.  I support the development of the trail for all the reason’s described, plus the overwhelming fact that a grade separated pedestrian trail is justified due to the poor conditions of rural roads for pedestrian and bicycle use.
2.  If the trail needs to be re-routed in multiple sections, its appeal would be severely diminished, so I would like to advocate that is stop 85% or greater on the R.O.W.
3.  The possibility of a return trails through the Spring Creek Canyon is intriguing and should be explored.
4.  Finally, my wife and I have driven up to 65 miles away to use Pennsylvania Rail Trails, so they are utilized.
5.  There are very few safe roads in the area.
6.  Good luck!!
7.  Regarding the one land owner who spoke against the project, you should explore buying out the properties, renting the structures as a source of income for maintenance, and people will live there.
8.  Figure out how to fund the maintenance. I don’t think a volunteer group be the primary group for maintenance.

26)  I support the rail trail from PSU Arboretum to Bellefonte area. It will enhance the quality of life from area residents by offering alternative transportation options. It enhances recreation options for walkers, bikers and joggers. The property increased values to adjacent property owners is a plus. The existence of a rail trail would help tourism and be beneficial to local economy. Safe place for bikers ride.

27)  I support the R-to-T development.
1.  Trail should maximize environmental education and environmental protection (riparian buffers) along Buffalo Run.
2.  Consider cost-effective ways to extend trail use through winter maintenance and low-level lighting
3.  Community groups could be solicited to provide plant identification, historic site ID, etc. (Centre Co. Historical Soc., Shavers’Creek, etc.)
4.  Seek community support for trail maintenance, trail amenities (signs, environ. Protection)

28)  Paul Silvis
I am in favor of the trail. This trail will be our gift to our children’s children. It will be a gift that will be enjoyed by the young and old. It will be a gift that will make us all proud to live here- most importantly- it will bring the people of State College and Bellefonte together. Too long have we been in divided communities. We all love this beautiful Happy Valley. Let’s
connect the great divide and join our communities in solidarity. Nothing is accomplished without great effort. I pray the township and communities can accomplish this great vision.

29) Strongly favor
1. It’s important to preserve a Bellefonte-State College greenways now before development makes it impossible.
2. A new bicycle link between Bellefonte and State College is badly needed as roads become more congested and more dangerous.
3. A rail trail would provide a less strenuous route than existing routes because rail grades are gentler than road grades.
4. Trail would encourage bike commuting alleviating parking as well as traffic.
5. Crushed gravel is a better surface than paved trail. Paved trails are vulnerable to frost and cracking with changes in weather. See paved trails around Rochester and Albany, NY.

30) The environmental benefit is enormous. I travel to Pint Creek every 5-6 weeks for an average of about 7 trips per year. Each times I spend approx. $100 on gas and services. It would be nice to spend it near home on occasion and attract visitors to do the same. We need green space. The trail should be unpaved. The trail would get large numbers of people out exercising.

31) Rick Gilmore
This trail is a fantastic opportunity for our community to unite around a common goal. I fully support the trail and will continue to devote time and energy towards it.

32) David Hill, 725 W. Hamilton, State College, PA 16801
1. I strongly support this. Other trails in the area (Lower, Pine Creek) draw large crowds and are relatively remote. This trail will be a huge draw and an incredible community asset.
2. I ride on the roads and don’t mind the traffic. This trail will provide a safe environment for less experienced riders (young, old, disabled).

33) I support the trail. I think it is going to be a very important asset to the community for recreation, transportation, and education. I live near the Penn State Arboretum and frequently use the existing section of rail trail as well as other bike paths and routes in the area for recreation and transportation. I think a rail trail has a huge potential to solve transportation and fitness/exercise issues on a community level. To me, the rail trail would help “kill two birds with one stone”. It would help people get outside and be active and curb obesity, and it would also give people the opportunity to commute via foot or bike between Bellefonte and State College, which would reduce oil consumption/automobile emissions. Therefore, if someone were to regularly commute on this trail. They would both save money (and our environment) on gas, while staying healthy at the same time.

34) I support the trail. I am looking for a home to purchase with bike access to State College, and would love to buy in Bellefonte, but currently there is no good bike route. I would like to have the recreational opportunity nearby.

Would this trail be open/available to these types of activities? Would property owners be concerned about winter use liability (which may or may not be higher than summer use liability)?
36) Strongly support trail development
In this age of increasing obesity and decreasing physical activity levels it would be crime not the take advantage of this opportunity. The development costs will be repaid through savings in health care costs, an excellent investment in the community.

37) Anne Messner- State College Borough Resident
As a resident of State College Borough. I support the concept of a rail trail opportunity it provides now. Laying the groundwork and implementing a trail continues for both boroughs related to community and exercise/recreation. Having lived adjacent to the W & OD trial and Mt. Vernon trail in Virginia I have experienced the endless benefits of a trail close to home and work.

38) Kevin Gombotz-
1. What is the potential for a continuous/semi-continuous off-road loop between State College and Bellefonte, Spring Creek corridor potentially.
2. Has the corridor been reviewed for its potential for connecting to work and safe routes to school (in terms of # of trips).
3. Have efforts been made to use data, concepts, otherwise partner/learn from other regional rail trails such as the pine creek trail?

39) Circleville bike path foes by our front door. Trail users have not been a problem. Only significant litter I’ve seen is where trail is next to the highway. Walkers pick up the litter. Circleville Bike Path very heavily used for recreation and commuting.

40) I am very supportive of rail trails and would like to see more rail trails in the area so that I don’t have to travel great distances for a rail trail. I would like expansion to Pleasant Gap.

41) Dick Taber- Foxdale Village, 500 E. Marylynn Ave., State College, dick_taber@yahoo.com
I am retiree living in State College (Foxdale Village). I’d love to be able to bike to Bellefonte for lunch and back. As recreation-fitness-nature enjoyment. I would ride such a trail regularly.

42) I strongly support the program. I frequently enjoy a walk on the villages in Benner Township and would be pleased if others do so. Provided, of course the environmental impact is minimal.

43) Improve outdoor activities increase unique things in area, help promote tourism.

44) Interesting project and a good idea if various problems can be overcome. Why not study future links to other trails (Alexandria-Williamsburg) or (Pine Creek Trail) to make this part of a regional network. What does it connect to in State College? In Bellefonte? Parking lots at terminal points?

45) I already use the open part of the trail from Sunset Park to 322 and would like to see the trail extended. The lower trail is a good example of the amount of usage a rail trail can generate.

46) I strongly favor the trail
2. Do not want to drive far to reach a trail and there are not other trails near State College.
3. We bike trails often and never see any damage to private property.
4. We bike the part that is done and always see a lot of people on the trail.
5. We want to see it join the bike trails along Circleville Road and Blue Course Drive.
6. We live on a property that backs up to the Circleville farm and may have a trail behind our house and we would love to have it there.
7. We want a safe place to ride.

47) Lisa Ford, 814-353-1583
I’m a lifelong Centre Co. Resident, except for two years. During that time I lived in view of the York Co. Rail Trail in Glenrock, PA. The trail did play a part in our choice of where to live. I used it 3-4 times a week for recreation. My family and I travel all over the State and use many of the trails including Yough Trail, Ghost Town, Pine Creek, Lehigh George. We do day trips as well as over night trips. I have already volunteered to monitor the condition of the existing Bellefonte Central Rail Trail. Centre Co. absolutely needs this trail!!

48) I think the trail is an excellent idea and would be a great benefit to the community. (outdoor recreation – mostly away from roads, preserve history of the area, increase tourism, economic benefits, especially small business owners, trails are great for all ages, especially safe for kids, medical community telling us to get more exercise, this would be great for that) I feel people will from much farther than 15 miles to use this trail. Would be good to provide landowners with information from landowners along other developed trails, especially those who previously were opposed.

49) We have ridden Confederation Trail, Prince Edward Island, Canada, and are sold on trail/Trails Germany too. We have only ridden a little in PA before Rail/Trails were improved. We look forward to having a rail/trail so close to Bellefonte. Out son lives adjacent to the WOD Rail Trail in Leesburg and has never had any problems with traffic. Hot air balloons have landed in their yard but never rail/trailers. Surface concerns me since I sometimes fall off the bicycle.

50) Thank you for doing this feasibility study…it is long overdue. The trail will improve quality of life and cooperation-unity of our municipalities. As a biker and runner, I can testify to the value and safety of using trails in PA, VA and Prince Edward Island, Canada (WOD) and Germany. Property owners (whether from PA or Missouri) keep an open mind, consider well-being of all and visit existing trails.

51) Bob Nicely, 814-238-2104, bob@nicely.us
I am very supportive of this project!!
1. FYI- I am 66 years old, I started riding a bicycle 1 years ago, I built a house on a lot that is adjacent to the bike trail near Science Park Road and that was a great decision! My lot is more desirable now than it was when I built it in 2000; I enjoy seeing the many folks use the trail; I have experienced no problems that can be attributed to the bike trail).
2. I often have house guests and we often use the trail. We do spend $ for the water, lunch, etc.
3. The bike trail makes my exercise program safer than riding on the roads.
4. We have (already in place) a wonderful resource that should be expanded. We are the envy of out-of-town folks.

52) How will the rail trail fit in with the concept of ‘Greenway’? How will the trail play into open space? Will the trail increase development?

53) As a member of the Patton Township Planning Commission, I support the trail as presented whole heartedly; will provide wonderful trail linkages possibilities within Patton Twp. and elsewhere along the route, linkages to path in existing and new development.

54) Sue Brantley
I used to ride my bike from State College to Bellefonte along Spring Creek corridor. It was great. I saw Osprey and great Blue Herons. Can you bike trail connect a bike trail through Spring Creek corridors? (through the Canyon)? You can get to Spring Creek corridor from Sunset Park. You should absolutely do this.

55) Allen Huber
I am very supportive of the trail. Having moved to State College from suburban Philadelphia, I was surprised at how few trails of this type exist. Most of my trail experiences are from Montgomery and Chester counties, and I have experienced little litter or vandalism. People seem to appreciate a place to walk or bike away from traffic. Montgomery Co. has an amazing 160 miles of trail in a very developed county and is now working to integrate them county-wide. One trail runs from the mouth of the Delaware River in Philadelphia to Green Lane Reservoir- over 30 miles of trail.